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Department for Transport statistics

[Transport Statistics Great Britain](#)

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TSGB: 2012



Department
for Transport

Introduction



Welcome to the 38th edition of *Transport Statistics Great Britain* published on 13th December 2012.

Transport Statistics Great Britain (TSGB) is a major publication within the scope of National Statistics and provides an accurate, comprehensive and meaningful picture of transport patronage in Great Britain.

All individual tables that make up TSGB are on the web-site in EXCEL format (and downloadable in both EXCEL and CSV), enabling users to manipulate the information to produce further tables or charts.

There are also a number of additional tables, usually historical data, which are available on the DfT web site, see

<https://www.gov.uk/government/organisations/department-for-transport/series/transport-statistics-great-britain#statistical-data-sets>

The Notes and Definitions are also available as a separate PDF on the DfT web site at: <https://www.gov.uk/government/publications/transport-statistics-great-britain-2012>

The website also contains a great deal of other published statistical material produced by Transport Statistics. It also includes a list of forthcoming publications and their publication dates. In many cases, the information produced during the course of the year provides the first release of data and these are subsequently consolidated into the TSGB tables. Thus TSGB is a snapshot of the latest data available at the time of publication.

I hope you find this publication useful and interesting. Any comments you may have on the contents would be welcome. Please e-mail these to

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December 2012



Transport Statistics Great Britain: 2012

Transport Statistics Great Britain (TSGB) is a major publication within the scope of National Statistics and provides an accurate, comprehensive and meaningful picture of transport patronage in Great Britain.

TSGB 2012 contains information on modal comparisons, aviation, energy and the environment, freight, maritime, public transport, roads and traffic, transport accidents, casualties and vehicles.



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Highlights from TSGB 2012 include:

- Over the long term there has been an increase in total passenger distance travelled driven mainly by an increase in the distance travelled by road, and in particular by cars, vans and taxis, although there have been small falls since 2007.
- There were 219 million terminal passengers (arrivals and departures) at UK airports in 2011, 4% more than in 2010 but 9% lower than the peak in 2007. Freight handled at UK airports fell by 1% to 2.3 million tonnes, following a marked increase in 2010.
- Between 1990 and 2010 greenhouse gas (GHG) emissions from transport have increased by 11% whilst total GHG emissions have fallen by 21% over the same period.
- In 2010, the level of domestic freight moved was at broadly the same level as in 1990, at around 222 billion tonnes kilometres.
- UK sea ports handled 519 million tonnes (Mt) of freight traffic in 2011, an increase of 1 per cent on 2010, but 11 per cent lower than in the peak in 2005.
- Since privatisation (1994/95), the number of journeys made by national rail has doubled from 0.7 billion to 1.5 billion in 2011/12 (52% increase since 2001/02).
- In 2011, the overall motor vehicle traffic volume in Great Britain was 303.8 billion vehicle miles. This is similar to traffic volume in 2010 (303.2 billion vehicle miles) and follows three consecutive years of decreases.
- In 2011, the number of reported road casualties of all severities was 35 per cent lower than in 2001. Traffic has grown by 3.2 per cent over the same period.
- The number of licensed motor vehicles in Great Britain has increased from about 4 million in 1950 to over 34 million in 2011.

FURTHER INFORMATION

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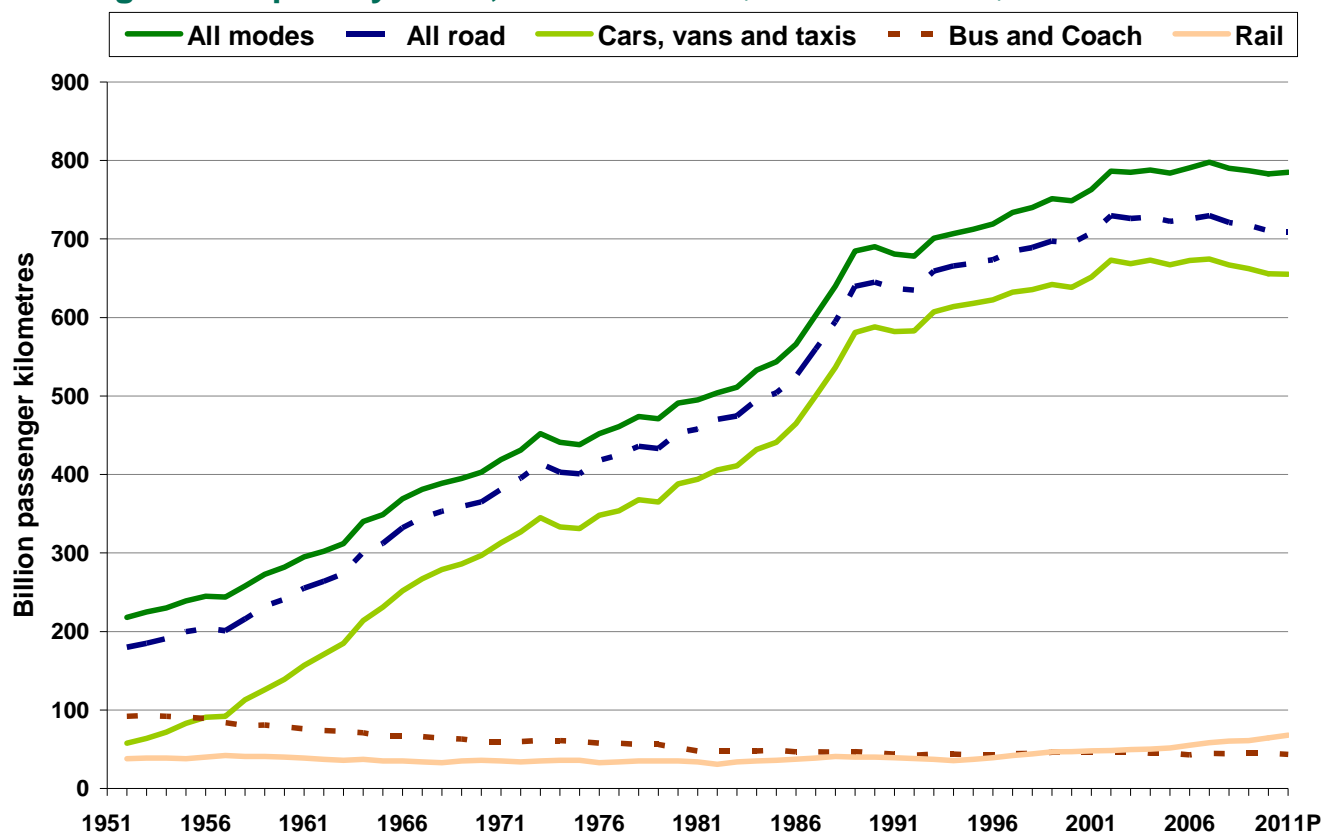
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1. Modal comparisons

Passenger Transport by Mode, 1952 to 2011^P (Table TSGB0101)



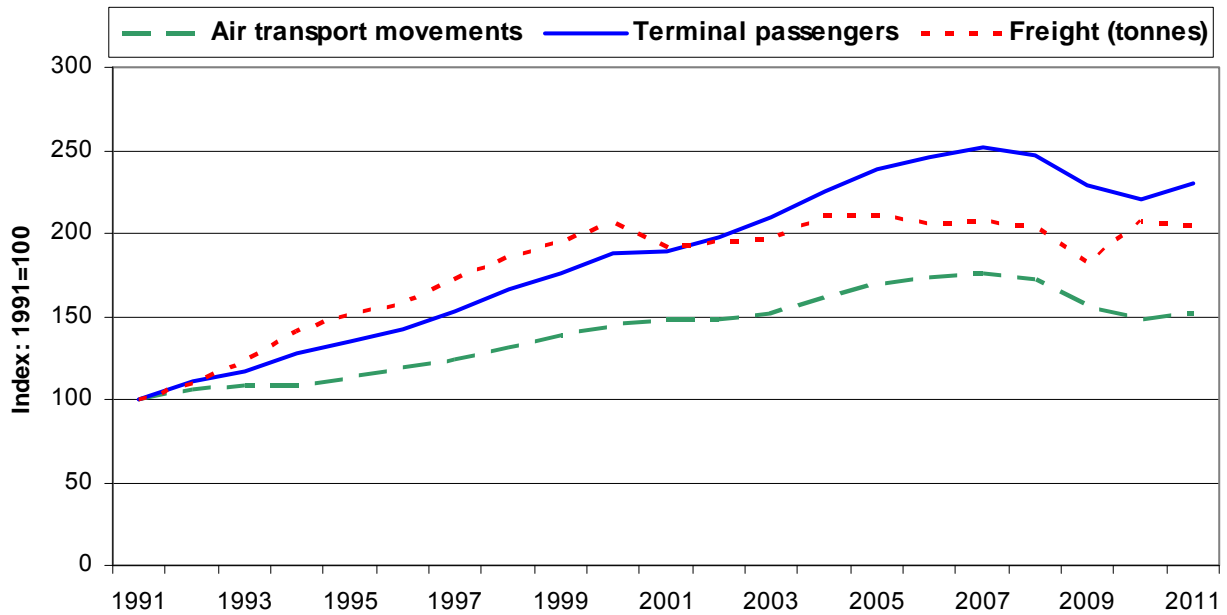
P = Provisional

- Over the long term there has been an increase in the total passenger distance travelled driven mainly by an increase in the distance travelled by road, and in particular by cars, vans and taxis, although there have been small falls since 2007.

Detailed statistics can be found on the [Transport Statistics Great Britain Modal Comparisons](#) web page.

2. Aviation

Trends in air traffic at UK airports, 1991 to 2011 (TSGB0201)

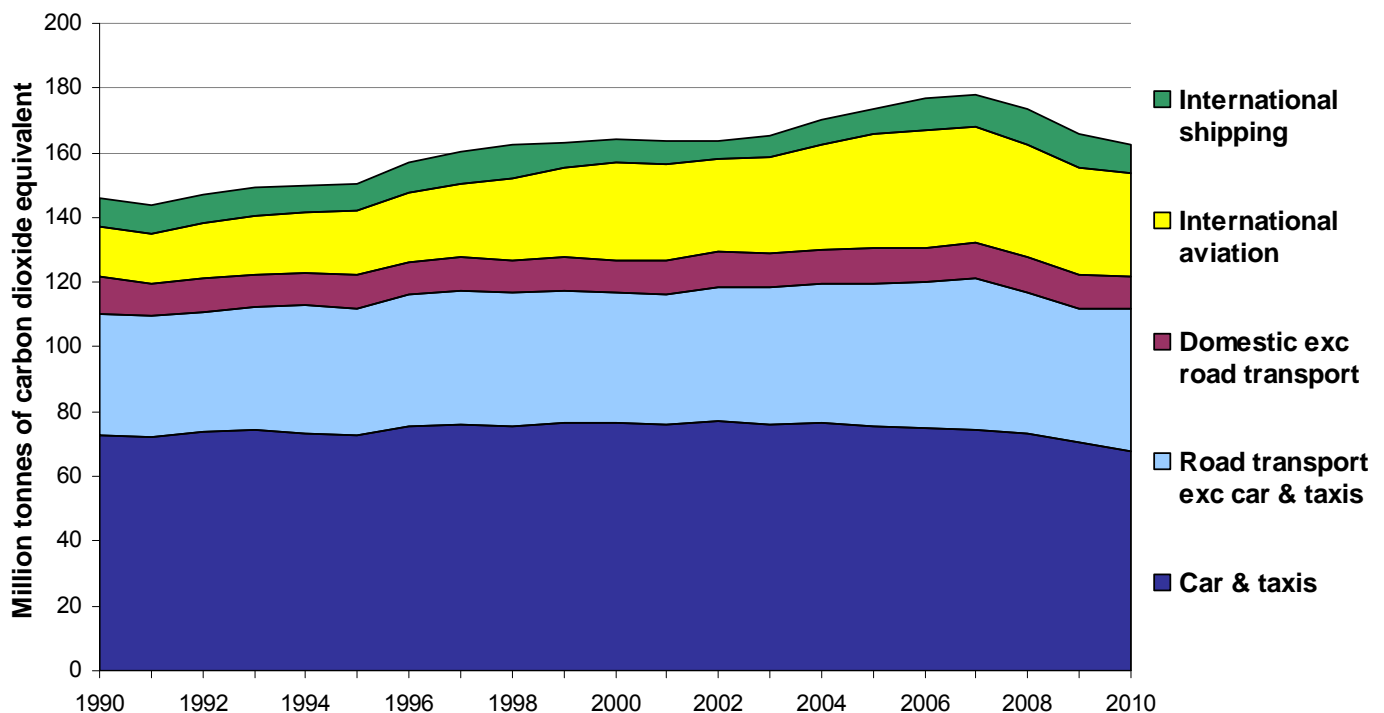


- After 3 years of decline, **air transport movements** at UK airports increased by 2 per cent in 2011 compared to 2010. **Terminal passengers** increased by 4 per cent. However, excluding the months affected by the ash cloud, snow and strikes in 2010, the increase in passengers was less than 1 per cent.
- **Freight** handled fell by 1 per cent, following a 14 per cent increase in 2010.

Detailed statistics can be found on the [Transport Statistics Great Britain Aviation](#) web page.

3. Energy and Environment

UK transport greenhouse gas emissions 1990-2010 (Table TSGB0306(a))

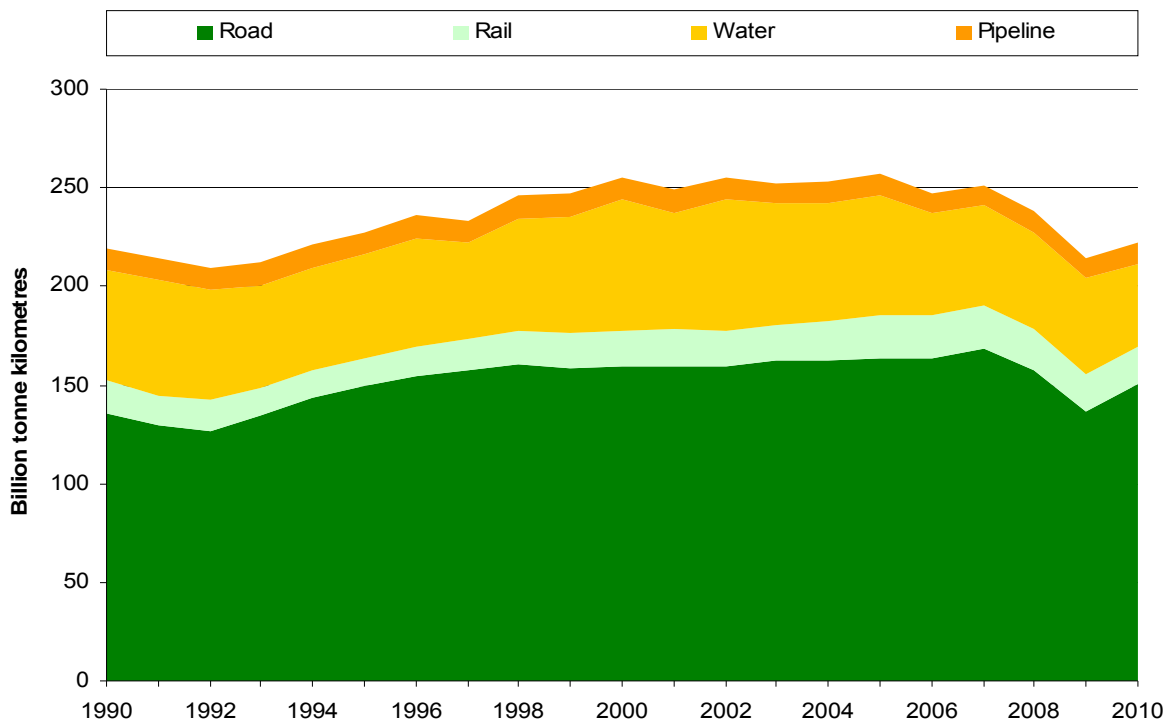


- Between 1990 and 2010 greenhouse gas (GHG) emissions from transport have increased by 11% whilst total GHG emissions have fallen by 21% over the same period. As a result, as a proportion of total GHG emissions, transport emissions have risen from 18% in 1990 to 26% in 2010.
- Road transport made up 69% of total GHG emissions from transport in 2010. However most of the growth in total transport GHG emissions since 1990 is attributable to growth in international air travel. Emissions from international aviation in 2010 were more than double 1990 levels (a 102% increase). Emissions from international aviation made up a fifth (20%) of total transport GHG emissions in 2010.
- The falls in road traffic volumes during the recession are likely to have been the main driver of the 8% fall in domestic transport GHG emissions between 2007 and 2010. Another key factor was improvements in car fuel economy.

Detailed statistics can be found in the [Transport Statistics Great Britain Energy and environment tables](#).

4. Freight

Domestic goods moved by mode: 1990 to 2010, Great Britain (Table TSGB0401)



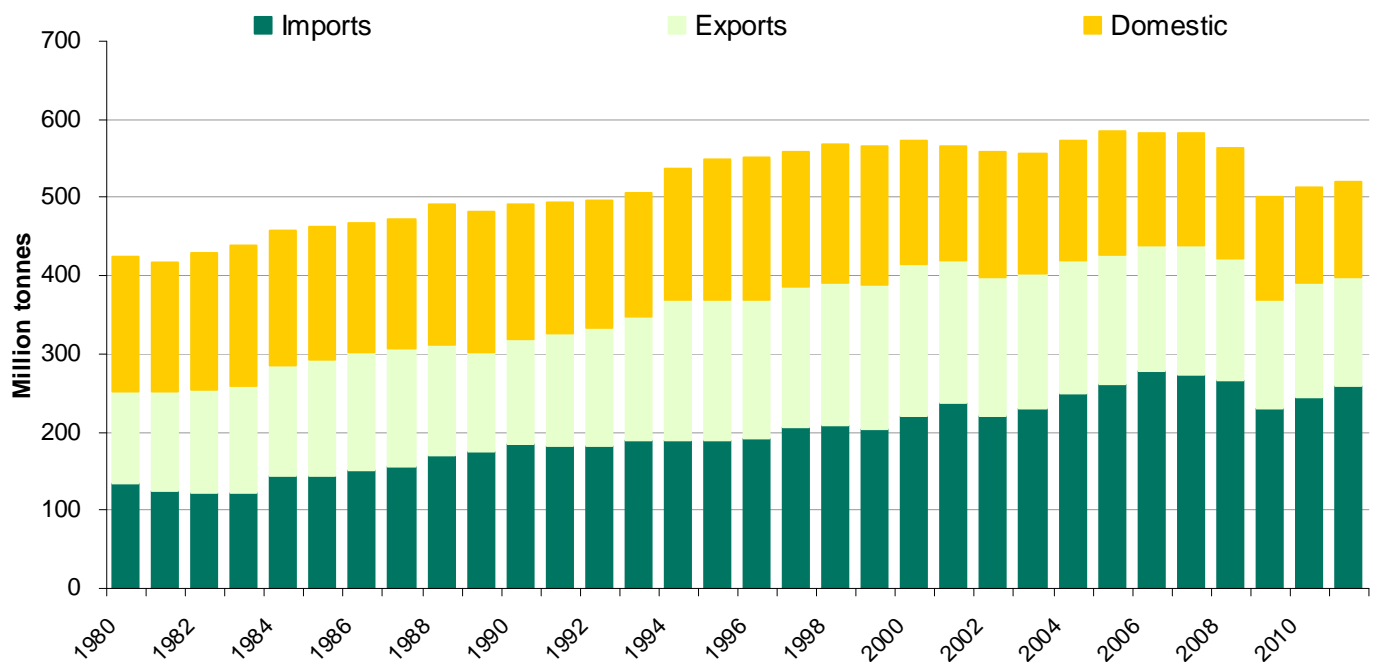
Sources: Department for Transport; Office of Rail Regulation; Department of Energy and Climate Change

- In 2010, the level of domestic freight moved was at broadly the same level as in 1990, at around 222 billion tonnes kilometres.
- Since the late-1980s, more than 60 per cent of goods moved have been transported by road. The amount travelling this way rose to 151 billion tonne kilometres in 2010 from 137 billion tonne kilometres in 2009, an increase of 10 per cent.
- Goods moved by rail have increased slowly since the mid-1990s to account for around 9 per cent of all goods moved in 2010. In recent years, rail freight has also accounted for around 5 per cent of goods lifted, compared with 9 per cent in 1980/81.
- Goods moved by pipeline have remained fairly stable over the last 25 years, at between 10 and 12 billion tonne kilometres.

Detailed statistics can be found on the [Transport Statistics Great Britain Freight web page](#).

5. Maritime

Freight traffic handled at UK sea ports 2000 to 2011 (Table TSGB0501)

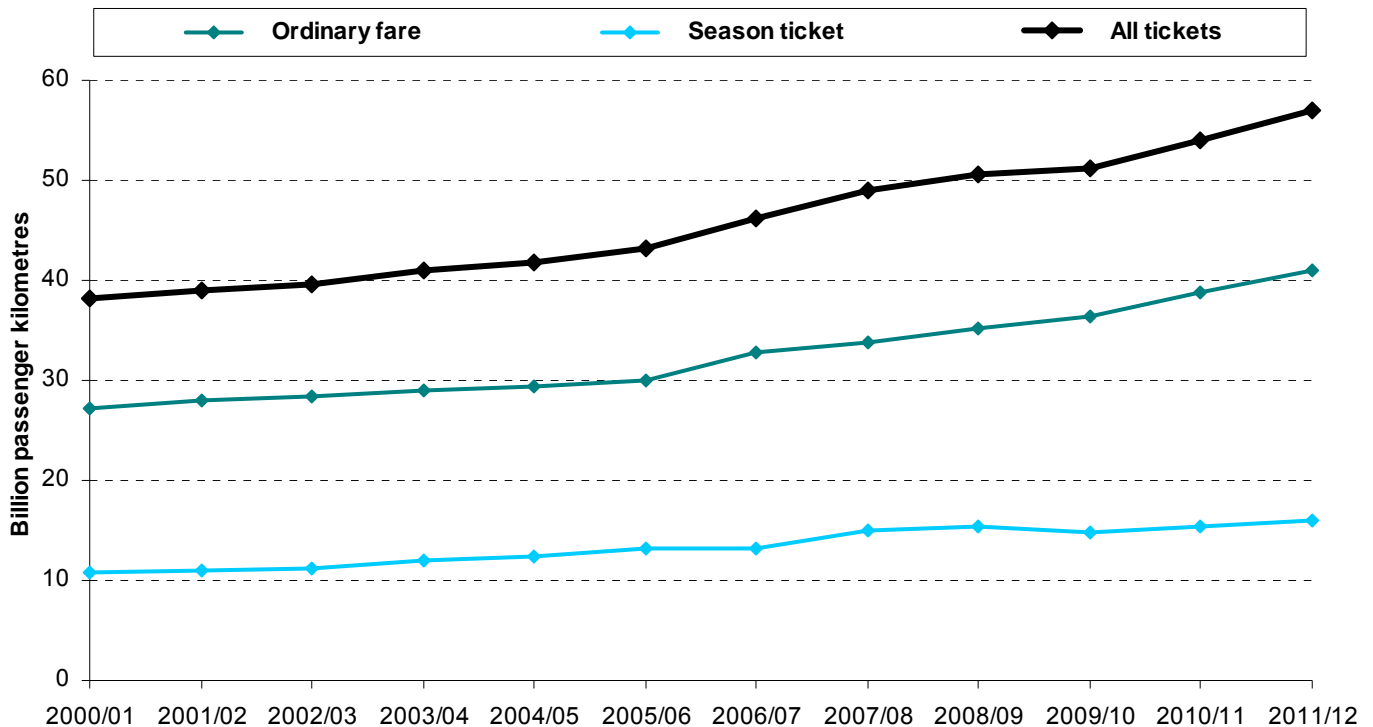


- UK sea ports handled 519 million tonnes (Mt) of freight traffic in 2011, an increase of 1 per cent on 2010, but 11 per cent lower than in the peak in 2005. Over the ten years since 2001, imports have increased by 9 per cent where as exports have decreased by 23 per cent and domestic traffic has fallen by 18 per cent.
- International sea passenger journeys to and from the UK in 2011 decreased by 0.7 million people to 22.6 million. Of these, 21.1 million were short-sea ferry passengers and 1.6 million were cruise and other long sea journey passengers, which has risen from 0.5 million in the last decade.
- The deadweight tonnage (dwt) of UK and Crown Dependency registered vessels over 500gt has increased by 190 per cent since 2001, from 13.6 million dwt to 39.6 million dwt in 2009. Ships on the UK register need not be owned by UK interests, and vice versa. UK owned trading vessel deadweight tonnage has nearly doubled over the previous ten years, from 12 million in 2001 to 22.5 million in 2011

Detailed statistics can be found on the [Transport Statistics Great Britain Maritime web page](#) and on the [Ports web page](#) of the Transport Statistics website.

6. Public Transport

Passenger kilometres on national railways, by ticket type: Great Britain annual from 2000/01 (Table RAI0103)

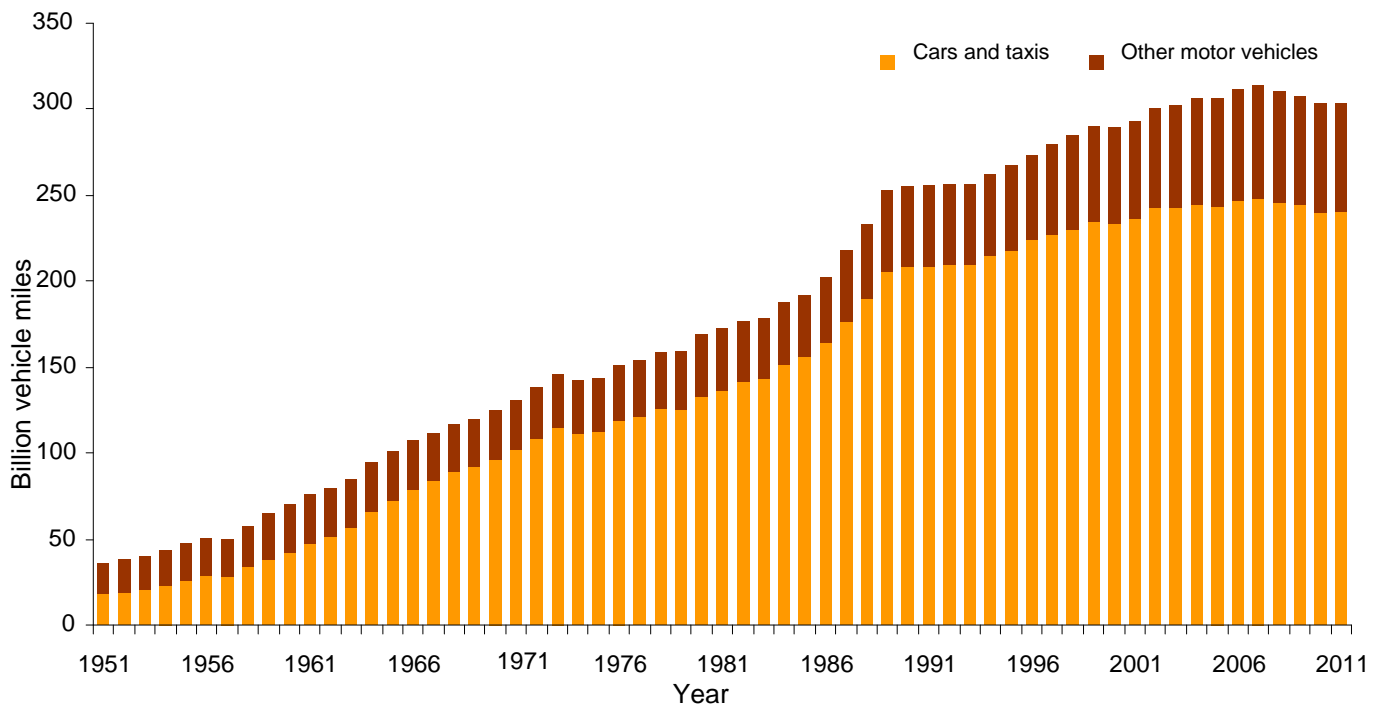


- Since privatisation (1994/95), the number of journeys made by national rail has doubled from 0.7 billion to 1.5 billion in 2011/12 (52% increase since 2001/02).
- There were 4.7 billion bus passenger journeys in England in 2011/12. This is a 0.5% increase from the 2010/11 level.

Detailed statistics on public transport can be found on the [Transport Statistics Great Britain Public Transport web page](#) and on the [Rail](#), [Buses](#), and [Light Rail](#) pages of the Transport Statistics website.

7. Roads and Traffic

Road traffic by vehicle type (cars and all motor vehicles): 1951 - 2011 (TRA0101)



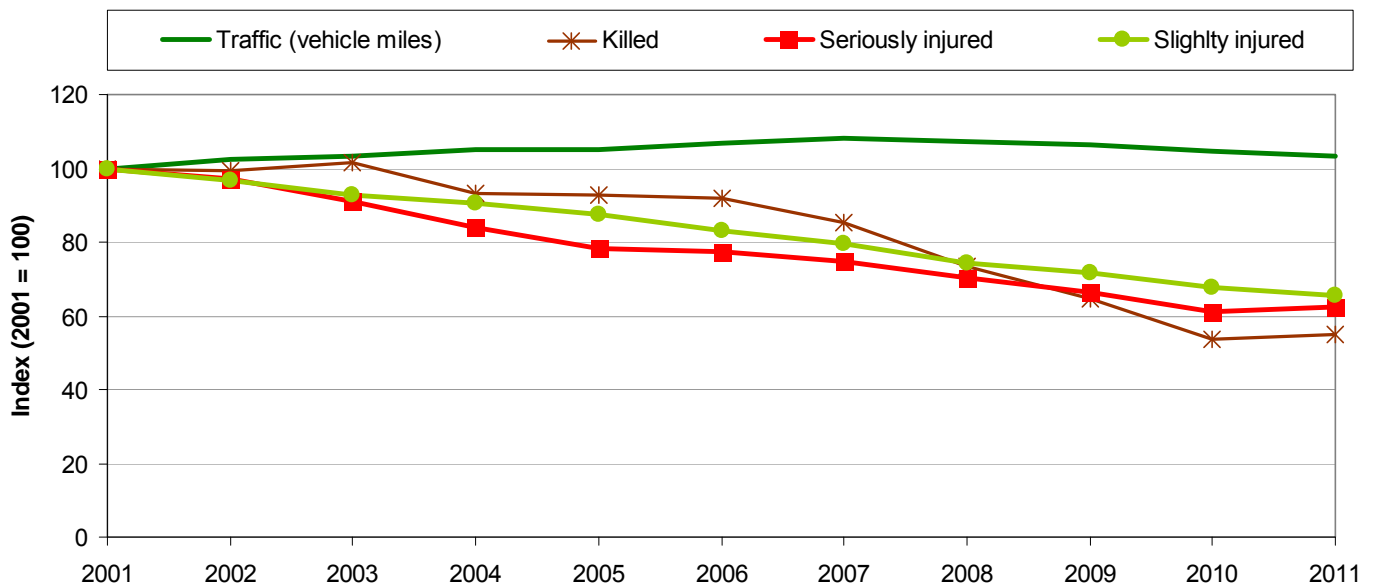
Source: National Road Traffic Survey, DfT

- In 2011, the overall motor vehicle traffic volume in Great Britain was 303.8 billion vehicle miles, this is similar to traffic volume in 2010, 303.2 billion vehicle miles.
- Car traffic increased slightly (0.4 percent) between 2010 and 2011, from 239.8 to 240.7 billion vehicle miles. This follows a decline for three consecutive years between 2008 and 2010. Longer term, car traffic increased by around 1.6 per cent between 2001 and 2011.
- The average speed achieved on local authority managed 'A' roads during the morning peak in 2011/12 was 25.3 mph. This is 0.8 per cent faster than the average speed observed during 2010/11 (25.1 mph) and 1.8 per cent faster than that observed during 2006/7 (24.6 mph).

Detailed statistics can be found on the [Transport Statistics Great Britain Roads and traffic web page](#).

8. Transport Accidents and Casualties

Traffic and reported casualties by severity: Great Britain 1990 – 2011: Index 1990 =100 (Tables TSGB0801 to TSGB0803)

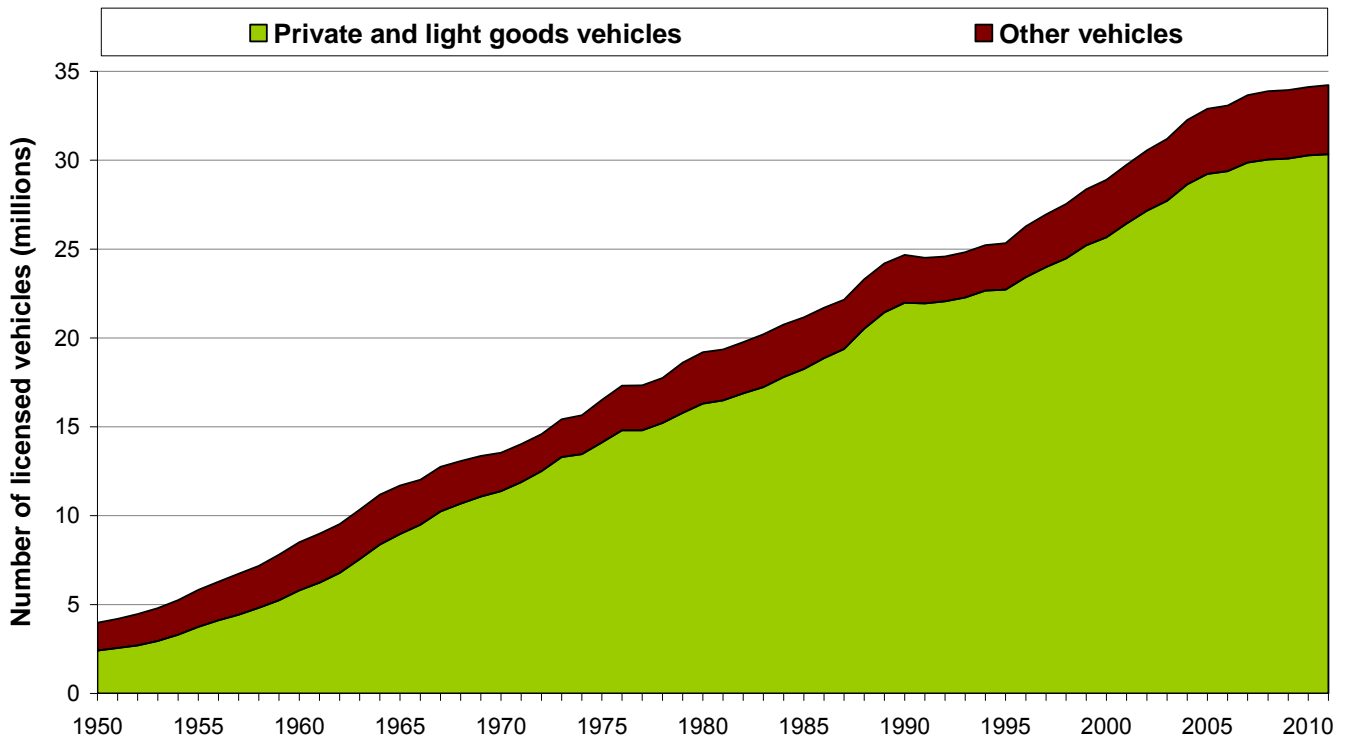


- In 2011 there were a total of 203,950 reported casualties of all severities, 35 per cent lower than a decade earlier in 2001. A total of 1,901 people were killed, 49 per cent lower than in 2001, 23,122 were seriously injured (down 38 per cent) and 178,927 were slightly injured (down 34 per cent). Between 2001 and 2011 traffic grew by 3.2 per cent.
- Excluding suicides, in 2011/12 there were 66 fatalities on the National Rail network. This was 50 per cent higher than in 2010/11 when there were 44, but this number is in line with previous figures over the last decade. This increase was mainly due to a rise in the number of trespassers killed, 53 of whom were killed in 2011/12 following a large drop to 29 the year before. The remaining 13 fatalities were 4 passengers, 1 member of the workforce and 8 members of the public (excluding trespassers).
- Excluding attempted suicides, there were 419 major injuries in 2011/12 compared to 411 the previous year. This number has fallen by 17 per cent since 2001/02. Overall casualties rose by 4 per cent from 12,974 in 2010/11 to 13,466 in 2011/12. This is the second consecutive rise, following six consecutive years of falls. Passenger kilometres rose by 5 per cent from 2010/11 to 2011/12, and have risen by 47 per cent since 2001/02.

Detailed statistics can be found on the [Transport Statistics Great Britain Transport accidents and casualties](#) web page.

9. Vehicles

Number of licensed vehicles by tax class, 1950 to 2011 (Table TSGB0901)



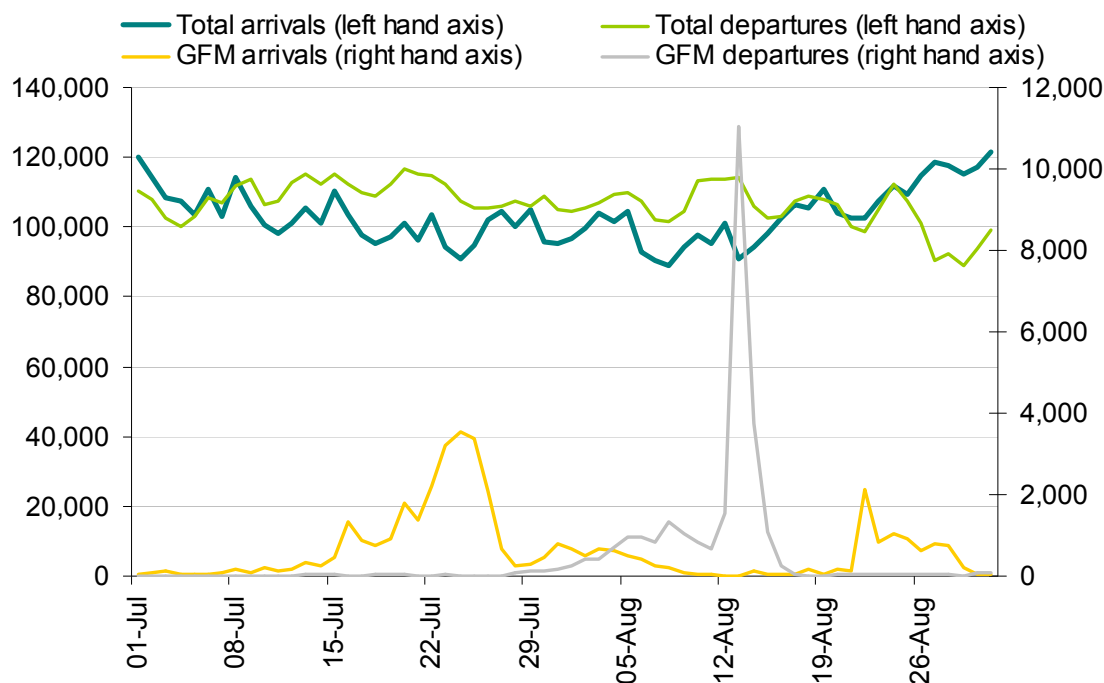
- The chart above shows that the number of licensed vehicles in Great Britain has increased from about 4 million in 1950 to over 34 million in 2011.

Detailed statistics can be found on the [Transport Statistics Great Britain Vehicles web page](#)

10. Spotlight on Transport Statistics during the London 2012 Olympic Games and Paralympics

- The number of sea passengers arriving and departing UK ports fell by 15 and 10 per cent in July and August respectively compared to the same period in 2011. The number of sailings was also seven per cent lower in July and August 2012 when compared to the previous year.
- The volume of passengers at UK airports reduced by 0.5 million (two per cent) and 0.3 million (one per cent) in July and August 2012 respectively compared to the same months in 2011. The number of Air Traffic Movements (ATMs) was also two per cent lower in July and September 2012 than in the previous year.

Daily arrivals and departures at Heathrow, total passengers and registered Games Family Members, July and August 2012



Source: Civil Aviation Authority

- Average speeds on locally managed 'A' roads in the six London host boroughs were 1.7mph slower during the Olympic Games than during a comparative period in 2011. Performance against profile for the Olympic Routes on the Highways Agency Strategic Route Network (SRN) was good throughout the Games, with overall journey speeds being recorded as just 0.5 per cent slower than expected.
- The number of rail journeys increased substantially during the Olympics and Paralympics, with the overall national impact estimated to be 21.2 million rail journeys more than would usually be seen at that time of year. Journeys in the London and South East accounted for the majority of this uplift (93 per cent) with long distance journeys accounting for a further five per cent.

Detailed statistics can be found on the [Transport Statistics Great Britain Olympics](http://www.transportstatistics.gov.uk/great-britain-olympics) web page

TSGB: 2012

Symbols and conventions



Department
for Transport



Unless otherwise stated, tables refer to **Great Britain**.

Metric units are generally used.

Conversion factors:

1 kilometre	= 0.6214 mile
1 kilogram	= 2.2 lb
1 tonne (1,000kg)	= 0.9842 ton
1 tonne-km	= 0.6116 ton-mile
1 billion	= 1,000 million
1 (imperial) Gallon	= 4.546 litres
1 litre	= 0.220 (imperial) gallons

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.

Symbols. Symbols used throughout are defined below:

- .. = 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
- R = Revised data



Modal Comparisons Summary



This section looks at the use people make of the different modes of transport when travelling to, from and within Great Britain.

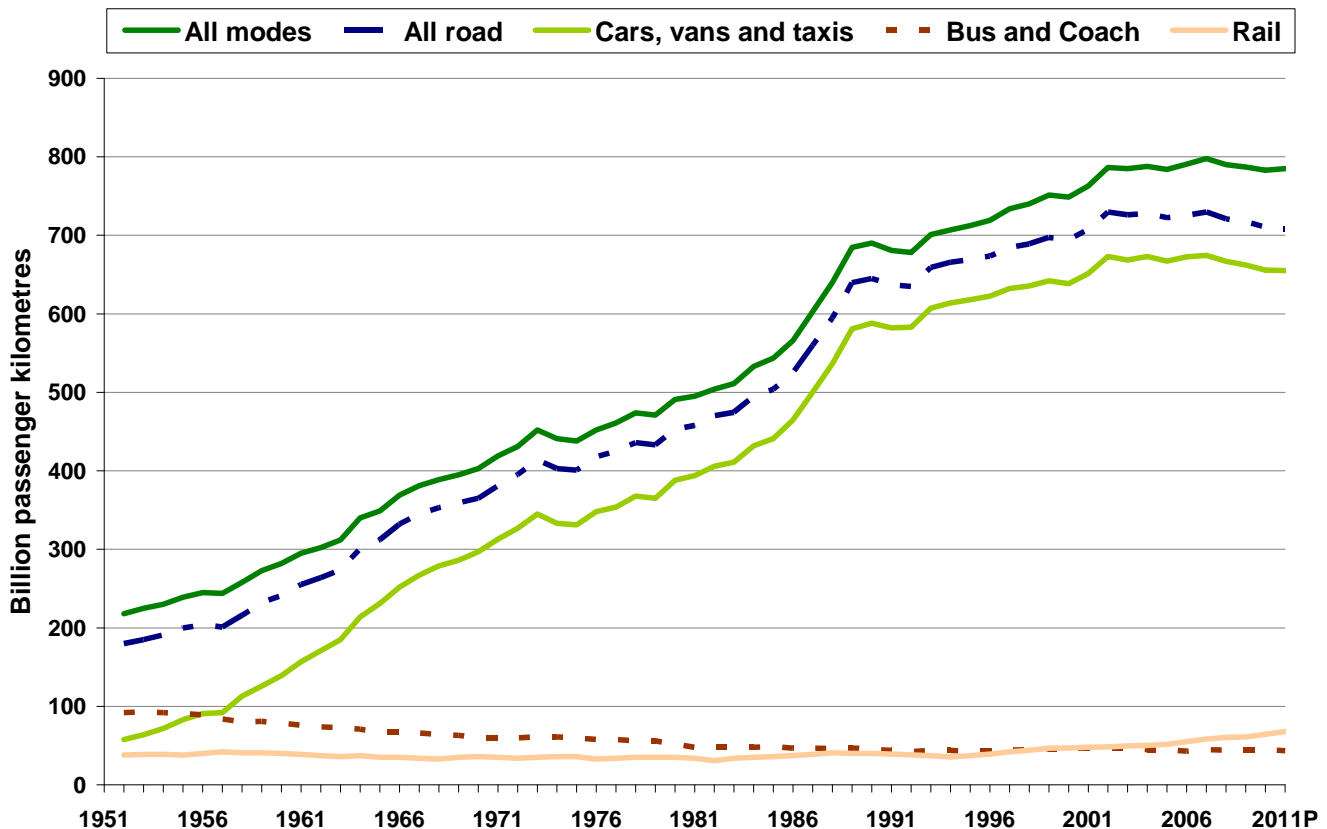
Modal Comparisons includes:

- Passenger Transport including a range of tables on modes of travel, mileage travelled, journeys, casualty rates and overseas travel.
- Employment in transport and transport related industries.
- Household and Government expenditure on transport.
- General information on transport costs based on the Retail and Consumer Prices Indices

Passenger Transport

Passenger Transport by Mode: 1952 to 2011

(Web table TSGB0101)



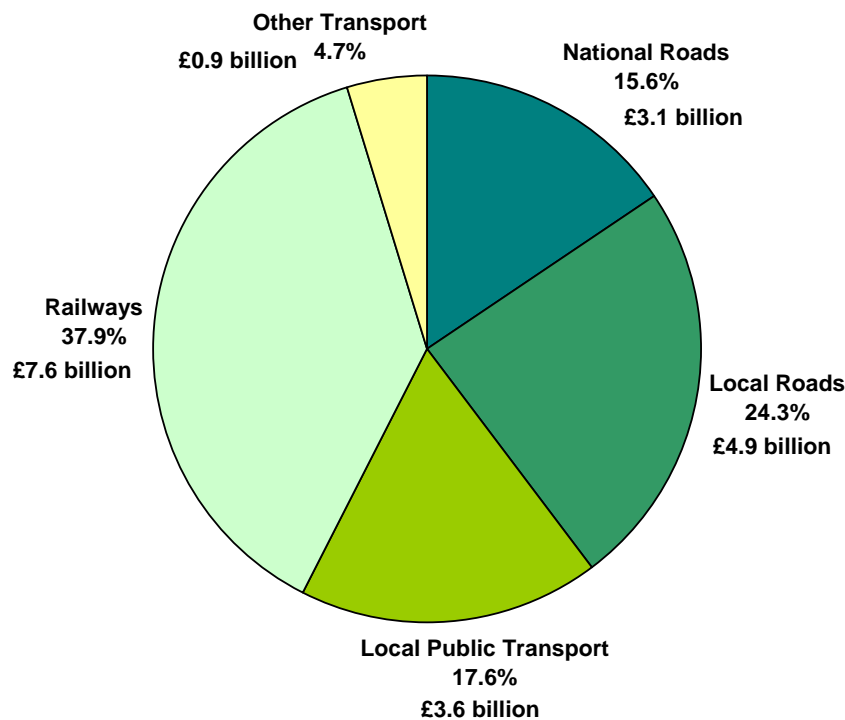
- Over the long term there has been an increase in the total distance travelled driven mainly by an increase in the distance travelled by road, and in particular by cars, vans and taxis although there have been small falls since 2007.

- In addition, the proportion of travel by cars, vans and taxis rose from just over a quarter from 1952 to a peak of nearly ninety per cent in the early 1990s and has remained almost at those levels since then.

Government Expenditure on Transport

Breakdown of public sector expenditure on transport in the UK by mode in 2011/12

(Web tables TSGB0117 to TSGB0120)



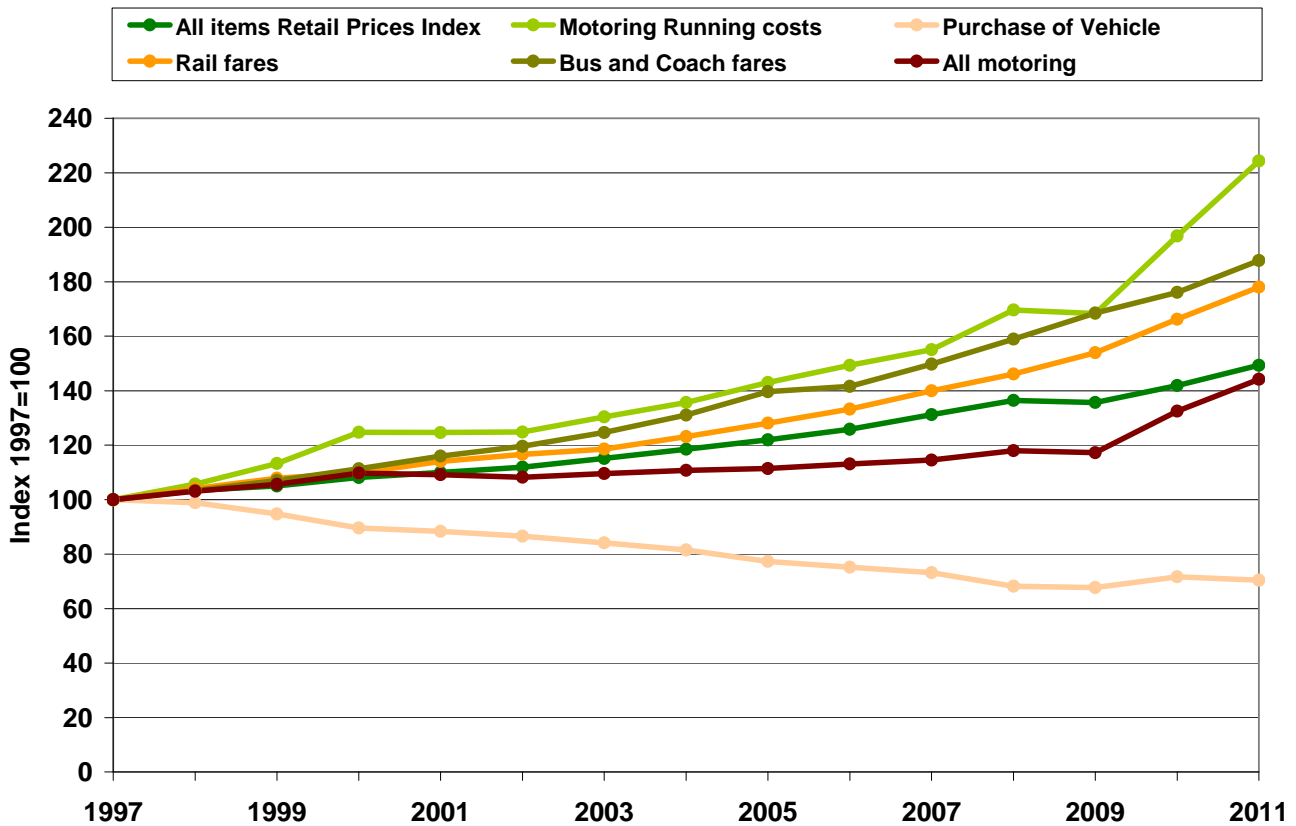
Source: HM Treasury

- Total public spending on transport in the United Kingdom, including capital spending by public corporations, in 2011/12 was £20.2 billion.
- Of this 38 per cent was on railways, including tubes, and 24 per cent on local roads. The spending on roads rises to 40 per cent when expenditure on both national and local roads is included.
- Of government expenditure attributed to Great Britain about 47 per cent is spent directly by central government (excluding grants to local government), 43 per cent by local government and 9 per cent by public corporations.

General Indices

Changes in the cost of living and in the cost of transport: 1997 to 2011

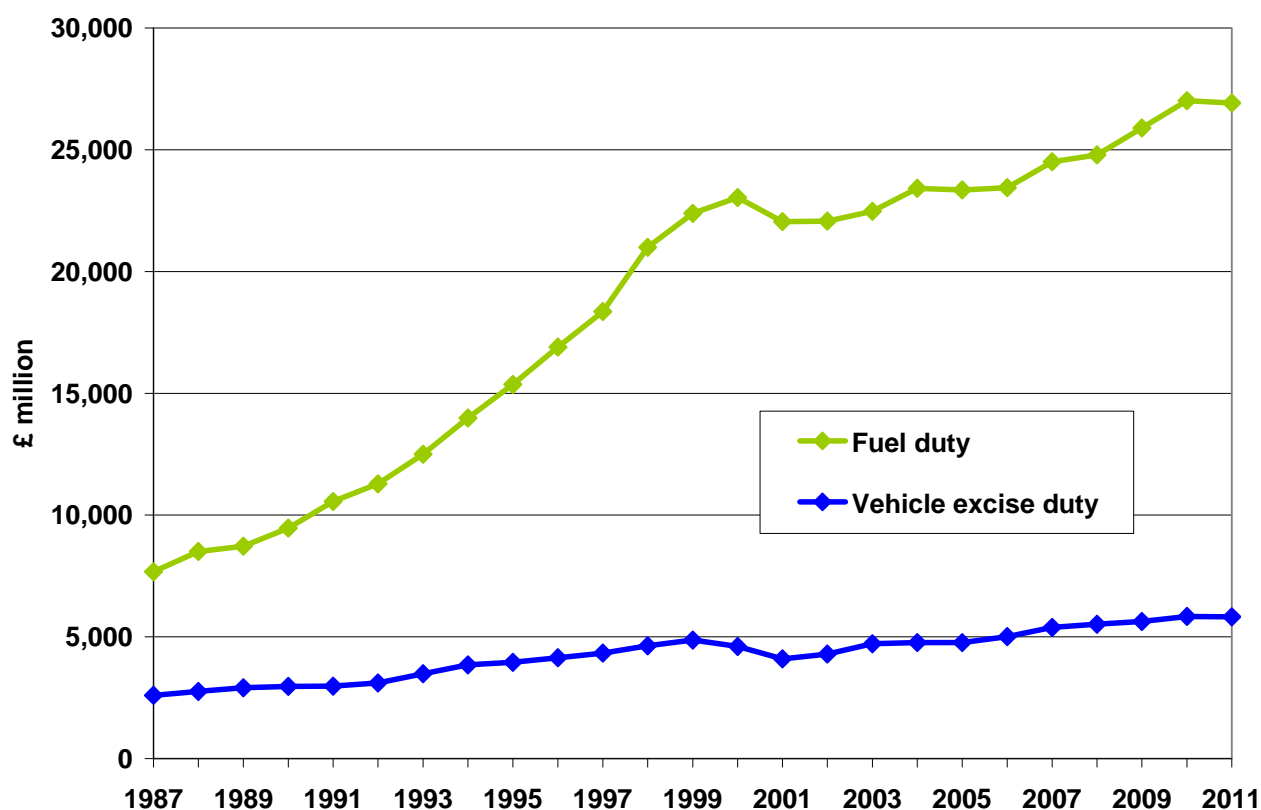
(Web tables TSGB0122, TSGB0123)



- The overall cost of motoring (including purchase, petrol & oil and tax & insurance) has risen more slowly than the increase in the cost of living as measured by the all items Retail Prices Index (RPI), although the gap has closed in 2011. However when the purchase of vehicle is removed, motoring running costs have risen faster than the RPI.
- Public transport fares have risen faster than the RPI.

Government Revenues from Vehicle Excise Duty and Fuel Duty: 1987 to 2011

(Web table TSGB0125)



- Vehicle Excise Duty revenues have almost doubled between 1987 and 2011 whereas the increase in the revenue from fuel duty has more than tripled.
- As well as the £26.9 billion collected in fuel duty in 2011, there was an additional £5.4 billion collected in VAT on fuel duty.
- Over the same period the RPI has more than doubled.

Detailed statistics (tables and charts) on “modal comparisons” can be found on the Modal Comparisons chapter of the DfT [Transport Statistics Great Britain](#) web page.

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 1 - Modal Comparisons page](#).

Table TSGB0101

Passenger transport: by mode, annual from 1952

Billion passenger kilometres/percentage

Year	Road										Rail ¹		Air (UK) ²		All modes ³	
	Buses & coaches	%	Cars, vans & taxis	%	Motor cycles	%	Pedal cycles	%	All Road	%	Rail ¹	%	Air (UK) ²	%	All modes ³	%
1952	92	42	58	27	7	3	23	11	180	82	38	18	0	0.1	218	100
1953	93	41	64	29	7	3	21	9	185	83	39	17	0	0.1	225	100
1954	92	40	72	31	8	3	19	8	191	83	39	17	0	0.1	230	100
1955	91	38	83	35	8	3	18	8	200	84	38	16	0	0.1	239	100
1956	89	36	91	37	8	3	16	7	204	83	40	16	1	0.2	245	100
1957	84	34	92	38	9	4	16	7	201	83	42	17	1	0.2	244	100
1958	80	31	113	44	9	4	14	5	216	84	41	16	1	0.2	258	100
1959	81	30	126	46	11	4	14	5	232	85	41	15	1	0.2	273	100
1960	79	28	139	49	11	4	12	4	241	86	40	14	1	0.3	282	100
1961	76	26	157	53	11	4	11	4	255	86	39	13	1	0.3	295	100
1962	74	25	171	57	10	3	9	3	264	87	37	12	1	0.4	302	100
1963	73	23	185	59	8	3	8	3	274	88	36	12	1	0.4	312	100
1964	71	21	214	63	8	2	8	2	301	89	37	11	2	0.4	340	100
1965	67	19	231	66	7	2	7	2	312	89	35	10	2	0.5	349	100
1966	67	18	252	68	7	2	6	2	332	90	35	9	2	0.5	369	100
1967	66	17	267	70	6	2	6	2	345	91	34	9	2	0.5	381	100
1968	64	16	279	72	5	1	5	1	353	91	33	9	2	0.5	389	100
1969	63	16	286	72	5	1	5	1	359	91	35	9	2	0.5	395	100
1970	60	15	297	74	4	1	4	1	365	91	36	9	2	0.5	403	100
1971	60	14	313	75	4	1	4	1	381	91	35	9	2	0.5	419	100
1972	60	14	327	76	4	1	4	1	395	91	34	8	2	0.5	431	100
1973	61	14	345	76	4	1	4	1	414	92	35	8	2	0.5	452	100
1974	61	14	333	76	5	1	4	1	403	91	36	8	2	0.5	441	100
1975	60	14	331	76	6	1	4	1	401	92	36	8	2	0.5	438	100
1976	58	13	348	77	7	2	5	1	418	92	33	7	2	0.5	452	100
1977	58	13	354	77	7	1	6	1	425	92	34	7	2	0.5	461	100
1978	56	12	368	78	7	1	5	1	436	92	35	7	3	0.6	474	100
1979	56	12	365	77	7	2	5	1	433	92	35	7	3	0.6	471	100
1980	52	11	388	79	8	2	5	1	453	92	35	7	3	0.6	491	100
1981	48	10	394	80	10	2	5	1	458	93	34	7	3	0.6	495	100
1982	48	10	406	81	10	2	6	1	470	93	31	6	3	0.6	504	100
1983	48	9	411	80	9	2	6	1	474	93	34	7	3	0.6	511	100
1984	48	9	432	81	9	2	6	1	495	93	35	7	3	0.6	533	100
1985	49	9	441	81	8	1	6	1	504	93	36	7	4	0.7	543	100
1986	47	8	465	82	8	1	6	1	525	93	37	7	4	0.7	566	100
1987	47	8	500	83	7	1	6	1	560	93	39	6	4	0.7	603	100
1988	46	8	536	84	6	1	5	1	595	93	41	6	5	0.7	640	100
1989	47	7	581	85	6	1	5	1	640	93	40	6	5	0.7	685	100
1990	46	7	588	85	6	1	5	1	645	93	40	6	5	0.8	690	100
1991	44	6	582	86	6	1	5	1	637	94	39	6	5	0.7	681	100
1992	43	6	583	86	5	1	5	1	635	94	38	6	5	0.7	678	100
1993	44	6	584	86	4	1	4	1	636	94	37	5	5	0.8	678	100
1993	44	6	607	87	4	1	4	1	659	94	37	5	5	0.7	701	100
1994	44	6	614	87	4	1	4	1	666	94	36	5	5	0.8	707	100
1995	43	6	618	87	4	1	4	1	669	94	37	5	6	0.8	712	100
1996	43	6	622	87	4	1	4	1	674	94	39	5	6	0.9	719	100
1997	44	6	632	86	4	1	4	1	685	93	42	6	7	0.9	734	100
1998	45	6	636	86	4	1	4	1	689	93	44	6	7	1.0	740	100
1999	46	6	642	85	5	1	4	1	697	93	47	6	7	1.0	751	100
2000R	47	6	639	85	5	1	4	1	694	93	47	6	8	1.0	749	100
2001R	47	6	651	85	5	1	4	1	707	93	48	6	8	1.0	763	100
2002R	47	6	673	86	5	1	4	1	730	93	48	6	8	1.1	786	100
2003R	47	6	669	85	6	1	5	1	726	93	50	6	9	1.2	785	100
2004R	45	6	673	85	6	1	4	1	728	92	50	6	10	1.2	788	100
2005R	45	6	667	85	6	1	4	1	722	92	52	7	10	1.3	784	100
2006R	43	5	673	85	6	1	5	1	726	92	55	7	10	1.2	791	100
2007R	45	6	675	85	6	1	4	1	730	91	59	7	10	1.2	798	100
2008R	44	6	667	84	5	1	5	1	721	91	61	8	9	1.1	790	100
2009R	45	6	662	84	5	1	5	1	717	91	61	8	8	1.1	787	100
2010R	45	6	656	84	5	1	5	1	710	91	65	8	8	1.0	783	100
2011P	43	6	655	83	5	1	5	1	708	90	68	9	8	1.0	785	100

1 Financial years. National Rail (franchised operators only to 2008, franchised and non-franchised operators from 2009), urban metros and modern trams.

2 UK airlines, domestic passengers uplifted on scheduled and non-scheduled flights.

3 Excluding travel by water.

r Road figures have been revised for 1996 to 2010 due to revisions to road traffic estimates from the planned benchmarking exercise.

Rail figures revised for 2009 and 2010 due to inclusion of figures for non-franchised operators.

See Notes and Definitions in Sections 1 and 7 for details of discontinuity in road passengers figures from 1993 and 1996 onwards.

Telephone:

Road: 020-7944 3097

Rail: 020-7944 2419

Air: 020-7944 3088

Sources: Road - DfT Traffic Estimates, National Travel Survey; Rail - ORR; Air - CAA

Last updated: December 2012

Next update: December 2013

Email: publicationgeneral.enq@df.t.gsi.gov.uk

[Notes and definitions](#)

The Rail and Air figures in this table are outside the scope of National Statistics.

Table TSGB0102

Passenger journeys on public transport vehicles, annual from 1950

Millions

Year	Rail and Underground systems			Light Rail and Tram Systems		Street running public transport			Air (UK) ⁵
	National Rail network ¹	London Underground	Glasgow Subway ²	First Generation Trams ³	Light rail and modern Trams ⁴	Trolley buses	Local bus service	Non-local bus or coach	Passengers on domestic flights
1950	1,010	695	..	1,750	..	1,961	12,734	260	..
1951	1,030	702	..	1,479	..	1,876	12,985	282	..
1952	1,017	670	..	1,207	..	1,783	13,049	297	0.7
1953	1,015	672	..	1,013	..	1,726	13,026	318	0.8
1954	1,020	671	..	875	..	1,663	13,059	293	1.0
1955	994	676	..	769	..	1,598	13,225	337	1.2
1956	1,029	678	..	607	..	1,503	13,059	341	1.4
1957	1,101	666	..	476	..	1,437	12,491	332	1.6
1958	1,090	692	..	377	..	1,257	11,879	337	1.5
1959	1,069	669	..	247	..	1,193	12,152	345	1.7
1960	1,037	674	..	157	..	990	12,166	367	2.2
1961	1,025	675	..	104	..	756	12,159	384	2.8
1962	965	668	..	46	..	557	12,045	382	3.3
1963	938	673	..	16	..	476	11,860	381	3.7
1964	928	674	..	16	..	368	11,497	386	4.2
1965	865	657	..	15	..	286	10,938	413	4.7
1966	835	667	..	14	..	188	10,407	419	5.1
1967	837	661	..	13	..	106	10,047	450	5.3
1968	831	655	..	12	..	68	9,699	455	5.0
1969	806	676	..	12	..	50	9,303	458	5.2
1970	824	672	..	10	..	34	8,643	467	5.4
1971	816	654	..	10	..	15	8,128	486	5.4
1972	754	655	..	10	..	1	7,901	512	5.9
1973	728	644	..	11	..	.	7,866	577	6.5
1974	733	636	..	10	..	.	7,706	597	6.1
1975	730	601	..	9	..	.	7,524	635	5.8
1976	702	546	..	8	..	.	7,141	648	6.1
1977	702	545	..	8	..	.	6,856	641	5.5
1978	724	568	..	8	..	.	6,617	680	6.4
1979	748	594	..	9	..	.	6,463	628	7.2
1980	760	559	10	8	..	.	6,216	559	7.2
1981	719	541	11	6	..	.	5,688	584	6.6
1982	630	498	12	6	..	.	5,512	579	7.0
1983	694	563	12	6	50	.	5,581	622	7.0
1984	702	672	13	6	57	.	5,644	587	8.0
1985/86	686	732	13	6	59	.	5,813	537	8.6
1986/87	738	769	14	6	46	.	5,494	572	9.3
1987/88	798	798	14	5	45	.	5,434	592	10.3
1988/89	822	815	14	5	52	.	5,352	563	11.6
1989/90	812	765	13	6	54	.	5,208	594	12.6
1990/91	810	775	14	6	52	.	4,974	619	13.1
1991/92	792	751	14	5	49	.	4,785	..	12.0
1992/93	770	728	14	5	54	.	4,594	..	12.0
1993/94	740	735	14	6	58	.	4,494	..	12.4
1994/95	735	764	15	5	63	.	4,528	..	13.3
1995/96	761	784	14	5	68	.	4,489	..	14.3
1996/97	801	772	14	5	73	.	4,455	..	15.3
1997/98	846	832	14	5	79	.	4,430	..	16.2
1998/99	892	866	15	4	85	.	4,350	..	16.9
1999/00	931	927	15	4	94	.	4,376	..	17.4
2000/01	957	970	14	4	120	.	4,420	..	18.2
2001/02	960	953	14	5	127	.	4,455	..	18.5
2002/03	976	942	13	5	136	.	4,550	..	20.2
2003/04	1,012	948	13	4	143	.	4,681	..	21.0
2004/05	R 1,040	976	13	4	155	.	4,631	..	22.7
2005/06	R 1,076	970	13	4	160	.	4,721	..	23.3
2006/07	R 1,145	1,040	14	3	175	.	4,915	..	23.0
2007/08	R 1,218	1,096	15	3	183	.	5,165	..	22.3
2008/09	R 1,266	1,089	14	2	186	.	5,272	..	21.0
2009/10	R 1,259	1,059	13	2	184	.	5,214	..	19.7
2010/11	R 1,356	1,107	13	2	195	.	5,203	..	18.4
2011/12	1,462	1,171	13	1	203	.	5,233	..	19.3

1 Figures prior to 2009/10 exclude non-franchised operators. From 1994/95 National Rail passenger journeys figures include an element of inflation as the figures represent the number of different trains used in the course of all journeys.

2 Glasgow Subway was closed for refurbishment in 1978 and 1979.

3 Only Blackpool Tramway still operates from this category.

4 Light rail and modern trams includes Tyne and Wear Metro (opened 1980), Docklands Light Railway (1987), Manchester Metrolink (1992), Sheffield Supertram (1994), West Midlands Metro (1999), Croydon Tramlink (2000) and Nottingham NET (2004).

5 UK airlines, domestic passengers uplifted on scheduled and non-scheduled flights. Figures are for calendar years.

R National Rail passenger journeys have been revised for 2009/10 and 2010/11. Local bus passenger journeys revised for years 2004/05 to 2010/11.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0305 (TSGB0103)

Average distance travelled by mode: Great Britain, 1995/97 to 2011

Miles/number/thousands

Mode	Miles per person per year											
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Private:												
Walk ¹	200	198	198	201	203	197	201	190	193	196	179	187
Bicycle	43	40	36	37	39	36	39	40	42	46	42	49
Car / van driver	3,623	3,725	3,661	3,660	3,674	3,682	3,660	3,641	3,494	3,339	3,416	3,438
Car / van passenger	2,082	2,086	2,115	2,098	2,032	2,063	2,033	1,989	1,974	1,984	1,840	1,959
Motorcycle	35	33	35	41	38	35	34	35	38	38	30	36
Other private transport ²	134	143	145	163	156	156	118	111	110	148	138	126
Public:												
Bus in London	43	44	56	60	59	67	63	67	69	71	81	70
Other local bus	225	218	224	230	219	212	233	239	243	237	226	228
Non-local bus	94	100	59	87	70	75	63	71	56	56	63	53
London Underground	60	65	81	68	68	67	75	71	75	78	73	68
Surface Rail	321	401	413	384	433	461	466	509	495	471	506	484
Taxi / minicab	46	63	59	55	51	60	52	56	54	56	54	55
Other public transport ³	75	46	55	108	61	97	96	83	80	56	77	73
All modes	6,981	7,164	7,135	7,192	7,103	7,208	7,133	7,103	6,923	6,775	6,726	6,826
Unweighted sample size:												
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983	19,914	19,072	18,069
stages ('000s)	510	475	349	397	392	409	400	384	372	391	369	345

1 There is an apparent under-recording of short walks in 2002 and 2003 and short trips in 2007 and 2008 compared to other years.

2 Mostly private hire bus (including school buses).

3 Air, ferries and light rail.

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[Notes and definitions](#)

Source: National Travel Survey

Last updated: December 2012

Next update: July 2013

The figures in this table are National Statistics

Note: The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain and for the drop off in trip recording. The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0409 (TSGB0104)

Average number of trips (trip rates) by purpose and main mode: Great Britain, 2011

Trips/thousands

Purpose	Trips per person per year									
	Walk	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport ¹	Local bus	Rail ²	Other public transport ³	All modes
Commuting	15	6	85	14	2	-	12	11	2	147
Business	2	-	21	2	-	-	1	2	-	29
Education / escort education	41	2	22	23	-	3	11	2	1	104
Shopping	45	1	85	38	-	1	17	2	2	192
Other escort	12	-	50	28	-	-	2	-	1	94
Personal business	22	1	41	21	-	1	7	1	1	94
Leisure ⁴	41	6	93	85	1	2	13	7	7	255
Other including just walk	43	0	-	-	0	0	0	0	0	44
All purposes	222	16	398	211	4	7	64	25	13	958
Unweighted sample size: trips ('000s)	74	5	131	70	1	2	20	8	4	316

1 Mostly private hire bus (including school buses).

2 Surface rail and London underground.

3 Non-local bus, taxi/minicab and other public transport (air, ferries, light rail).

4 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.

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[Notes and definitions](#)

Source: National Travel Survey

Last updated: December 2012

Next update: July 2013

The figures in this table are National Statistics

Note: The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain and for the drop off in trip recording. The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0410 (TSGB0105)

Average distance travelled by purpose and main mode: Great Britain, 2011

Miles/thousands

Purpose	Miles per person per year									All modes
	Walk	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport ¹	Local bus	Rail ²	Other public transport ³	
Commuting	14	18	867	107	19	1	62	207	13	1,308
Business	1	1	400	53	1	5	6	78	21	566
Education / escort education	27	3	93	74	1	32	52	22	6	309
Shopping	26	3	440	264	3	2	72	31	10	849
Other escort	7	-	292	183	-	3	9	8	3	506
Personal business	13	1	268	144	2	5	27	25	8	493
Leisure ⁴	30	21	1,069	1,123	11	80	67	223	126	2,750
Other including just walk	41	0	4	-	0	0	0	0	0	45
All purposes	159	47	3,432	1,949	36	128	294	594	187	6,826
Unweighted sample size: trips ('000s)	74	5	131	70	1	2	20	8	4	316

1 Mostly private hire bus (including school buses).

2 Surface rail and London underground.

3 Non-local bus, taxi/minicab and other public transport (air, ferries, light rail).

4 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip

Source: National Travel Survey

Last updated: December 2012

Next update: July 2013

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[Notes and definitions](#)

The figures in this table are National Statistics

Note: The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain and for the drop off in trip recording. The survey results are subject to sampling error.

Department for Transport statistics

[Transport Statistics Great Britain](#)

Table TSGB0106

People entering central London during the morning peak:¹ 1996-2010

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
People (thousands)															
Public transport:															
Surface rail ²	399	435	448	460	465	468	451	455	452	465	483	511	510	490	510
London Underground & DLR ^{3,4}	333	341	360	362	383	377	380	339	344	344	379	397	405	379	375
Bus	68	68	68	68	73	81	88	104	116	115	116	113	114	115	114
Coach/minibus ⁵	20	20	17	15	15	10	10	10	9	9	8	9	11	11	10
All public transport	819	863	892	905	935	935	929	909	921	933	994	1,030	1,040	995	1,009
Personal transport:															
Private car	143	142	140	135	137	122	105	86	86	84	78	75	70	70	67
Motor cycle	11	11	13	15	17	16	15	16	16	16	15	15	15	15	14
Pedal cycle	10	10	10	12	12	12	12	12	14	17	18	19	23	27	28
Taxi	9	9	8	8	8	7	7	7	7	8	7	6	7	6	6
All personal transport⁶	173	172	171	169	173	157	139	120	122	125	118	116	115	118	115
All transport⁶	992	1,035	1,063	1,074	1,108	1,093	1,068	1,029	1,043	1,058	1,105	1,146	1,155	1,112	1,124

1 0700-1000 hours. Surveys are conducted in October/November.

2 Data from 2007 to 2009 have been revised since TSGB 2011.

3 DLR = Dockland Light Railway.

4 Excludes passengers transferring from surface rail services. Passengers transferring from surface rail services have been deducted from the gross Underground counts.

5 Includes commuter and tourist coaches.

6 Excludes commercial vehicles.

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[Notes and definitions](#)

Source: Transport for London (TfL)

www.tfl.gov.uk/corporate/about-tfl/publications/1482.aspx

Last updated: October 2012

Next update: December 2013

Transport for London is outside the scope of National Statistics.

Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

Table: RAS53001 (TSGB0107)

Passenger casualty rates by mode: 2002-2011¹

	Per billion passenger kilometres										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2002-2011 average
Air²											
Killed	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI ³	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
All ⁴	0.00	0.00	0.01	0.00	0.01	0.00	0.04	0.01	0.00	0.00	0.01
Rail^{5,6}											
Killed	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	35.2	32.5	31.2	26.0	26.3	23.2	24.5	25.9	26.5	25.2	27.3
Water⁷											
Killed	0.0	0.0	0.0	0.3	0.3	0.0	0.9	0.4	0.8	0.5	0.3
KSI	50	61	44	36	39	45	74	52	39	51	49
Bus or coach⁸											
Killed	0.4	0.2	0.4	0.2	0.4	0.3	0.1	0.3	0.2	0.2	0.3
KSI	11	10	10	7	9	10	10	8	9	7	9
All 173		175	178	158	152	159	157	139	136	139	157
Car⁹											
Killed	2.7	2.8	2.6	2.6	2.5	2.2	1.9	1.6	1.3	1.4	2.2
KSI	29	27	25	23	22	20	18	17	15	14	21
All 306		294	284	277	263	251	228	221	209	195	253
Van⁹											
Killed	1.0	0.9	0.8	0.7	0.6	0.6	0.5	0.4	0.4	0.4	0.6
KSI	11	10	8	7	7	5	5	5	4	4	6
All 96		90	77	73	69	59	55	54	51	51	67
Motorcycles⁹											
Killed	112	116	106	99	109	100	91	85	81	72	98
KSI	1,377	1,276	1,209	1,127	1,175	1,141	1,113	1,054	1,044	1,119	1,166
All 5,206		4,739	4,663	4,299	4,227	3,972	3,966	3,749	3,764	4,019	4,269
Pedal cycle											
Killed	30	26	33	34	32	33	25	22	23	22	28
KSI	562	544	561	547	542	561	561	568	573	646	573
All 3,927		3,841	4,043	3,839	3,598	3,945	3,566	3,575	3,555	3,889	3,771
Pedestrian											
Killed	42	41	35	36	36	36	31	26	23	26	33
KSI	471	424	394	384	371	382	358	319	322	337	377
All 2,117		1,944	1,836	1,794	1,631	1,665	1,536	1,420	1,486	1,495	1,694

1 Figures have been revised from those published in previous years. See Notes and Definitions for more details

2 Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

3 KSI = Killed or seriously injured

4 All = Killed, seriously and slightly injured

5 Financial years and National Rail only.

6 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles.

7 Passenger casualties on UK registered merchant vessels.

8 Financial year passenger kilometres data revised from 2004/05. A break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05 mean figures before 2004/05 are not comparable.

9 Driver and passenger casualties.

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Last updated: 27 September 2012

Next update: September 2013

The figures for Air, Rail and Water modes are outside the scope of National Statistics

[Notes and Definitions](#)

Table TSGB0108
Usual method of travel to work by region of residence, GOR, FMC and country: October to December 2011

Region	Percentage/thousands									Number in employment ('000s) ³
	Car	Motorcycle	Bicycle	Bus/ coach	Rail		All rail	Walk	Other modes ²	
					National rail	Other rail ¹				
North East	74	*	1	9	1	2	3	11	*	1,157
Tyne and Wear	67	*	*	14	*	3	5	11	*	508
Rest of North East	80	*	*	5	*	*	*	11	*	650
North West	71	1	3	8	3	1	3	12	1	3,149
Greater Manchester	68	*	3	12	2	1	4	12	*	1,225
Merseyside	66	*	3	11	6	*	6	11	*	561
Rest of North West	77	1	3	4	1	*	1	13	*	1,363
Yorkshire and Humberside	73	1	3	9	2	*	3	12	1	2,419
South Yorkshire	75	*	*	10	*	*	3	9	*	584
West Yorkshire	70	*	*	11	3	*	3	13	*	1,009
Rest of Yorkshire and Humberside	75	*	6	4	*	*	2	12	*	826
East Midlands	78	*	3	5	1	*	2	11	*	2,118
West Midlands	77	1	2	7	2	*	2	10	1	2,420
West Midlands and Met.	74	*	*	11	3	*	4	9	*	1,105
Rest of West Midlands	80	1	3	3	1	*	1	11	*	1,316
East of England	70	1	3	3	8	1	10	12	1	2,874
London	33	1	6	15	14	21	35	9	1	3,738
Inner London	16	*	10	17	12	30	43	11	2	1,503
Outer London	43	1	3	13	15	16	30	8	1	2,235
South East	71	1	4	4	8	-	8	11	1	4,179
South West	74	1	4	5	2	*	2	13	1	2,540
England	67	1	3	7	5	4	9	11	1	24,595
Wales	81	*	1	4	2	*	2	10	*	1,345
Scotland	68	*	2	12	3	*	4	12	2	2,465
Great Britain	68	1	3	8	5	3	8	11	1	28,405

1. Includes underground, light railway systems and trams.

2. Includes taxis.

3. Includes all in employment, including those who did not answer the question on usual method of travel to work.

Source: Office for National Statistics, Labour Force Survey
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Last updated: August 2012 (revised to accommodate 2011 reweighting)

Next update: May 2013

GOR = Government Office Region
 FMC = Former Metropolitan County

The figures in this table are National Statistics
[Notes and definitions](#)

* Data for some cells are not shown because they fall below the LFS reliability threshold.

Table TSGB0109
Usual method of travel to work by region of workplace, GOR, FMC and Country: October to December 2011

Region	Percentage/thousands									
	Car	Motorcycle	Bicycle	Bus/ coach	Rail			Walk	Other modes ²	Number in employment ('000s) ³
					National rail	Other rail ¹	All rail			
North East	74	*	2	9	*	2	3	12	*	1,125
Tyne and Wear	68	*	*	14	*	3	4	11	*	536
Rest of North East	80	*	*	5	*	*	*	13	*	589
North West	71	1	3	8	3	1	3	12	1	3,155
Greater Manchester	69	*	3	12	3	1	4	12	*	1,234
Merseyside	63	*	3	12	7	*	7	11	*	521
Rest of North West	77	1	3	4	1	*	1	13	*	1,400
Yorkshire and Humberside	73	1	3	9	2	*	3	12	*	2,403
South Yorkshire	75	*	*	10	*	*	3	10	*	563
West Yorkshire	70	*	*	11	3	*	3	13	*	1,022
Rest of Yorkshire and Humberside	76	*	5	4	2	*	2	11	*	819
East Midlands	78	*	3	6	1	*	1	12	*	2,026
West Midlands	77	1	2	7	2	*	2	10	1	2,409
West Midlands and Met.	75	*	1	10	4	*	4	8	*	1,186
Rest of West Midlands	80	*	3	3	*	*	*	12	*	1,222
East of England	76	1	4	4	3	*	3	13	-	2,624
London	32	1	5	12	21	19	40	8	1	4,228
Central London	9	*	6	9	37	32	69	5	1	1,464
Rest of Inner London	26	2	7	14	20	21	41	8	1	1,142
Outer London	58	1	4	14	7	5	12	10	1	1,621
South East	74	1	4	4	4	*	4	12	1	3,952
South West	74	2	4	5	1	*	1	14	*	2,519
England	67	1	3	7	5	4	9	11	1	24,442
Wales	81	*	1	4	2	*	2	11	*	1,306
Scotland	69	*	2	12	4	*	4	12	1	2,464
Great Britain	68	1	3	8	5	3	8	11	1	28,212

1. Includes underground, light railway systems and trams.

2. Includes taxis.

3. Includes all in employment, including those who did not answer the question on usual method of travel to work.

Last updated: August 2012 (revised following 2011 reweighting)

Next update: May 2013

Source: Office for National Statistics, Labour Force Survey

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GOR = Government Office Region
 FMC = Former Metropolitan County

The figures in this table are National Statistics
[Notes and definitions](#)

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Department for Transport statistics

[Transport Statistics Great Britain](#)

Table TSGB0110

Time taken to travel to work by region of workplace, GOR, FMC and country: October to December 2011

Area of Workplace	Cumulative percentage				Percentage/minutes		
	<20 minutes	<40 minutes	<60 minutes	<90 minutes	Mean time		
					Men	Women	All people
North East	48	85	95	99	23	21	22
Tyne and Wear	43	82	93	99	24	23	24
Rest of North East	53	89	96	99	22	18	20
North West	42	81	92	98	27	23	25
Greater Manchester	36	78	91	98	28	25	27
Merseyside	38	81	92	98	26	25	25
Rest of North West	50	83	94	98	25	20	23
Yorkshire and Humberside	44	81	92	98	26	22	24
South Yorkshire	43	82	94	99	24	23	23
West Yorkshire	42	78	91	98	27	23	25
Rest of Yorkshire and Humberside	48	86	93	98	26	19	23
East Midlands	48	85	94	98	25	20	22
West Midlands	44	81	92	98	27	22	25
West Midlands and Met.	36	76	91	97	30	25	28
Rest of West Midlands	53	86	94	98	23	20	22
East of England	47	81	92	97	27	22	24
London	18	47	67	90	47	40	44
Central London	6	28	54	85	56	52	55
Rest of Inner London	17	44	65	90	47	43	45
Outer London	32	68	83	95	36	28	32
South East	45	80	90	97	29	22	25
South West	48	84	94	98	24	20	22
England	41	76	88	97	30	25	28
Wales	51	85	95	99	23	20	21
Scotland	46	81	92	98	28	22	25
Great Britain	42	77	89	97	30	24	27

Last updated: August 2012 (revised following 2011 reweighting)

Next update: May 2013

GOR=Government Office Region
FMC=Former Metropolitan County

Source: Office for National Statistics, Labour Force Survey
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The figures in this table are National Statistics

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Department for Transport statistics

[Transport Statistics Great Britain](#)

Table TSGB0111

Usual time taken to travel to work by region of workplace, usual method, GOR, FMC and country: October to December 2011

Region	Minutes									
	Car	Motorcycle	Bicycle	Bus/coach	Rail			Walk	Other modes ²	All modes
					National rail	Other rail ¹	All rail			
North East	21	*	16	33	37	41	39	14	*	22
Tyne and Wear	22	*	*	33	39	40	40	16	*	24
Rest of North East	21	*	*	33	35	*	*	12	*	20
North West	24	20	20	35	53	40	50	15	16	25
Greater Manchester	26	*	19	37	54	37	48	16	*	27
Merseyside	23	*	22	35	47	*	47	14	*	25
Rest of North West	24	16	20	28	64	*	62	14	*	23
Yorkshire and Humberside	23	20	17	36	57	*	54	15	*	24
South Yorkshire	22	*	*	36	48	*	40	17	*	23
West Yorkshire	24	*	*	38	50	*	50	16	*	25
Rest of Yorkshire and Humberside	23	*	17	30	77	*	75	12	*	23
East Midlands	23	*	18	34	62	*	58	15	*	22
West Midlands	24	18	17	37	63	*	61	16	*	25
West Midlands and Met.	26	*	14	38	59	*	57	17	*	28
Rest of West Midlands	21	*	18	33	85	*	*	15	*	22
East of England	25	17	16	41	57	*	60	14	*	24
London	36	31	28	40	70	49	60	17	46	44
Central London	59	*	33	41	71	48	60	25	45	55
Rest of Inner London	41	35	27	43	68	51	59	15	*	45
Outer London	31	24	23	37	62	53	58	14	*	32
South East	26	23	16	39	57	*	58	14	37	25
South West	23	19	21	37	54	*	52	13	*	22
England	25	21	20	37	65	48	58	15	33	28
Wales	21	*	16	33	52	*	51	12	*	21
Scotland	23	*	20	35	52	*	50	13	47	25
Great Britain	25	21	20	37	65	49	59	15	33	28

1. Includes underground, light railway systems and trams.

2. Includes taxis.

Source: Office for National Statistics, Labour Force Survey

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GOR=Government Office Region
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Last updated: August 2012 (revised following 2011 reweighting)

Next update: May 2013

The figures in this table are National Statistics

[Notes and definitions](#)

* Data for some cells are not shown because they fall below the LFS reliability threshold.

Department for Transport statistics

[Transport Statistics Great Britain](#)

Table TSGB0112

How workers usually travel to work by car by region of workplace, GOR, FMC and country: October to December 2002

Region	Percentage of workers usually travelling by car	Of those travelling by car:			All travelling by car
		Driver	Passenger	Sometimes driver, sometimes passenger	
North East	73	80	13	8	100
Tyne and Wear	69	80	13	7	100
Rest of North East	77	80	12	8	100
North West	75	83	10	7	100
Greater Manchester	74	83	10	7	100
Merseyside	70	83	12	5	100
Rest of North West	78	83	10	7	100
Yorkshire and Humberside	74	83	10	7	100
South Yorkshire	76	80	13	8	100
West Yorkshire	73	85	9	6	100
Rest of Yorkshire and Humbersic	74	84	9	7	100
East Midlands	78	84	10	7	100
West Midlands	78	84	10	6	100
West Midlands and Met.	75	83	10	6	100
Rest of West Midlands	80	84	10	6	100
East of England	79	84	9	7	100
London	39	88	7	5	100
Central London	9	88	7	6	100
Rest of Inner London	36	87	8	6	100
Outer London	63	88	7	5	100
South East	77	86	8	6	100
South West	76	83	9	8	100
England	70	84	9	7	100
Wales	81	79	13	9	100
Scotland	70	80	11	10	100
Great Britain	71	83	10	7	100

Last updated: August 2012 (revised following 2010 reweighting)

Next update: May 2013

GOR=Government Office Region
FMC = Former Metropolitan County

Source: Office for National Statistics, Labour Force Survey

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The figures in this table are National Statistics

[Notes and definitions](#)

Department for Transport statistics

[Modal comparisons](#)

Table TSGB0113

Overseas travel: visits to and from the United Kingdom by mode: 2001-2011

	Thousands/percentage											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% of total in 2011
Visits to the United Kingdom by overseas residents¹												
Air	16,054	17,098	17,635	20,002	22,043	24,588	25,089	24,024	22,080	21,430	22,631	73%
Sea	4,002	4,405	4,369	4,770	4,675	4,858	4,459	4,495	4,462	4,531	4,496	15%
Channel Tunnel	2,779	2,677	2,711	2,983	3,252	3,267	3,230	3,369	3,347	3,842	3,670	12%
Total	22,835	24,180	24,715	27,755	29,970	32,713	32,778	31,888	29,889	29,803	30,798	100%
Unweighted sample size (numbers)	40,124	39,571	38,099	41,848	44,574	45,246	41,740	36,683	47,304	46,740	42,785	
Visits abroad by United Kingdom Residents²												
Air	43,011	43,990	47,101	50,435	53,626	56,460	56,329	56,041	46,657	43,239	44,723	79%
Sea	9,651	10,038	9,200	8,950	8,102	8,411	8,473	8,145	7,559	8,056	7,857	14%
Channel Tunnel	5,619	5,349	5,123	4,809	4,713	4,665	4,649	4,825	4,398	4,267	4,255	7%
Total	58,281	59,377	61,424	64,194	66,441	69,536	69,450	69,011	58,614	55,562	56,836	100%
Unweighted sample size (numbers)	53,438	54,952	55,298	57,686	63,427	63,715	57,558	57,312	66,935	65,953	62,646	

1 Mode shown is that for departure from the United Kingdom.

2 Mode shown is that for return to the United Kingdom.

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Source - International Passenger Survey, ONS
Last updated December 2012
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[Modal comparisons](#)

Table TSGB0114

Overseas travel: visits to and from the United Kingdom by purpose and area; all modes 2001-2011

	Thousands/percentage											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% of total in 2011
Visits to the United Kingdom by overseas residents¹												
North America	4,228	4,272	3,997	4,356	4,234	4,764	4,403	3,806	3,564	3,397	3,586	12%
EU 27	13,602	14,866	15,783	17,818	19,714	21,287	21,824	21,627	20,331	20,266	20,348	66%
Other Europe	1,255	1,351	1,424	1,606	1,851	2,090	2,063	2,039	1,752	1,780	2,090	7%
Other Countries	3,751	3,691	3,511	3,975	4,171	4,572	4,488	4,416	4,242	4,360	4,774	16%
Total	22,835	24,180	24,715	27,755	29,970	32,713	32,778	31,888	29,889	29,803	30,798	100%
Holiday	7,585	7,735	7,973	9,275	9,713	10,566	10,758	10,923	11,424	11,668	12,008	39%
Business	6,778	7,158	6,967	7,470	8,168	9,019	8,845	8,124	6,579	6,793	7,238	24%
Visiting Friends or relatives	5,898	6,398	6,978	7,861	8,687	9,406	9,720	9,727	8,783	8,408	8,841	29%
Miscellaneous	2,574	2,888	2,797	3,149	3,401	3,722	3,456	3,113	3,103	2,935	2,710	9%
Total	22,835	24,180	24,715	27,755	29,970	32,713	32,778	31,888	29,889	29,803	30,798	100%
Unweighted sample size (number)	40,124	39,571	38,099	41,848	44,574	45,246	41,740	36,683	47,304	46,740	42,785	
Visits abroad by United Kingdom Residents²												
North America	4,656	4,211	4,142	4,780	4,869	4,702	4,587	4,629	3,652	3,653	3,668	6%
EU 27	45,334	46,499	48,066	48,583	49,390	51,314	51,186	50,081	42,396	38,925	40,487	71%
Other Europe	2,239	2,380	2,601	2,942	3,448	3,856	4,002	4,343	3,548	3,640	3,579	6%
Other Countries	6,052	6,287	6,615	7,889	8,734	9,664	9,675	9,958	9,018	9,344	9,103	16%
Total	58,281	59,377	61,424	64,194	66,441	69,536	69,450	69,011	58,614	55,562	56,836	100%
Holiday	38,670	39,902	41,197	42,912	44,175	45,287	45,437	45,531	38,492	36,422	36,819	65%
Business	8,220	8,073	7,892	8,140	8,556	9,102	9,018	8,920	6,887	6,639	6,846	12%
Visiting Friends or relatives	7,727	7,870	8,527	9,799	10,648	11,963	12,214	12,392	11,592	10,850	11,594	20%
Miscellaneous	3,664	3,532	3,807	3,343	3,063	3,184	2,781	2,166	1,643	1,652	1,576	3%
Total	58,281	59,377	61,424	64,194	66,441	69,536	69,450	69,011	58,614	55,562	56,836	100%
Unweighted sample size (number)	53,438	54,952	55,298	57,686	63,427	63,715	57,558	57,312	66,935	65,953	62,646	

1 Area shown is that for the country of residence

2 Area shown is that for the main country of visit

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[Modal comparisons](#)

Table TSGB0115

Overseas travel: visits and spending by mode, area and purpose of visit, 2011

	Air		Sea		Channel Tunnel		Total		Unweighted sample size
	visits	spending	visits	spending	visits	spending	visits	spending	
	(thousands)	(£ million)	(thousands)	(£ million)	(thousands)	(£ million)	(thousands)	(£ million)	
Visits to and spending in the United Kingdom by overseas residents ¹									
North America	3,157	2,648	141	53	288	173	3,586	2,874	6,474
EU27	13,529	6,118	3,974	1,308	2,844	831	20,348	8,257	24,791
Other Europe	1,974	1,512	80	39	*	*	2,090	1,575	2,849
Other Countries	3,971	4,854	300	182	502	257	4,774	5,292	8,671
Total	22,631	15,132	4,496	1,582	3,670	1,285	30,798	17,998	42,785
Holiday									
	7,951	5,479	2,050	873	2,006	692	12,008	7,043	15,624
<i>of which inclusive tour</i>	720	534	818	300	500	173	2,038	1,007	2,642
Business	5,400	3,926	1,056	186	782	279	7,238	4,390	10,562
Visiting friends or relatives	7,137	3,444	1,045	313	660	205	8,841	3,963	12,649
Miscellaneous	2,143	2,254	345	208	222	107	2,710	2,569	3,950
Total	22,631	15,132	4,496	1,582	3,670	1,285	30,798	17,998	42,785
Visits and spending abroad by United Kingdom Residents ²									
North America	3,663	3,795	*	*	.	.	3,668	3,802	5,057
EU27	29,402	13,235	6,896	2,423	4,188	1,487	40,487	17,145	42,873
Other Europe	3,433	1,852	*	*	60	43	3,579	1,956	3,758
Other Countries	8,226	7,673	870	1,118	*	*	9,103	8,798	10,958
Total	44,723	26,555	7,857	3,610	4,255	1,537	56,836	31,701	62,646
Holiday									
	28,827	17,606	5,288	2,847	2,705	1,088	36,819	21,541	38,492
<i>of which inclusive tour</i>	12,028	7,960	2,059	1,638	653	268	14,740	9,866	14,656
Business	5,590	4,085	536	211	720	236	6,846	4,532	8,382
Visiting friends or relatives	9,474	4,009	1,513	437	608	142	11,594	4,588	14,108
Miscellaneous	832	855	521	114	223	72	1,576	1,041	1,664
Total	44,723	26,555	7,857	3,610	4,255	1,537	56,836	31,701	62,646

1 Mode shown is that for departure from the United Kingdom; area shown is that for the country of residence.

2 Mode shown is that for return to the United Kingdom; area shown is that for the main country of visit

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Table TSGB0116a

All in employment in transport related occupations¹ and industries^{2,3} : April - June 2012

		Thousands (GB)		
SOC2010 unit group	Occupation	Transportation and storage industry	Other industry sections	All industries
1161	Transport and logistic managers	41	28	69
4134	Transport and distribution clerks	28	39	67
1252	Garage managers and proprietors	*	31	32
1226, 6212, 6219	Travel agents and service occupations	11	69	81
3511, 3512, 8233	Air traffic controllers, pilots, operatives, etc.	24	8	32
3513, 8232	Ships officers, marine and waterway operatives	15	5	20
6214	Air travel assistants	30	*	34
6215, 8234, 8231	Rail travel assistants, operatives, train and tram drivers	53	6	59
8213	Bus and coach drivers	92	12	104
8211	Heavy goods vehicle drivers	151	128	280
8212	Van drivers	64	122	187
8214	Taxi and cab drivers and chauffeurs	184	21	205
5231	Vehicle technicians, mechanics and electricians	18	167	186
5232, 5234	Vehicle body builders, repairers and painters	*	33	33
8135	Tyre, exhaust and windscreen fitters	*	13	14
8215	Driving instructors	*	29	30
8239	Other drivers and transport operatives	6	11	17
	All transport related occupations	719	726	1,449
	Other occupations	658	26,241	27,017
	All jobs	1,379⁴	26,979	28,620

Table TSGB0116b

All in employment in transport related occupations¹ and industries^{2,3} : April - June 2012

		Thousands (GB)						
Occupation	Rail transport	Other land transport	Water transport	Air transport	Warehousing, storage, support activities for transportation	Postal and courier activities	All transportation and storage	
All transport related occupations	43	474	19	37	80	67	719	
Other occupations	33	145	25	23	214	218	658	
All jobs	76	619	44	61	294	286	1,379⁴	

1 Main job only

Source: Office for National Statistics, Labour Force Survey

2 Totals include jobs not allocated an occupation or industry

3 Based on Standard Industrial Classification 2007 (SIC2007)

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49 - Land transport and transport via pipelines

50 - Water transport

51 - Air transport

52 - Warehousing and support activities for transportation

53 - Postal and courier activities

4 Includes some non-transport related occupations in transport industries

* Data for some cells are not shown because they fall below the LFS reliability threshold.

Last updated: September 2012

Next update: September 2013

The figures in this table are National Statistics

[Notes and definitions](#)

Department for Transport statistics

[Modal comparisons](#)

Table TSGB0117

UK Public Expenditure on Transport by Country and Spending Authority¹ from 2005/06

	£ million (outturn prices)						
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
England	13,621	15,555	15,940	16,409	18,052	16,593	15,532
Central government expenditure ²	5,239	7,154	7,314	7,372	8,336	7,295	6,796
Capital	2,535	4,110	4,233	5,131	5,720	5,194	4,798
Strategic roads ³	767	1,154	1,090	1,151	1,968	1,626	1,311
Local roads ⁴	0	0	42	100	217	134	104
Local public transport	0	0	0	0	6	6	18
Railways ⁵	1,752	2,927	3,049	3,875	3,522	3,419	3,361
Other transport	16	29	53	5	8	8	3
Current / resource	2,703	3,044	3,081	2,241	2,616	2,101	1,998
Strategic roads ³	1,379	1,471	1,473	1,643	1,361	1,113	1,109
Local public transport	364	448	517	431	449	418	422
Railways ⁵	702	824	782	-133	474	301	272
Other transport	258	301	309	299	331	269	195
Local government expenditure	6,779	6,797	7,130	7,529	8,289	7,870	7,001
Capital	2,834	2,697	2,803	3,247	3,650	3,763	3,072
Local roads	2,244	2,170	2,299	2,673	2,607	2,803	2,065
Local public transport	580	518	471	508	1,013	938	988
Other transport	9	9	33	65	30	21	18
Current / resource	3,946	4,100	4,327	4,282	4,638	4,107	3,929
National roads	40	40	0	0	0	0	0
Local roads	1,556	1,551	1,572	1,546	1,759	1,396	1,338
Local public transport	1,403	1,534	1,698	2,157	1,992	1,784	1,727
Railways ⁵	947	974	1,008	481	769	812	770
Other transport	0	0	49	99	118	115	93
Public Corporation expenditure	1,603	1,604	1,495	1,509	1,427	1,428	1,735
Capital: National roads	15	22	22	15	9	0	0
Capital: Railways	1,588	1,583	1,473	1,494	1,419	1,428	1,735
Scotland	1,827	2,706	2,838	2,727	2,923	2,727	2,722
Central government expenditure ²	971	1,753	1,858	1,783	1,931	1,802	1,747
Capital	505	763	803	771	934	764	760
National roads	209	266	205	272	422	322	299
Railways	290	497	583	493	506	435	452
Other transport	5	1	14	5	6	7	9
Current / resource	466	990	1,055	1,012	997	1,038	987
National roads	164	199	233	216	174	230	150
Local public transport	59	224	227	247	257	240	245
Railways	122	457	481	412	419	429	437
Other transport	121	110	114	136	146	139	155
Local government expenditure	825	912	967	930	981	915	964
Capital	369	466	501	443	483	391	495
Local roads	256	314	280	288	300	285	368
Railways	28	108	88	6	8	6	7
Other transport	85	44	133	149	175	100	120
Current / resource	456	445	466	487	498	524	469
National roads	15	16	16	16	16	15	16
Local roads	342	336	345	366	384	405	342
Local public transport	20	16	20	18	18	18	23
Other transport	78	78	85	87	80	85	88
Public Corporation expenditure	31	41	12	14	11	10	11
Capital: National roads	1	3	2	2	1	0	0
Capital: Railways	12	9	3	4	5	5	6
Capital: Other transport	18	29	7	8	6	6	6
Wales	855	888	934	1,029	1,153	1,169	1,074
Central government expenditure ²	457	469	484	564	725	730	633
Capital	159	225	222	265	353	384	334
National roads	91	113	129	116	161	200	125
Local roads	0	3	1	2	3	0	0
Railways	64	109	92	147	189	184	208
Other transport	4	1	0	0	0	0	0
Current / resource	298	244	262	299	371	346	300
National roads	64	71	62	74	79	97	109
Local roads	0	0	0	0	0	0	0
Local public transport	21	20	23	23	28	21	0
Railways	202	147	170	195	256	223	187
Other transport	12	6	7	7	9	6	4
Local government expenditure	392	412	445	461	425	436	438
Capital	195	210	233	227	198	206	221
Local roads	163	185	171	192	176	181	194
Local public transport	29	20	61	33	22	25	27
Other transport	4	4	1	2	0	0	0
Current / resource	196	202	212	234	226	230	217
Local roads	148	149	156	164	155	165	164
Local public transport	28	29	30	36	34	33	33
Other transport	20	24	25	34	37	32	20
Public Corporation expenditure	7	8	6	4	4	3	4
Capital: National roads	1	3	1	1	0	0	0
Capital: Railways	6	5	4	3	3	3	4

Table TSGB0117 (continued)
UK Public Expenditure on Transport:¹ from 2005/06 (continued)

£ million (outturn prices)

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Great Britain	16,303	19,149	19,712	20,165	22,128	20,489	19,328
Central government expenditure ²	6,667	9,376	9,656	9,718	10,992	9,827	9,176
Capital	3,199	5,098	5,259	6,166	7,008	6,342	5,891
National roads	1,068	1,533	1,424	1,539	2,551	2,148	1,735
Local roads	0	3	43	102	220	134	104
Local public transport	0	0	0	0	6	6	18
Railways	2,107	3,532	3,724	4,515	4,217	4,038	4,021
Other transport	25	31	68	10	14	15	12
Current / resource	3,467	4,278	4,398	3,552	3,984	3,486	3,284
National roads	1,608	1,741	1,768	1,934	1,615	1,440	1,368
Local roads	0	0	0	0	0	0	0
Local public transport	444	692	767	701	733	679	668
Railways	1,026	1,428	1,433	475	1,149	953	896
Other transport	390	417	429	442	486	414	353
Local government expenditure	7,996	8,120	8,542	8,920	9,694	9,221	8,402
Capital	3,398	3,373	3,537	3,916	4,332	4,359	3,788
Local roads	2,663	2,670	2,751	3,153	3,084	3,270	2,628
Local public transport	609	538	532	541	1,035	963	1,015
Railways	28	108	88	6	8	6	7
Other transport	98	58	167	216	205	121	138
Current / resource	4,598	4,747	5,005	5,004	5,362	4,861	4,614
National roads	55	56	16	16	16	15	16
Local roads	2,046	2,037	2,074	2,077	2,297	1,966	1,844
Local public transport	1,452	1,579	1,748	2,211	2,045	1,835	1,782
Railways	947	974	1,008	481	769	812	770
Other transport	99	101	159	220	235	233	202
GB Public Corporations	1,640	1,653	1,513	1,527	1,442	1,441	1,750
Capital	1,640	1,653	1,513	1,527	1,442	1,441	1,750
Capital: National roads	17	27	26	18	10	0	0
Capital: Railways	1,605	1,597	1,480	1,501	1,426	1,436	1,744
Capital: Other transport	18	29	7	8	6	6	6
Northern Ireland	357	386	541	562	591	701	598
Outside UK ⁶	211	188	179	133	96	99	114
Not identifiable by country ⁷	168	161	173	182	189	166	164
UK Total	17,039	19,885	20,605	21,042	23,003	21,456	20,205

1. Figures taken from Country and Regional Analysis, HMT for 2007/08 onwards see

<http://www.hm-treasury.gov.uk/9802.htm>

earlier figures were published in the similar exercises in 2011, see for example

http://www.hm-treasury.gov.uk/pespb_natstats_oct2011.htm

Includes revisions for previous years.

2. Figures exclude grants to local authorities. Net expenditure includes EU grants treated as receipts.

3. In England, funding to Highways Agency, excluding the cost of capital.

4. Local Roads capital expenditure in England was in London.

5. The railway category covers both National Rail and the London Underground. It also includes those companies considered to be in public ownership, such as London and Continental Railways and GNER.

6. Expenditure attributed to "outside the UK" is largely capital expenditure attributed to public corporations for spend on railways, with a small amount to Central Government railway spend.

7. Expenditure in the not identifiable by country is "other transport" and consists largely of expenditure on areas such as Civil Aviation Authority, Transport Security, Civil aviation services, Accident and Investigation work and others which are deemed to benefit the whole country.

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Source: HM Treasury

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Table TSGB0118

UK Public Expenditure on Transport by function¹: from 2005/06

£ million (outturn prices)

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
National Roads	2,760	3,370	3,260	3,539	4,215	3,633	3,148
Capital	1,085	1,560	1,450	1,558	2,561	2,148	1,736
Current	1,675	1,810	1,810	1,981	1,653	1,484	1,412
Local Roads	4,963	4,946	5,156	5,669	5,995	5,868	4,904
Capital	2,766	2,763	2,931	3,430	3,557	3,736	2,889
Current	2,197	2,183	2,226	2,239	2,438	2,133	2,015
Local Public Transport	2,573	2,909	3,150	3,514	3,894	3,603	3,557
Capital	616	571	587	553	1,062	1,033	1,052
Current	1,957	2,338	2,563	2,961	2,832	2,570	2,506
Railways	5,921	7,826	7,943	7,159	7,705	7,348	7,650
Capital	3,937	5,413	5,460	6,150	5,775	5,572	5,974
Current	1,984	2,413	2,484	1,009	1,930	1,776	1,676
Other Transport	822	834	1,096	1,160	1,195	1,003	946
Capital	176	161	311	290	257	158	197
Current	646	673	785	870	938	846	749
UK total	17,039	19,885	20,605	21,042	23,003	21,456	20,205
Capital	8,580	10,467	10,739	11,981	13,211	12,647	11,848
Current	8,459	9,417	9,867	9,061	9,792	8,808	8,357

1. Figures taken from Country and Regional Analysis, HMT for 2007/08 onwards see

<http://www.hm-treasury.gov.uk/9802.htm>

earlier figures were published in the similar exercises in 2011, see for example

http://www.hm-treasury.gov.uk/pespb_natstats_oct2011.htm

These include public spending by central and local government as well as capital spending by public corporations in the UK.

There may be some slight differences between these figures and those from the downloadable HMT tables referenced in other tables due to differences in the timing of the data collections.

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Table TSGB0119

Total UK Public Corporation Capital Expenditure on Transport:¹ from 2005/06

	£ million (outturn prices)						
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
UK Public Corporation expenditure²	1,868	1,880	1,790	1,700	1,606	1,604	2,002
Capital: National roads	17	27	26	18	10	0	0
Capital: Railways ³	1,802	1,765	1,648	1,619	1,551	1,524	1,945
Capital: Local public transport (NI) ⁴	4	34	55	12	20	65	18
Capital: Other transport	44	55	61	52	25	15	39

1. Figures taken from Country and Regional Analysis, HMT for 2007/08 onwards see <http://www.hm-treasury.gov.uk/9802.htm>
earlier figures were published in the Public Expenditure Statistical Analysis in 2011, see for example http://www.hm-treasury.gov.uk/pesa2011_section4.htm

2. Includes provisional estimates.

3. The railway category is mainly the London Tube. It also includes those companies considered to be in public ownership, such as London and Continental Railways and GNER.

4. Expenditure attributed to local public transport is from public corporations in Northern Ireland.
Government railway spend.

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Source: HM Treasury

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Table TSGB0120
Public expenditure on specific transport areas : Great Britain¹

	£ million (outturn prices)										
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12				
Street Lighting	463	506	520	587	571	586	591				
Bus Service Operators Grant²	435	441	472	504	515	505	512				
Concessionary Fares³	674	1,002	1,102	1,251	1,268	1,322	1,362				
Parking (net of receipts)⁴	-276	447	-296	-267	-252	-332					

1. Figures for Street Lighting taken from Country and Regional Analysis, HMT for 2007/08 onwards see

<http://www.hm-treasury.gov.uk/9802.htm>

earlier figures were published in the similar exercises in 2011, see for example

http://www.hm-treasury.gov.uk/pespb_natstats_oct2011.htm

Includes revisions for previous years.

Other figures mainly from Local Government Finance Statistics.

2. Excludes coach concession

3. For 2011/12 figures for Scotland only include bus concessionary fares (likely to be over 90% of the total)

4. Negative are gains. Revenue is offset by capital charges and capital costs where identified.

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Sources: Scottish Government; Welsh Local Government Finance;
 Local Authority Finance Statistics (England)

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Table TSGB0121

Household expenditure on transport: United Kingdom: 2001/02 - 2010

£ per week/percentage

Transport (COICOP categories) ¹	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006	2006	2007	2008	2009	2010
(a) Motoring and bicycle costs												
Purchase of vehicles	23.20	25.80	26.60	28.10	25.10	23.90	23.40	22.90	22.80	21.10	19.50	19.50
New cars and vans	10.60	10.70	11.30	11.40	10.10	9.60	8.30	8.00	7.80	6.60	6.50	6.50
Second-hand cars and vans	11.80	14.40	14.50	16.00	14.10	14.00	14.50	14.20	14.40	13.60	12.40	12.20
Motorcycles and scooters	0.60	0.50	0.70	0.60	0.50	..	0.30	0.30	0.40	0.60	0.40	0.40
Other vehicles (mainly bicycles)	..	0.20	0.20	0.20	0.30	0.20	0.30	0.30	0.20	0.40	0.20	0.40
Bicycle purchase	0.20	..	..	..	..	..	..	..	..	..	..	..
Spares, accessories, repairs and servicing	6.40	7.00	7.30	6.90	7.80	8.00	8.00	7.80	8.10	8.60	7.90	9.10
Car or van	6.00	6.80	6.90	6.60	7.50	7.70	7.70	7.50	7.80	8.30	7.60	8.70
Motorcycle	0.20	0.10	0.20	0.20	0.10	0.20	0.20	0.20	0.20	0.00	0.20	0.10
Bicycle	0.10	0.10	0.20	0.10	0.10	0.20	0.20	0.20	0.10	0.20	0.20	0.20
Petrol, diesel and other motor oils:	15.80	14.80	14.80	15.00	16.20	17.50	18.20	17.90	18.30	21.00	19.20	21.60
Petrol	14.00	12.70	12.70	12.40	13.40	14.30	14.50	14.30	14.10	15.70	14.70	15.60
Diesel	1.80	2.00	2.10	2.50	2.80	3.10	3.70	3.60	4.10	5.30	4.50	5.90
Other motor oils	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Other motoring costs	1.80	1.80	1.90	1.90	2.40	2.30	2.40	2.30	2.40	2.10	2.20	2.60
All motoring and bicycle costs	47.20	49.40	50.70	51.90	51.40	51.80	52.10	50.90	51.60	52.90	48.80	52.80
(b) Transport services												
Rail and tube fares:	2.00	1.90	1.80	1.90	2.00	2.10	2.20	2.10	2.50	2.40	2.50	2.80
Season tickets	0.60	0.60	0.60	0.70	0.70	0.70	0.80	0.70	0.80	1.00	0.80	1.00
Other tickets	1.40	1.30	1.20	1.20	1.30	1.40	1.40	1.40	1.70	1.50	1.60	1.70
Bus and coach fares:	1.40	1.50	1.40	1.40	1.50	1.50	1.30	1.30	1.20	1.40	1.30	1.50
Season tickets	0.30	0.30	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.40	1.50
Other tickets	1.10	1.10	1.10	1.10	1.10	1.10	0.90	0.90	0.90	0.90	0.90	1.00
Combined tickets:	0.90	1.00	0.80	0.70	0.80	1.00	1.00	1.00	1.30	1.20	1.10	1.20
Season tickets	0.70	0.80	0.60	0.50	0.60	0.80	0.80	0.80	0.90	0.90	0.90	0.90
Other tickets	0.20	0.20	0.20	0.10	0.20	0.20	0.20	0.20	0.40	0.30	0.30	0.30
Air and other travel and transport:	4.30	4.10	4.50	4.80	3.80	5.40	5.50	5.50	5.10	5.40	4.80	6.60
Air fares ²	1.30	1.20	1.50	1.90	1.00	2.50	2.20	2.20	1.80	1.80	1.20	2.70
Other transport and travel	3.00	2.90	3.00	2.80	2.90	2.90	3.30	3.30	3.30	3.40	3.60	3.90
All transport services	8.60	8.40	8.50	8.80	8.10	9.90	10.00	9.90	10.10	10.50	9.60	12.10
All transport (excluding motor vehicle insurance and taxation and boat purchase and repairs)	55.90	57.80	59.20	60.70	59.60	61.70	62.00	60.80	61.70	63.40	58.40	64.90
All household expenditure	385.70	398.30	406.20	418.10	434.40	443.40	455.90	449.00	459.20	471.00	455.00	473.60
Percentage of household expenditure on transport	14.5	14.5	14.6	14.5	13.7	13.9	13.6	13.5	13.5	13.5	12.8	13.7
Key transport expenditure totals³:												
Motoring costs	55.10	58.50	61.70	62.40	62.60	63.80	62.40	61.40	62.00	63.60	60.00	63.50
Fares and other travel costs	9.50	9.50	9.70	9.60	9.50	11.10	11.10	10.90	10.90	14.20	11.00	13.60
All transport and travel	64.50	68.00	71.40	72.00	72.10	74.90	73.50	72.30	72.90	77.80	71.00	77.10
Adjusted for general inflation 2010 prices:												
Motoring costs	71.90	75.20	77.70	76.40	74.40	73.90	70.40	69.30	67.10	66.20	62.80	63.50
Fares and other travel costs	12.40	12.20	12.20	11.80	11.30	12.90	12.50	12.30	11.80	14.80	11.50	13.60
All transport and travel	84.20	87.40	89.90	88.20	85.70	86.70	82.90	81.60	78.90	81.00	74.30	77.10

Note: For further details see Family Spending: A Report on the 2010 Living Costs and Food Survey available at: <http://www.ons.gov.uk/ons/rel/family-spending/family-spending/family-spending-2011-edition/index.html>

1 Data for 2000/01 are based on old Family Expenditure Survey categories which include some items excluded under COICOP, eg motor caravans audio equipment, helmets (see Notes and Definitions). Additional changes were made in 2006, see the link above for details.

2 Excludes air fare component of package holidays abroad.

3 Using Family Expenditure Survey classification, includes expenditure on motorcycles, bicycles, boats and vehicle taxation and insurance.

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[Notes and definitions](#)

Source: Living Costs and Food Survey, ONS

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[Modal comparisons](#)

Table TSGB0122

Retail and Consumer Prices Indices: Motoring Costs: 1997-2011

Index: 1997=100

ONS Code Year	Consumer Prices Index		Retail Prices Index		
	All items CPI	Operation of personal transport equipment ¹	All items RPI	All motor ²	Motoring running costs ³
	D7BT	D7CP	CHAW	CHBK	
1997	100.0	100.0	100.0	100.0	100.0
1998	101.6	104.3	103.4	103.1	105.7
1999	102.9	110.9	105.0	105.6	113.3
2000	103.8	120.7	108.1	109.7	124.7
2001	105.0	120.3	110.0	109.1	124.6
2002	106.4	121.1	111.9	108.2	124.8
2003	107.8	127.2	115.1	109.6	130.4
2004	109.3	134.2	118.5	110.7	135.7
2005	111.5	143.7	121.9	111.4	143.0
2006	114.0	151.6	125.8	113.1	149.3
2007	116.7	157.2	131.2	114.5	155.0
2008	121.0	172.4	136.4	118.0	169.6
2009	123.5	168.0	135.7	117.2	168.3
2010	127.6	185.5	141.9	132.5	196.8
2011	133.3	203.6	149.3	144.2	224.3

1. Operation of personal transport equipment, covering motor running costs, includes spare parts and accessories, fuels and lubricants, maintenance and repairs and other services. It excludes the purchase of a vehicle, unlike the RPI all motoring index (CHAW) given here and in TSGB0123, and there are some other exclusions such as car insurance and vehicle excise duty, which are also included in the RPI.
2. The RPI all motor index includes purchase of a vehicle, maintenance, petrol and oil and tax and insurance.
3. The RPI motoring costs index excludes the purchase of a vehicle, but includes tax, such as Vehicle Excise Duty, and insurance.

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Source: Consumer Prices and Inflation Division, ONS

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[Notes and Definitions](#)

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Table TSGB0123

Retail Prices Index: transport components: 1997-2011

Index 1997=100

ONS Code	All items RPI CHAW	Motor vehicles					All motor ¹ CHBK	Rail fares DOCW	Bus & Coach fares DOCX
		Purchase of vehicle DOCS	Mainten-tance DOCT	Petrol & oil DOCU	Tax & Insurance DOCV				
Year									
1997	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
1998	103.4	98.9	104.1	105.0	108.8	103.1	104.1	103.3	
1999	105.0	94.7	108.2	113.8	117.6	105.6	107.9	107.0	
2000	108.1	89.6	112.7	128.8	130.2	109.7	109.8	111.3	
2001	110.0	88.3	118.2	122.2	137.0	109.1	114.0	116.0	
2002	111.9	86.6	124.3	118.3	139.1	108.2	116.6	119.6	
2003	115.1	84.1	131.7	122.6	145.1	109.6	118.6	124.6	
2004	118.5	81.5	139.7	129.4	145.8	110.7	123.1	131.0	
2005	121.9	77.3	148.2	140.8	143.9	111.4	128.1	139.6	
2006	125.8	75.2	157.2	148.5	145.7	113.1	133.2	141.6	
2007	131.2	73.2	165.3	152.6	152.4	114.5	140.0	149.7	
2008	136.4	68.2	175.1	175.5	157.2	118.0	146.1	158.9	
2009	135.7	67.7	182.3	161.6	175.2	117.2	153.9	168.5	
2010	141.9	71.7	190.8	188.8	219.8	132.5	166.2	176.1	
2011	149.3	70.4	200.2	216.1	265.2	144.2	178.0	187.8	

1 The RPI all motor index includes purchase of a vehicle, maintenance, petrol and oil and tax and insurance. See Notes and definitions for further details.

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Source: Consumer Prices and Inflation Division, ONS
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Table TSGB0124

Gross Domestic Product, Retail Prices Index and Consumer Prices Index deflators: 2000-2011/12

(a) Calendar years to 2011 price level

Year	RPI Factor	CPI Factor	GDP factor
2000	1.381	1.285	1.295
2001	1.357	1.270	1.275
2002	1.335	1.254	1.246
2003	1.297	1.237	1.216
2004	1.260	1.221	1.186
2005	1.225	1.196	1.158
2006	1.187	1.169	1.125
2007	1.138	1.142	1.101
2008	1.095	1.103	1.068
2009	1.101	1.079	1.055
2010	1.052	1.045	1.026
2011	1.000	1.000	1.000

(b) Fiscal years to 2011/12

Year	RPI Factor	CPI Factor	GDP factor
2000/01	1.385	1.294	1.299
2001/02	1.365	1.276	1.275
2002/03	1.337	1.260	1.244
2003/04	1.301	1.244	1.217
2004/05	1.261	1.226	1.182
2005/06	1.229	1.201	1.156
2006/07	1.185	1.171	1.126
2007/08	1.138	1.145	1.098
2008/09	1.105	1.104	1.069
2009/10	1.100	1.080	1.053
2010/11	1.048	1.043	1.024
2011/12	1.000	1.000	1.000

Note: GDP is revised so deflators may change whereas the CPI and RPI are not revised.

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Source: Consumer Prices and Inflation Division, ONS

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[Notes and Definitions](#)

Department for Transport statistics

[Modal comparisons](#)

Table TSGB0125

Fuel duty and Vehicle excise duty from 1987

ONS Code ¹ Year	Fuel Duty					Vehicle Excise Duty					Total CMXZ
	Leaded petrol/LRP GBHL	Unleaded petrol GBHE	Diesel GBHH	Ultra low sulphur petrol	Ultra low sulphur diesel	Households CDDZ	Business EKED	Total CMXZ	Households CDDZ	Business EKED	
				ZXTK	GBHI							GTAP ^{2}
1987									1,612	991	2,603
1988									1,693	1,065	2,758
1989									1,793	1,122	2,915
1990	4,381	2,314	2,217						1,837	1,134	2,971
1991	4,805	2,870	2,698						1,879	1,093	2,972
1992	4,661	3,476	2,947						1,963	1,150	3,113
1993	4,502	4,242	3,484						2,301	1,181	3,482
1994	4,349	5,101	4,257						2,546	1,302	3,848
1995	4,088	5,901	5,127						2,641	1,313	3,954
1996	3,716	7,043	5,888						2,781	1,368	4,149
1997	3,393	8,073	6,528	146					2,972	1,362	4,334
1998	2,984	9,897	7,088	806					3,122	1,509	4,631
1999	1,630	11,952	1,274	7,338					3,308	1,565	4,873
2000	1,105	11,481	23	9,014					3,191	1,415	4,606
2001	650	1,906	65	10,117					3,324	778	4,102
2002	103			12,624					3,570	724	4,294
2003	70			12,098					3,923	797	4,720
2004	67			12,160					3,955	808	4,763
2005	20			11,688					3,953	809	4,762
2006	15			11,274					4,145	865	5,010
2007	13			11,313					4,506	878	5,384
2008	10			11,114					4,639	885	5,524
2009	9			11,175					4,722	908	5,630
2010	10			11,001					4,903	937	5,840
2011	11			10,642							5,820

1. ONS Blue Book codes. The codes used in the Environmental Accounts are different.

2. Duty excludes Value Added Tax but includes some duty from other sources including oil and gas, as well as duty on bioethanol and biodiesel used in fuel

Note: Includes revisions from last year's table

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The figures in this table are National Statistics.

[Notes and Definitions](#)

Sources: Table 11.1 Blue Book 2011 Edition, ONS
For updates and 2011, Environmental Accounts 2012, ONS

Last updated: November 2012
Next update: Nov 2013



Aviation

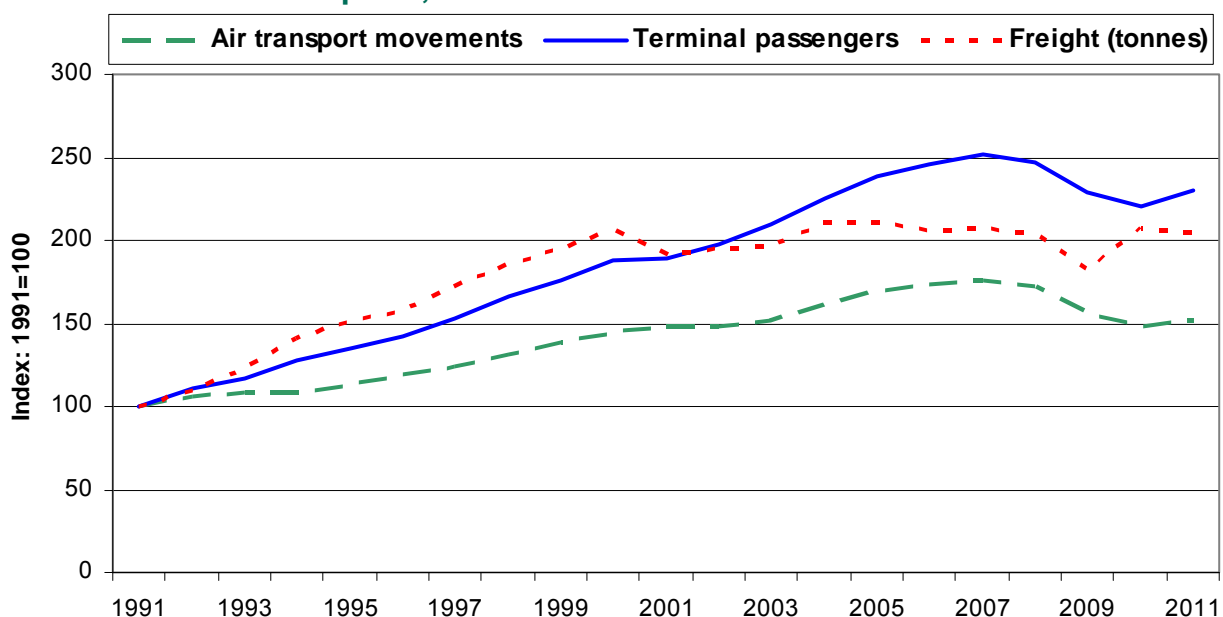
Key trends

- After 3 years of decline, air transport movements at UK airports increased by 2 per cent in 2011 compared to 2010. Terminal passengers increased by 4 per cent. However, excluding the months affected by the ash cloud, snow and strikes in 2010, the increase in passengers was less than 1 per cent.
- Freight handled fell by 1 per cent, following a 14 per cent increase in 2010. The fall in 2011 was due to a 3 per cent fall in freight 'set down' (essentially imports); freight 'picked up' (exports) rose by 1 per cent.

Aviation includes information on:

- Activity at UK airports
- Activity of UK airlines
- Major international airports and airlines
- Casualties and incidents

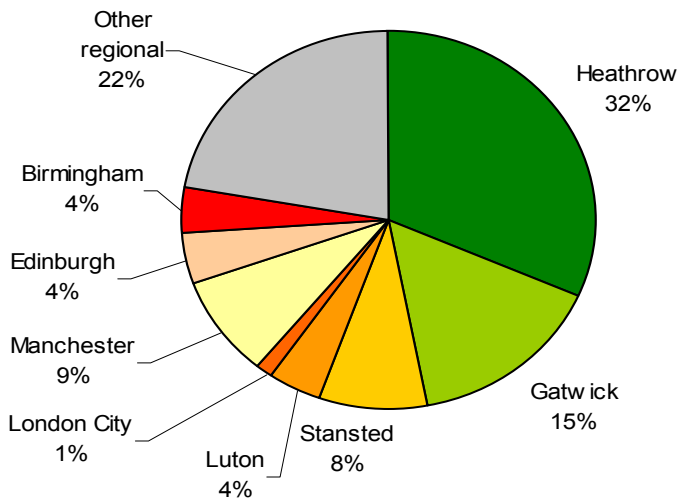
Trends in air traffic at UK airports, 1991 to 2011



- The number of terminal passengers on **domestic services** peaked in 2005 at 24.7 million and has since fallen by 24 per cent to 19 million in 2011 (excluding double counting at domestic airports). The number of terminal passengers on **international services** peaked two years later, at 192 million in 2007. The number then fell for 3 consecutive years before increasing again by 5 per cent to 181 million in 2011.

UK Airports

Terminal passengers by airport, 2011

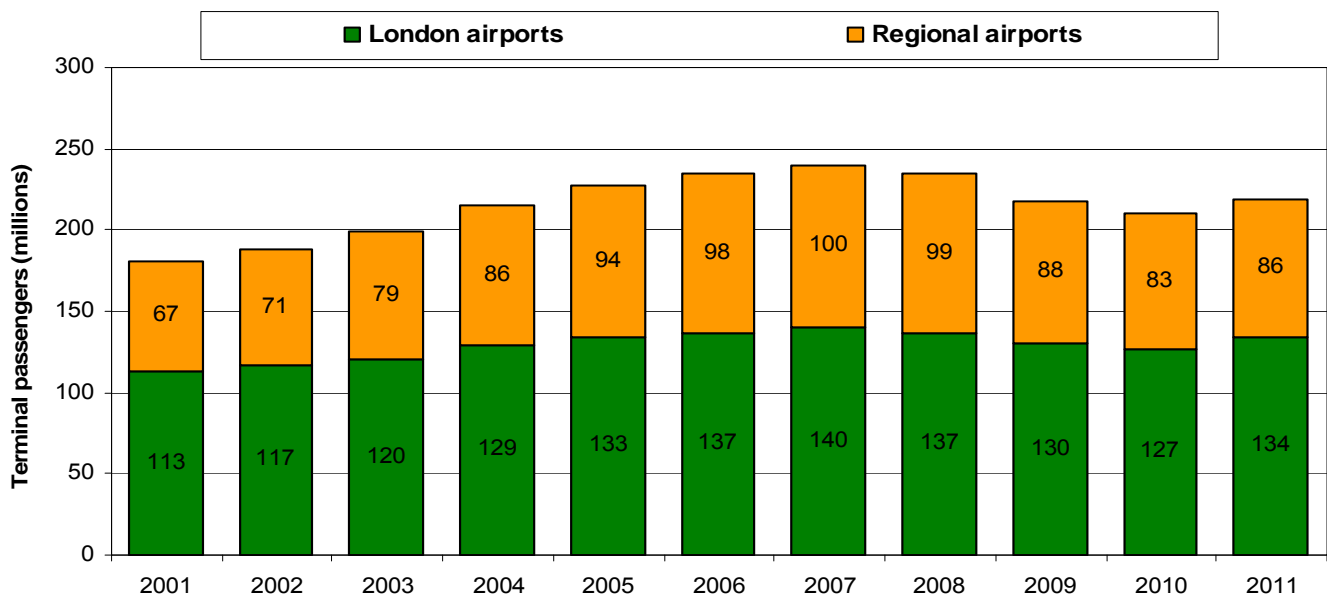


- **Heathrow** is the UK's busiest airport. In 2011 it handled 23 per cent of air transport movements, 32 per cent of terminal passengers and 65 per cent of freight tonnes.
- Worldwide, **Heathrow** had the largest number of terminal passengers on international flights in 2011 at 65 million. In terms of total terminal passengers (domestic and international), Heathrow was the third largest airport in 2011 after Atlanta and Beijing.
- In 2011, the five **London airports** accounted for 61 per cent of all

terminal passengers at UK airports, down from 63 per cent in 2001.

- Between 2001 and 2011, overall terminal passenger numbers increased by 28 per cent at the **airports outside London** compared with 18 per cent at the five London airports. However, non-London airports experienced a proportionally larger fall since the peak in 2007 at 15 per cent compared with a 4 per cent fall at the London airports.

Number of terminal passengers at London and non-London airports¹, 2001 to 2011



¹ 'London airports' covers Heathrow, Gatwick, Stansted, Luton and London City; 'regional airports' covers all other UK airports.

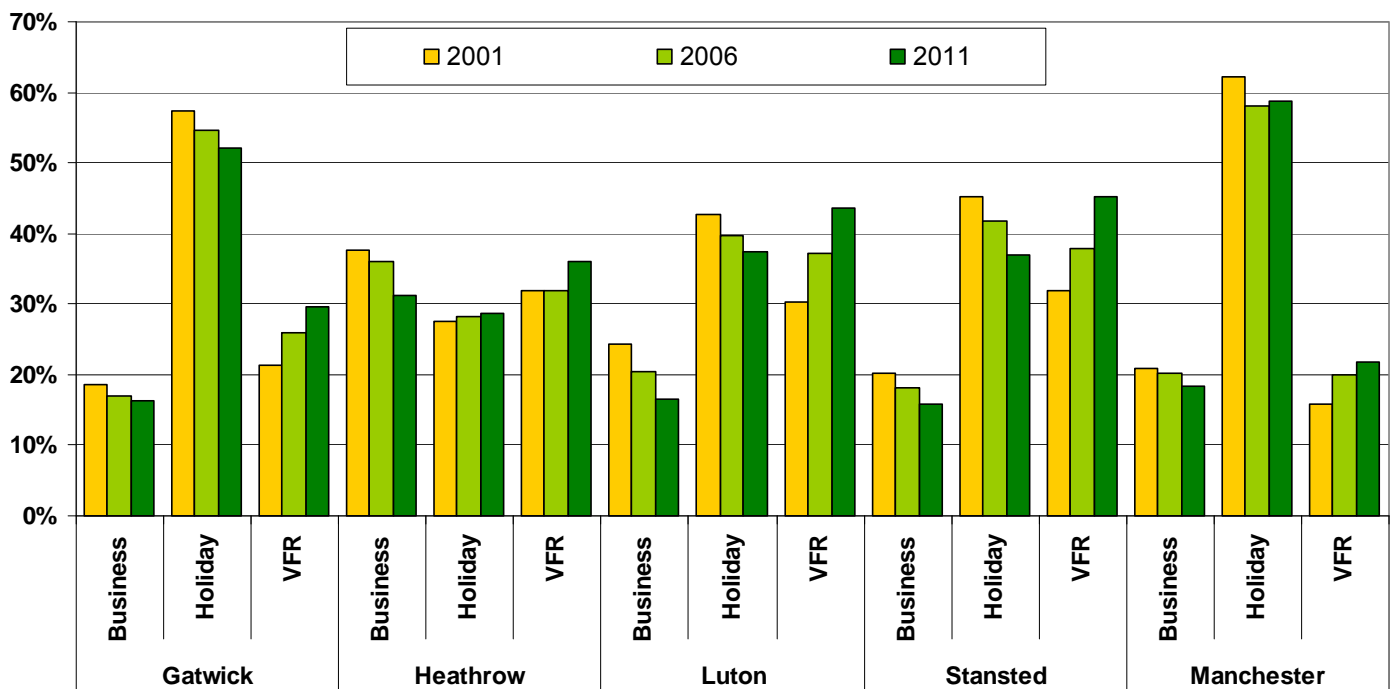
The CAA collects data on **punctuality** from 10 major UK airports².

- In 2011, the average delay per movement was approximately 12 minutes. The average delay was higher for charter flights (21 minutes) than for scheduled flights (11 minutes).
- Punctuality improved in 2011 compared with 2010 at each of the 10 airports for which figures are collected.

Flight and passenger characteristics

- In 2011, 72 per cent of **international passenger movements** at UK airports were to/from European origins/destinations. The most common country of origin/destination for terminal passengers at UK airports in 2011 was Spain (including the Canary Islands), which accounted for 17 per cent of all international passenger movements. The USA was second, accounting for 9 per cent of international passenger movements in 2011; this share has fallen from 12 per cent in 2001.
- In 2011, visiting friends and relatives (VFR) was the most common **purpose of travel** at Heathrow, Stansted and Luton. The proportion of passengers who are visiting friends/relatives has increased over the last decade at all 5 of the main UK airports.

Purpose of travel at selected airports, 2001, 2006 and 2011



Information on how passengers **travel to airports** is available from the CAA passenger survey.

- Among the five airports³ which are surveyed each year, the proportion of passengers travelling to the airport by private or hire car in 2011 ranged from 32 per cent at Heathrow to 59 per cent

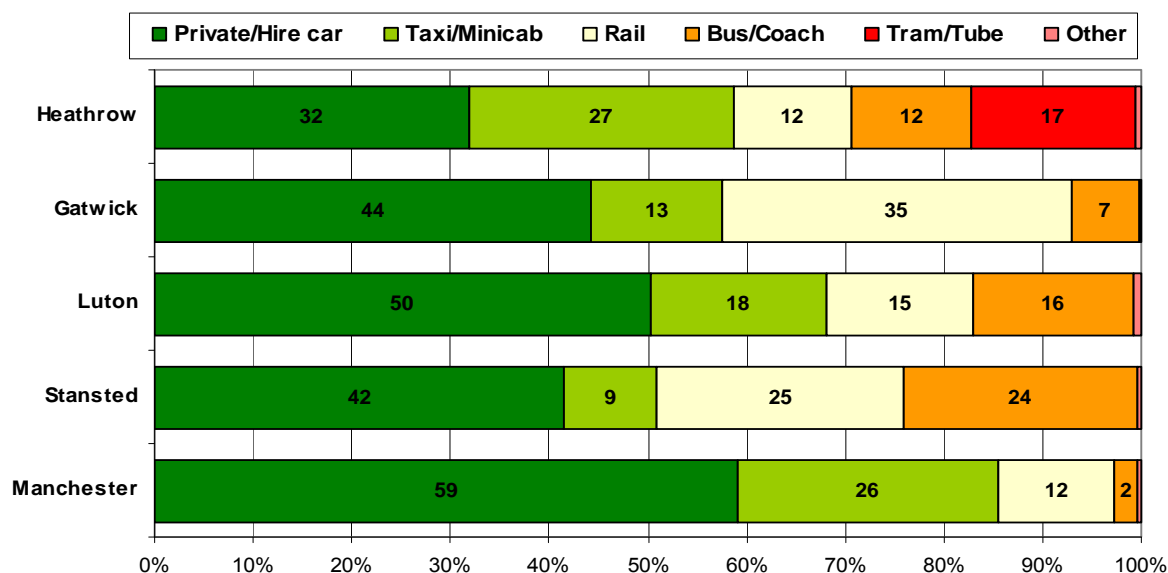
² Heathrow, Gatwick, Stansted, Luton, London City, Manchester, Birmingham, Glasgow, Edinburgh, Newcastle

³ Heathrow, Gatwick, Stansted, Luton, Manchester

at Manchester. Between 2001 and 2011, the proportion travelling by private/hire car fell at all five airports surveyed.

- Use of taxi/minicab is relatively high at Heathrow (27 per cent) and Manchester (26 per cent) while travel by rail is relatively high at Gatwick (35 per cent) and Stansted (25 per cent).

Mode of transport to selected airports, 2011



UK Airlines

- In 2011, **Easyjet** uplifted more passengers than **British Airways** (48 million and 33 million respectively) but British Airways accounted for more than twice as many passenger km as Easyjet (116 billion and 54 billion respectively).
- In 2011, around 75,000 people were employed by UK airlines worldwide. This is a fall of 20 per cent since 2001 and a slight increase (1 per cent) since 2010.

Accidents and incidents

- There were 46 **casualties** caused by accidents involving UK aircraft in UK airspace in 2011. This is nearly 40 per cent less than in 2001, although the time series is volatile due to the small numbers involved. Of these casualties, 8 (17 per cent) were fatal.
- There were 161 **aircraft proximity incidents** in 2011. Of these, 14 per cent involved commercial air transport compared with 43 per cent in 2001.

Detailed statistics on “Aviation” can be found on the [Transport Statistics Great Britain Aviation web page](#), table numbers AVI01 to AVI04.

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 2 – Aviation page](#)

Department for Transport statistics

[Aviation](#)

Table AVI0101 (TSGB0201)

Air traffic: United Kingdom airports^{1, 2}, 1950-2011

For greater detail of the years 2001-2011 see Table AVI0102

Year	Air transport movements: aircraft landings and take-offs (thousands)	Terminal passengers: arrivals and departures (thousands)	Freight handled: set down and picked up ³ (thousand tonnes)
1950	195	2,133	31
1951	187	2,471	44
1952	195	2,776	40
1953	214	3,419	64
1954	232	4,004	84
1955	259	4,831	113
1956	293	5,617	121
1957	329	6,600	139
1958	340	6,761	167
1959	358	7,867	226
1960	402	10,075	279
1961	447	12,249	313
1962	449	13,793	344
1963	458	15,506	360
1964	480	17,649	399
1965	508	19,918	418
1966	556	22,582	517
1967	566	24,003	488
1968	560	24,845	524
1969	591	28,064	585
1970	607	31,606	580
1971	630	34,934	532
1972	669	39,125	649
1973	719	43,125	699
1974	710	40,082	717
1975	701	41,846	638
1976	740	44,666	659
1977	759	45,927	705
1978	862	52,829	748
1979	924	56,992	797
1980	954	57,823	744
1981	927	57,771	724
1982	973	58,778	693
1983	1,019	61,109	726
1984	1,079	67,572	861
1985	1,097	70,434	850
1986	1,125	75,161	881
1987	1,193	86,041	976
1988	1,280	93,162	1,088
1989	1,375	98,913	1,151
1990	1,420	102,418	1,193
1991 ⁴	1,353	95,297	1,122
1992	1,432	105,663	1,235
1993	1,468	111,786	1,373
1994	1,469	121,659	1,585
1995	1,534	128,857	1,700
1996	1,611	135,226	1,767
1997	1,682	145,989	1,938
1998	1,785	158,163	2,076
1999	1,877	167,695	2,186
2000	1,962	179,187	2,311
2001	2,005	180,534	2,143
2002	1,998	188,043	2,193
2003	2,059	199,211	2,206
2004	2,176	214,926	2,369
2005	2,301	227,416	2,361
2006	2,344	234,416	2,315
2007	2,379	239,968	2,325
2008	2,327	235,361	2,282
2009	2,124	218,126	2,048
2010	2,002	210,656	2,325
2011	2,046	219,289	2,298

1. Excludes the Channel Islands
2. Includes double counting of domestic traffic, unlike Table AVI0102.
3. Excludes mail and passengers' luggage.
4. Excludes air-taxi operations and the Isle of Man from 1991.

Source - Civil Aviation Authority
Last updated: July 2012
Next update: July 2013

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[Notes and definitions](#)

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

Aviation

Table AVI0102a (TSGB0202a)

Air traffic by type of service, operator and airport: United Kingdom¹, 2001-2011

	Thousands										
(a) Air transport movements (aircraft landings and take-offs)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
International (incl. traffic to/from oil rigs):											
Scheduled	1,030	1,026	1,073	1,146	1,222	1,260	1,317	1,309	1,210	1,153	1,219
Non-scheduled	270	268	259	250	252	260	257	239	212	196	197
Total	1,300	1,295	1,332	1,396	1,474	1,520	1,574	1,548	1,422	1,349	1,416
Domestic: ²											
Scheduled	328	329	343	370	393	393	386	372	333	309	296
Non-scheduled	25	23	21	20	20	19	17	18	18	17	19
Total	353	352	363	390	414	412	403	390	351	327	315
All traffic: ²	1,654	1,647	1,695	1,786	1,887	1,932	1,976	1,938	1,773	1,676	1,731
All traffic by airport: ³											
Heathrow	458	460	457	470	472	471	476	473	460	449	476
Gatwick	244	234	234	241	252	254	259	256	245	234	245
Manchester	182	178	192	208	218	213	207	191	162	149	158
Stansted	151	152	169	177	178	190	192	177	156	143	137
Edinburgh	98	105	105	112	116	116	115	114	106	101	105
Aberdeen	83	80	77	81	89	98	103	100	94	88	95
Birmingham	111	112	116	109	113	109	104	103	94	85	84
Luton	56	55	58	64	75	79	83	86	75	69	72
Glasgow	91	87	88	92	97	97	94	87	74	69	70
London City	54	53	48	53	61	66	77	84	67	60	61
East Midlands International	41	49	54	56	54	56	61	66	57	52	54
Bristol	41	46	50	55	61	66	59	60	54	54	53
Liverpool (John Lennon)	31	33	39	40	49	48	46	44	42	43	46
Newcastle	46	44	42	50	55	58	58	55	50	47	45
Southampton	28	28	32	37	44	46	47	45	41	40	41
Belfast City (George Best)	32	37	32	33	37	37	40	40	38	39	41
Belfast International	46	38	40	43	48	48	52	54	44	39	37
Leeds Bradford	28	29	29	31	36	37	40	38	33	33	33
Norwich	16	14	16	15	17	21	23	21	20	16	16
Cardiff Wales	22	19	21	22	21	22	23	23	20	17	16
Scatsta	11	10	10	10	10	11	11	11	13	13	13
Humbly Grove	14	15	13	12	11	13	13	13	14	13	13
Exeter	7	5	6	8	12	15	17	15	13	12	12
Isles Of Scilly (St.Marys)	11	12	12	12	11	11	12	11	11	10	11
Kirkwall	7	8	9	9	9	10	11	11	11	10	11
Inverness	9	10	12	15	16	17	15	14	12	10	10
Prestwick	13	15	19	19	21	19	20	20	15	13	10
Blackpool	8	8	9	10	13	13	13	11	11	10	9
Newquay	0	0	0	7	8	10	10	12	13	11	7
Sumburgh	5	5	4	5	6	7	8	8	7	7	7
Stornoway	4	4	5	6	6	7	7	8	7	6	6
Bournemouth	5	8	10	10	12	12	12	12	9	7	6
Doncaster Sheffield	0	0	0	0	5	8	9	7	6	7	6
Lands End (St Just)	0	0	5	5	4	4	5	5	5	5	5
Durham Tees Valley	10	9	9	10	12	12	11	9	6	6	5
Penzance Heliport	7	7	7	7	7	6	6	6	5	5	4
City Of Derry (Eglinton)	5	4	4	4	4	5	6	6	4	4	4
Dundee	3	3	3	2	2	2	3	4	4	4	3
Benbecula	2	2	2	2	3	3	3	3	3	3	3
Plymouth	7	5	4	6	6	5	5	6	8	7	2
Wick	2	2	2	2	3	3	2	2	2	2	2
Isles Of Scilly (Tresco)	2	2	3	3	3	3	3	3	2	2	2
Islay	1	1	1	1	1	1	1	1	1	1	2
Lerwick (Tingwall)	1	1	1	1	1	1	2	2	2	1	2
Manston (Kent Int)	1	1	1	3	5	0	1	1	1	1	1
Gloucestershire	0	0	0	0	0	0	0	2	2	2	1
Southend	0	0	0	0	0	1	1	1	0	0	1
Barra	1	1	1	1	1	1	1	1	1	1	1
Campbeltown	1	1	1	1	1	1	1	1	1	1	1
Tiree	1	1	1	1	1	1	1	1	1	1	1
Shoreham	1	1	1	2	2	1	2	2	1	1	1
Coventry	4	4	2	7	10	8	7	4	1	0	0
Lydd	0	0	1	1	0	0	0	0	0	0	0
Oxford (Kidlington)	0	0	0	0	0	0	0	0	0	0	0
Cambridge	2	0	0	0	0	0	0	0	0	0	0
Metro London Heliport	0	0	0	0	0	0	0	0	0	0	0
Biggin Hill	0	0	0	0	0	0	0	0	0	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0	0
Hawarden	0	0	1	2	2	0	0	0	0	0	0
Swansea	0	0	0	1	0	0	0	0	0	0	0
Barrow-In-Furness	0	0	0	0	0	0	0	0	0	0	0
Rochester (Uk)	0	0	0	0	0	0	0	0	0	0	0
Sheffield City	2	1	0	0	0	0	0	0	0	0	0
Unst	0	0	0	0	0	0	0	0	0	0	0

1. Excludes air-taxi operations, the Channel Islands and Isle of Man.

2. Adjusted to eliminate double counting.

3. Includes double counting.

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 Notes and definitions

Source - Civil Aviation Authority

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The figures in this table are outside the scope of national statistics

Department for Transport statistics

Aviation

Table AVI0102b (TSGB0202b)

Air traffic by type of service, operator and airport: United Kingdom¹, 2001-2011

Millions

(b) Terminal passengers (arrivals and departures)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
International (incl. traffic to/from oil rigs):											
Scheduled	104.9	108.8	116.7	130.8	143.7	151.9	160.1	160.9	152.5	150.2	159.7
Non-scheduled	37.9	37.9	37.4	36.3	34.3	33.5	31.9	28.9	23.8	22.4	21.7
Total	142.8	146.7	154.1	167.1	178.0	185.4	192.0	189.8	176.4	172.6	181.5
Domestic: ²											
Scheduled	18.6	20.5	22.3	23.7	24.5	24.3	23.8	22.6	20.7	18.8	18.7
Non-scheduled	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total	18.9	20.7	22.6	23.9	24.7	24.5	24.0	22.8	20.9	19.0	18.9
All traffic: ²	161.7	167.3	176.7	191.0	202.7	209.9	216.0	212.6	197.3	191.6	200.4
All traffic by airport: ³											
Heathrow	60.5	63.0	63.2	67.1	67.7	67.3	67.9	66.9	65.9	65.7	69.4
Gatwick	31.1	29.5	29.9	31.4	32.7	34.1	35.2	34.2	32.4	31.3	33.6
Manchester	19.1	18.6	19.5	21.0	22.1	22.1	21.9	21.1	18.6	17.7	18.8
Stansted	13.7	16.0	18.7	20.9	22.0	23.7	23.8	22.3	19.9	18.6	18.0
Luton	6.5	6.5	6.8	7.5	9.1	9.4	9.9	10.2	9.1	8.7	9.5
Edinburgh	6.0	6.9	7.5	8.0	8.4	8.6	9.0	9.0	9.0	8.6	9.4
Birmingham	7.7	7.9	8.9	8.8	9.3	9.1	9.1	9.6	9.1	8.6	8.6
Glasgow	7.2	7.8	8.1	8.6	8.8	8.8	8.7	8.1	7.2	6.5	6.9
Bristol	2.7	3.4	3.9	4.6	5.2	5.7	5.9	6.2	5.6	5.7	5.8
Liverpool (John Lennon)	2.3	2.8	3.2	3.4	4.4	5.0	5.5	5.3	4.9	5.0	5.2
Newcastle	3.4	3.4	3.9	4.7	5.2	5.4	5.6	5.0	4.6	4.3	4.3
East Midlands International	2.4	3.2	4.3	4.4	4.2	4.7	5.4	5.6	4.7	4.1	4.2
Belfast International	3.6	3.6	4.0	4.4	4.8	5.0	5.2	5.2	4.5	4.0	4.1
Aberdeen	2.5	2.5	2.5	2.6	2.9	3.2	3.4	3.3	3.0	2.8	3.1
London City	1.6	1.6	1.5	1.7	2.0	2.4	2.9	3.3	2.8	2.8	3.0
Leeds Bradford	1.5	1.5	2.0	2.4	2.6	2.8	2.9	2.9	2.6	2.7	2.9
Belfast City (George Best)	1.2	1.9	2.0	2.1	2.2	2.1	2.2	2.6	2.6	2.7	2.4
Southampton	0.9	0.8	1.2	1.5	1.8	1.9	2.0	1.9	1.8	1.7	1.8
Prestwick	1.2	1.5	1.9	2.2	2.4	2.4	2.4	2.4	1.8	1.7	1.3
Cardiff Wales	1.5	1.4	1.9	1.9	1.8	2.0	2.1	2.0	1.6	1.4	1.2
Doncaster Sheffield	0.0	0.0	0.0	0.0	0.6	0.9	1.1	1.0	0.8	0.9	0.8
Exeter	0.3	0.3	0.4	0.6	0.8	1.0	1.0	1.0	0.8	0.7	0.7
Bournemouth	0.3	0.4	0.5	0.5	0.8	1.0	1.1	1.1	0.9	0.7	0.6
Inverness	0.3	0.4	0.4	0.5	0.6	0.7	0.7	0.7	0.6	0.5	0.6
Norwich	0.4	0.4	0.4	0.4	0.5	0.7	0.7	0.6	0.4	0.4	0.4
City Of Derry (Eglinton)	0.2	0.2	0.2	0.2	0.2	0.3	0.4	0.4	0.3	0.3	0.4
Scatsta	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.3
Humberside	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.3	0.3	0.3
Blackpool	0.1	0.1	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2
Newquay	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.3	0.3	0.2
Durham Tees Valley	0.7	0.7	0.7	0.8	0.9	0.9	0.7	0.6	0.3	0.2	0.2
Sumburgh	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Kirkwall	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stornoway	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Isles Of Scilly (St.Marys)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Penzance Heliport	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Dundee	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Southend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Isles Of Scilly (Tresco)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Manston (Kent Int)	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Benbecula	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lands End (St Just)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Plymouth	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Islay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wick	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Barra	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Campbeltown	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tiree	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lerwick (Tingwall)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oxford (Kidlington)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shoreham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cambridge	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lydd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Metro London Heliport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Biggin Hill	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Carlisle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Coventry	0.0	0.0	0.0	0.5	0.7	0.6	0.6	0.3	0.0	0.0	0.0
Hawarden	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Swansea	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Barrow-In-Furness	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sheffield City	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unst	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1. Excludes air-taxi operations, the Channel Islands and Isle of Man.

2. Adjusted to eliminate double counting.

3. Includes double counting.

Source - Civil Aviation Authority

Last updated: July 2012

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Notes and definitions

The figures in this table are outside the scope of national statistics

Department for Transport statistics
Aviation

Table AVI0102c (TSGB0202c)

Air traffic by type of service, operator and airport: United Kingdom¹, 2001-2011

Thousand tonnes

(c) Freight handled (set down and picked up) ²	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
International (incl. traffic to/from oil rigs):											
Scheduled	1,701	1,768	1,817	1,988	1,875	1,794	1,814	1,815	1,532	1,750	1,716
Non-scheduled	333	319	273	259	352	386	406	377	431	499	499
Total	2,034	2,086	2,091	2,247	2,226	2,179	2,220	2,191	1,963	2,248	2,214
Domestic: ³											
Scheduled	11	10	14	18	9	4	4	3	3	4	3
Non-scheduled	44	44	43	43	58	63	49	42	39	35	39
Total	55	54	58	61	67	68	53	45	42	38.3	42
All traffic: ³	2,089	2,140	2,148	2,308	2,294	2,247	2,272	2,237	2,005	2,287	2,256
All traffic by airport: ⁴											
Heathrow	1,180	1,235	1,223	1,325	1,306	1,263	1,311	1,397	1,278	1,473	1,484
East Midlands International	195	219	227	253	267	272	275	262	255	274	265
Stansted	166	184	199	226	237	224	204	198	183	202	203
Manchester	106	113	123	149	147	149	165	142	103	116	107
Gatwick	280	243	223	218	223	212	171	108	75	104	88
Belfast International	32	29	30	32	38	38	38	36	30	30	31
Luton	23	20	23	26	23	18	38	41	29	29	28
Manston (Kent Int)	36	32	43	27	8	21	28	26	30	28	27
Edinburgh	16	21	25	27	30	36	19	12	24	20	19
Birmingham	12	13	12	10	13	15	14	12	13	22	17
Prestwick	43	40	40	34	29	29	32	23	13	12	12
Aberdeen	5	4	3	4	4	4	3	4	4	4	5
Newcastle	1	1	1	1	0	0	1	2	3	4	3
Glasgow	6	5	5	8	9	6	4	4	2	3	2
Humberside	0	0	1	1	0	0	0	0	1	1	1
Scatsta	1	1	1	1	1	1	1	1	1	1	1
Coventry	4	5	3	3	6	8	7	6	2	0	1
Belfast City (George Best)	1	1	1	1	1	1	1	0	0	0	0
Cardiff Wales	1	1	2	3	3	2	2	1	0	0	0
Norwich	0	0	0	0	0	0	0	0	0	0	0
Sumburgh	0	0	0	0	0	0	0	0	0	0	0
Islay	0	0	0	0	0	0	0	0	0	0	0
Leeds Bradford	2	0	0	0	0	0	0	0	0	0	0
Benbecula	0	0	0	0	0	0	0	0	0	0	0
Liverpool (John Lennon)	23	14	12	9	9	6	4	4	0	0	0
Penzance Heliport	0	0	0	0	0	0	0	0	0	0	0
Southampton	0	0	0	0	0	0	0	0	0	0	0
Stornoway	0	1	1	1	1	1	1	1	0	0	0
Isles Of Scilly (St.Marys)	0	0	0	0	0	0	0	0	0	0	0
Doncaster Sheffield	0	0	0	0	0	0	2	1	0	0	0
Kirkwall	0	0	0	0	0	0	0	0	0	0	0
Barra	0	0	0	0	0	0	0	0	0	0	0
Tiree	0	0	0	0	0	0	0	0	0	0	0
Isles Of Scilly (Tresco)	0	0	0	0	0	0	0	0	0	0	0
Exeter	0	0	0	0	0	0	0	0	0	0	0
Lands End (St Just)	0	0	0	0	0	0	0	0	0	0	0
Southend	0	0	0	0	0	0	0	0	0	0	0
Blackpool	0	0	0	0	0	0	0	0	0	0	0
Durham Tees Valley	2	1	1	0	0	0	1	0	0	0	0
Bournemouth	5	6	5	6	6	5	0	0	0	0	0
Inverness	0	1	1	1	1	1	1	1	0	0	0
Cambridge	0	0	0	0	0	0	0	0	0	0	0
Wick	0	0	0	0	0	0	0	0	0	0	0
Campbeltown	0	0	0	0	0	0	0	0	0	0	0
Biggin Hill	0	0	0	0	0	0	0	0	0	0	0
Bristol	0	0	0	0	0	0	0	0	0	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0	0
City Of Derry (Eglinton)	0	0	0	0	0	0	0	0	0	0	0
Gloucestershire	0	0	0	0	0	0	0	0	0	0	0
Lerwick (Tingwall)	0	0	0	0	0	0	0	0	0	0	0
Lydd	0	0	0	0	0	0	0	0	0	0	0
Plymouth	0	0	0	0	0	0	0	0	0	0	0
Shoreham	0	0	0	0	0	0	0	0	0	0	0

1. Excludes air-taxi operations, the Channel Islands and Isle of Man.
2. Includes freight set down and picked up; excludes mail and passengers' luggage.
3. Adjusted to eliminate double counting.
4. Includes double counting.

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Notes and definitions

Source - Civil Aviation Authority

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Department for Transport statistics

Aviation

Table AVI0103 (TSGB0203)

AVI0103 Punctuality at selected United Kingdom airports, 2008-2011¹

			Percentage of flights on time within 15 minutes				Average delay (minutes)			
			2008	2009	2010	2011	2008	2009	2010	2011
London airports	Gatwick	Scheduled	71.6	77.9	67.6	79.6	17.0	13.5	21.3	11.6
		Charter	58.9	70.3	63.9	73.9	32.8	23.4	32.9	20.3
		Total	69.7	77.0	67.1	79.0	19.3	14.7	22.6	12.5
	Heathrow	Scheduled	68.6	78.6	71.7	77.8	17.2	12.2	16.3	12.0
		Charter	57.5	67.9	55.1	66.8	22.5	19.3	29.8	19.5
		Total	68.6	78.6	71.7	77.7	17.2	12.2	16.3	12.0
	London City	Scheduled	74.6	86.4	83.5	87.4	13.0	7.8	9.8	7.7
		Charter	55.6	87.5	50.0	100.0	14.2	7.3	35.0	2.5
		Total	74.6	86.4	83.5	87.4	13.0	7.8	9.8	7.7
	Luton	Scheduled	71.9	78.5	67.6	78.4	16.0	13.8	21.4	12.2
		Charter	67.5	76.3	65.7	70.8	21.7	18.5	22.9	21.3
		Total	71.7	78.4	67.6	78.1	16.2	13.9	21.4	12.6
	Stansted	Scheduled	75.8	79.3	73.7	84.9	12.7	11.5	15.2	8.4
		Charter	61.6	78.0	69.3	78.6	25.3	14.3	20.4	15.1
		Total	75.4	79.3	73.5	84.7	13.0	11.6	15.4	8.6
Regional airports	Birmingham	Scheduled	77.8	82.8	76.9	84.9	13.8	11.0	15.9	9.3
		Charter	66.2	79.5	70.2	79.4	24.5	16.2	25.4	19.3
		Total	76.4	82.5	76.2	84.3	15.0	11.6	17.0	10.4
	Edinburgh	Scheduled	75.5	82.6	77.1	83.5	14.1	10.8	14.4	9.6
		Charter	64.0	68.0	58.6	63.0	25.4	21.0	34.2	28.8
		Total	75.3	82.4	76.8	83.2	14.3	10.9	14.7	9.9
	Glasgow	Scheduled	75.8	83.3	79.0	84.4	14.5	11.0	13.7	9.5
		Charter	60.4	73.4	60.0	70.4	32.5	20.4	35.6	23.6
		Total	74.4	82.4	76.9	83.0	16.2	11.9	16.1	11.0
	Manchester	Scheduled	73.4	79.7	72.8	77.8	15.4	12.4	17.9	13.1
		Charter	55.8	69.8	60.7	71.2	32.8	22.8	36.2	22.2
		Total	70.2	77.9	70.8	76.8	18.6	14.2	21.0	14.5
	Newcastle	Scheduled	77.4	84.2	76.3	84.3	13.4	10.3	16.3	9.3
		Charter	72.2	81.5	70.3	78.8	21.1	12.9	23.6	16.8
		Total	76.7	83.8	75.6	83.5	14.4	10.7	17.2	10.4

1. The methodology for estimating punctuality was revised in 2009 (See Notes and Definitions).
 Figures based on the revised methodology are available from 2008 onwards.

Source - Civil Aviation Authority
 Last updated: July 2012
 Next update: July 2013

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 Notes and definitions

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Table AVI0104 (TSGB0204)

Forecasts of terminal passengers at United Kingdom airports¹, 2008-2050

		Million terminal passengers at UK airports ²				
		2008	2020	2030	2040	2050
International³	Low	.	220	255	295	330
	Mid	200	230	285	340	395
	High	.	245	315	.	.
Domestic⁴	Low	.	35	40	45	55
	Mid	35	40	50	60	75
	High	.	45	65	.	.
Total⁵	Low	.	255	300	340	380
	Mid	235	270	335	405	470
	High ⁶	.	295	380	465	515

1. Forecasts of UK terminal passengers, constrained by airport capacity, as published in the August 2011 "UK Air Passenger Demand & CO₂ forecasts" report. The analysis assumes that maximum use is made of existing runway capacity
2. Figures are rounded to the nearest 5 million terminal passengers.
3. Figures include international to international interlining passengers and domestic interlining passengers transferring at UK airports but not terminating in the UK.
4. Figures are on a different basis from those in Table AVI0102(b) because passengers are counted at the airports at both ends of the journey and only passengers who start and end their journey in the UK are included.
5. The total includes miscellaneous traffic, e.g. passengers to and from oil rigs. Figures may not equal sum of international and domestic due to rounding to nearest 5 million.
6. High scenario figures for 2040 and 2050 are generated using a model extension, and are not split into domestic and international, as the National Air Passenger Allocation Model runs failed to complete. See the August 2011 "UK Air Passenger Demand CO₂ forecasts" report, Annex E, para E.11-E.14

The August 2011 'UK Air Passenger Demand & CO₂ Forecasts' report is available at:
www.gov.uk/government/publications/uk-aviation-forecasts-2011

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Source: Aviation Analysis, DfT
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 Next update: 2013

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Table AVI0105 (TSGB0205)

International passenger movements at UK airports¹ by country of embarkation or landing, 2001-2011

	Thousands/percentage											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% of total in 2011
European Union:												
Austria	1,278	1,443	1,508	1,749	1,796	1,788	1,877	1,826	1,746	1,662	1,705	1%
Belgium	2,686	2,343	2,277	1,863	1,711	1,626	1,624	1,398	1,185	1,121	1,234	1%
Bulgaria	187	279	382	585	771	919	953	992	881	858	878	0%
Cyprus	2,962	2,683	2,787	2,776	2,989	3,006	2,969	2,951	2,703	2,596	2,636	1%
Czech Republic	736	916	1,296	2,069	2,355	2,155	2,071	1,817	1,516	1,276	1,295	1%
Denmark	1,988	2,070	2,013	2,186	2,255	2,305	2,345	2,395	2,452	2,404	2,559	1%
Estonia	29	38	45	83	186	178	179	157	99	104	244	0%
Finland	753	659	702	813	799	930	944	961	946	982	1,002	1%
France	8,435	9,657	10,232	10,941	10,994	11,560	11,785	11,676	10,729	9,659	10,270	6%
Germany	8,432	8,651	9,571	10,283	10,937	11,502	11,607	11,155	10,716	11,168	11,641	6%
Greece	6,410	6,246	6,204	5,840	5,596	5,519	5,457	5,199	4,873	4,724	4,630	3%
Hungary	383	360	375	701	1,119	1,014	960	1,096	960	955	1,037	1%
Irish Republic	9,293	9,813	10,163	10,862	11,789	12,356	12,259	12,321	10,896	9,555	9,727	5%
Italy	7,456	7,654	8,913	9,677	10,713	10,571	11,207	10,737	9,914	9,619	10,260	6%
Latvia	54	58	61	126	309	461	479	464	458	550	585	0%
Lithuania	48	48	55	95	222	319	340	359	319	473	564	0%
Luxembourg	203	184	159	173	182	209	251	245	203	210	252	0%
Malta	1,039	1,025	1,055	1,096	1,110	1,055	1,148	1,101	1,024	1,038	1,091	1%
Netherlands	7,313	7,804	7,780	7,933	7,888	8,256	8,352	7,660	6,972	6,875	7,550	4%
Poland	453	467	516	998	1,845	3,328	4,352	5,023	4,228	4,225	4,261	2%
Portugal & Madeira ²	3,752	3,967	4,022	4,256	4,540	4,745	5,339	5,536	5,055	5,011	5,497	3%
Romania	109	117	135	143	157	194	333	488	553	631	717	0%
Slovak Republic	-	2	29	127	285	470	529	716	559	499	469	0%
Slovenia	52	48	53	116	157	183	190	168	139	127	127	0%
Spain & Canary Islands	27,576	28,952	32,230	33,478	34,558	34,877	35,535	34,558	30,425	28,711	31,482	17%
Sweden	1,958	1,976	1,993	2,253	2,321	2,290	2,267	2,296	2,073	2,188	2,538	1%
Total EU-27	93,586	97,459	104,558	111,224	117,584	121,817	125,355	123,293	111,625	107,222	114,251	63%
Other Europe:												
Norway	1,244	1,277	1,353	1,606	1,726	1,893	1,856	1,990	2,016	2,080	2,238	1%
Switzerland	3,829	3,983	4,108	4,184	4,501	4,957	5,142	5,416	5,228	5,243	5,805	3%
Gibraltar	215	227	264	309	346	329	296	369	357	301	385	0%
Turkey	2,112	2,233	2,175	2,791	3,551	3,406	3,887	4,355	4,796	5,408	5,183	3%
Former USSR ³	724	814	911	1,030	1,098	1,177	1,234	1,232	1,144	1,243	1,499	1%
Former Yugoslavia ³	269	310	351	433	548	730	848	770	797	823	870	0%
Rest of Europe ³	343	269	332	403	402	474	494	427	395	416	395	0%
Total Other Europe	8,736	9,111	9,493	10,757	12,173	12,966	13,756	14,557	14,733	15,515	16,376	9%
Total Europe	102,322	106,570	114,050	121,980	129,757	134,783	139,112	137,850	126,358	122,737	130,627	72%
Rest of World:												
Egypt	612	643	704	994	1,560	1,948	1,965	2,280	2,670	2,886	2,165	1%
Rest of North Africa	986	868	802	1,022	1,217	1,514	1,668	1,361	1,401	1,794	1,452	1%
South Africa	1,458	1,469	1,515	1,656	1,593	1,612	1,677	1,530	1,466	1,379	1,333	1%
Rest of Africa	1,292	1,425	1,424	1,700	1,860	1,988	2,114	1,904	1,856	1,810	1,898	1%
Israel	770	630	617	659	668	672	709	818	847	770	812	0%
Qatar	228	221	297	399	547	689	843	779	865	922	955	1%
Saudi Arabia	297	263	229	247	205	220	257	300	397	421	465	0%
UAE	1,524	1,795	2,022	2,535	2,881	3,256	3,736	4,049	4,345	4,594	4,891	3%
Rest of Near and Middle East	1,038	1,117	1,186	1,373	1,393	1,391	1,319	1,385	1,471	1,436	1,383	1%
USA	17,060	16,879	16,584	18,004	18,290	18,066	18,558	18,152	16,351	15,816	16,900	9%
Canada	3,133	2,961	2,894	3,308	3,606	3,634	3,865	3,522	3,102	3,065	3,142	2%
South America	523	414	379	394	379	340	395	415	474	503	682	0%
Central America	927	884	906	1,150	1,270	1,353	1,334	1,380	1,240	1,259	1,261	1%
Caribbean	1,692	1,657	1,763	1,895	1,828	1,903	1,948	1,947	1,832	1,728	1,738	1%
Australia	737	693	727	874	1,211	1,169	1,211	1,272	1,066	1,052	1,102	1%
New Zealand	154	130	202	180	189	215	344	365	409	365	258	0%
India	1,017	858	960	1,073	1,579	2,329	2,486	2,363	2,507	2,396	2,519	1%
Pakistan	486	443	517	582	654	703	684	773	637	690	676	0%
Rest of Indian sub-continent	681	682	770	856	827	832	878	833	626	732	687	0%
China	213	247	211	348	487	585	631	571	536	607	663	0%
Japan	1,131	1,209	1,046	1,189	1,184	1,085	1,031	963	780	684	653	0%
Hong Kong	983	1,113	1,020	1,275	1,259	1,439	1,660	1,554	1,529	1,387	1,413	1%
Singapore	1,209	1,203	1,150	1,169	1,158	1,272	1,230	1,248	1,222	1,107	1,161	1%
Thailand	710	715	673	718	696	673	691	594	600	598	579	0%
Rest of Asia	1,002	994	994	1,099	1,125	1,051	927	909	1,043	1,204	1,184	1%
Total Rest of World⁴	39,866	39,512	39,594	44,701	47,665	49,938	52,163	51,265	49,272	49,206	49,982	28%
Oil Rigs	640	628	567	564	627	713	768	763	752	714	761	0%
All international air passenger movements	142,827	146,711	154,211	167,245	178,049	185,434	192,042	189,879	176,382	172,658	181,369	100%

1. Includes Channel Islands and Isle of Man airports, unlike other tables in this chapter
2. Includes Azores and Cape Verde Islands.
3. See Notes & Definitions for list of countries included in group.
4. Includes Greenland.

Source - Civil Aviation Authority
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Table AVI0106 (TSGB0206)

Type of passenger at selected UK airports¹, 2001-2011

Survey Airport		<i>percentage/number</i>										
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Gatwick	Transfer	20	16	16	14	16	12	12	10	9	8	8
	Terminating	80	84	84	86	84	88	88	90	91	92	92
	Unweighted sample size	25,636	20,811	20,044	19,260	16,893	25,329	26,688	28,279	29,240	25,253	24,696
Heathrow	Transfer	31	36	36	35	35	34	34	35	38	36	34
	Terminating	69	64	64	65	65	66	66	65	62	64	66
	Unweighted sample size	63,199	66,072	69,288	63,972	63,972	65,575	67,708	58,247	69,411	61,151	53,351
Luton	Transfer	5	8	7	5	7	4	4	3	2	2	2
	Terminating	95	92	93	95	93	96	96	97	98	98	98
	Unweighted sample size	6,125	8,187	6,215	5,800	6,760	7,154	7,573	8,209	7,951	9,185	7,769
Stansted	Transfer	7	9	14	12	11	10	8	8	7	6	5
	Terminating	93	91	86	88	89	90	92	92	93	94	95
	Unweighted sample size	7,760	9,293	9,490	10,981	10,595	21,564	25,692	23,504	24,941	26,306	24,226
Manchester	Transfer	4	3	3	3	3	3	3	3	2	2	2
	Terminating	96	97	97	97	97	97	97	97	98	98	98
	Unweighted sample size	26,239	27,735	25,305	21,440	25,273	27,550	28,163	24,364	27,376	23,637	27,905

1. Results are based on the CAA passenger Survey, which is carried out at selected airports each year.

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Table AVI0107 (TSGB0207)

Mode of transport to selected UK airports^{1,2}, 2001-2011

Survey Airport		Percentage/Number										
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Gatwick	Private Car ³	50	53	51	51	51	48	48	48	46	44	42
	Hire Car	2	2	3	2	2	2	2	2	2	2	2
	Taxi/Minicab	17	15	15	15	14	14	15	13	14	13	13
	Rail	21	22	25	25	25	29	29	30	31	34	35
	Bus/Coach	9	8	7	7	7	6	6	7	6	7	7
	Tram/Tube	-	-	-	-	1	-	-	0	0	0	0
	Other	-	-	-	-	-	-	-	1	0	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
Sample size	14,235	12,884	13,370	13,363	11,868	21,780	23,197	25,176	26,083	22,383	21,989	
Heathrow	Private Car ³	35	36	36	35	34	34	33	31	32	31	29
	Hire Car	3	3	3	3	3	3	2	3	3	3	3
	Taxi/Minicab	27	26	25	26	26	28	27	26	25	26	27
	Rail	8	9	9	9	10	9	10	10	10	11	12
	Bus/Coach	13	12	13	12	14	13	13	14	13	12	12
	Tram/Tube	13	13	14	14	13	13	15	16	17	16	17
	Other	1	-	-	-	-	-	-	0	0	0	1
	Total	100	100	100	100	100	100	100	100	100	100	100
Sample size	35,449	31,190	31,666	31,004	38,050	39,014	40,443	34,162	38,024	36,551	33,484	
Luton⁴	Private Car ³	60	62	60	60	56	53	53	51	52	48	48
	Hire Car	4	3	3	3	3	3	3	3	3	3	3
	Taxi/Minicab	10	10	12	12	13	14	14	13	13	16	18
	Rail	17	17	17	18	18	17	17	19	17	17	15
	Bus/Coach	10	7	7	7	10	13	12	14	14	16	16
	Tram/Tube	-	-	-	-	-	-	-	-	0	0	0
	Other	0	0	0	1	0	0	1	0	0	0	1
	Total	100	100	100	100	100	100	100	100	100	100	100
Sample size	5,444	7,496	5,713	5,486	6,246	6,778	7,249	7,827	7,675	8,841	7,575	
Stansted	Private Car ³	50	48	50	48	48	47	44	42	41	40	38
	Hire Car	3	3	4	3	4	3	3	3	3	3	3
	Taxi/Minicab	10	8	8	8	9	9	9	8	8	8	9
	Rail	27	26	29	29	25	24	25	26	25	25	25
	Bus/Coach	8	8	10	11	14	16	20	21	22	22	24
	Tram/Tube	-	-	-	-	-	-	-	0	0	0	0
	Other	3	7	-	-	-	1	-	1	1	1	0
	Total	100	100	100	100	100	100	100	100	100	100	100
Sample size	6,127	8,273	8,045	9,283	9,305	19,227	23,260	21,522	22,906	24,368	22,941	
Manchester	Private Car ³	59	60	58	60	58	58	57	57	58	57	57
	Hire Car	3	2	2	2	2	3	3	3	2	2	2
	Taxi/Minicab	29	29	29	29	29	29	30	29	26	26	26
	Rail	5	5	7	7	7	7	8	8	10	11	12
	Bus/Coach	4	3	4	2	3	2	3	3	3	2	2
	Tram/Tube	-	-	-	-	-	-	-	0	0	0	0
	Other	1	-	1	1	1	1	-	0	0	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
Sample size	21,972	25,788	23,633	19,996	23,403	25,980	26,892	23,374	26,601	22,802	27,134	

1. These results are based on the CAA passenger survey, which surveys departing passengers only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics. Where more than one mode of transport is used, the final mode is presented in this table.

2. Terminating passengers only.

3. Including passengers using car park courtesy buses.

4. Rail includes courtesy bus from Parkway station to Luton airport.

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Table AVI0108 (TSGB0208)

Purpose of travel at selected UK airports¹, 2001-2011

Survey Airport		Percentage/Number										
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Gatwick	Business	19	16	18	16	17	17	18	17	15	15	16
	Holiday	57	60	56	56	54	55	52	53	55	54	52
	Visiting friends/relatives	21	22	24	25	26	26	29	28	28	29	30
	Other	3	2	2	2	3	2	2	2	2	2	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	25,612	20,811	20,017	19,220	16,869	25,329	26,688	28,268	29,240	25,253	24,696
Heathrow	Business	38	37	35	36	35	36	36	34	29	30	31
	Holiday	28	28	28	29	28	28	28	28	29	30	29
	Visiting friends/relatives	32	32	33	32	33	32	32	34	38	36	36
	Other	3	3	3	3	4	4	4	4	4	4	4
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	63,173	66,072	69,102	65,722	63,878	65,575	67,708	58,179	69,411	61,151	53,351
Luton	Business	24	25	24	23	20	20	21	19	18	19	17
	Holiday	43	42	39	46	43	40	34	35	34	35	37
	Visiting friends/relatives	30	31	35	30	35	37	43	43	45	44	43
	Other	3	2	2	1	2	3	2	3	3	3	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	6,125	8,187	6,215	5,789	6,759	7,154	7,573	8,201	7,951	9,185	7,769
Stansted	Business	20	21	17	18	18	18	19	19	16	16	16
	Holiday ²	45	41	40	42	42	42	33	32	34	35	37
	Visiting friends/relatives	32	36	40	38	37	38	46	46	47	46	45
	Other	3	3	3	2	2	2	3	2	2	3	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	7,747	9,293	9,490	10,901	10,593	21,564	25,692	23,498	24,941	26,306	24,226
Manchester	Business	21	20	21	20	19	20	20	19	17	18	18
	Holiday	62	63	61	60	59	58	57	58	59	59	59
	Visiting friends/relatives	16	15	17	18	20	20	22	21	23	22	22
	Other	1	1	2	1	2	2	1	1	1	1	1
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	26,234	27,735	25,301	21,411	25,257	27,550	28,163	24,329	27,376	23,637	27,905

1. Results are based on the CAA passenger Survey, which is carried out at selected airports each year.

2. In 2006 'Holiday' includes some cases at Stansted which were classified as 'leisure unspecified'.

Source - Civil Aviation Authority

Last updated: July 2012

Next update: July 2013

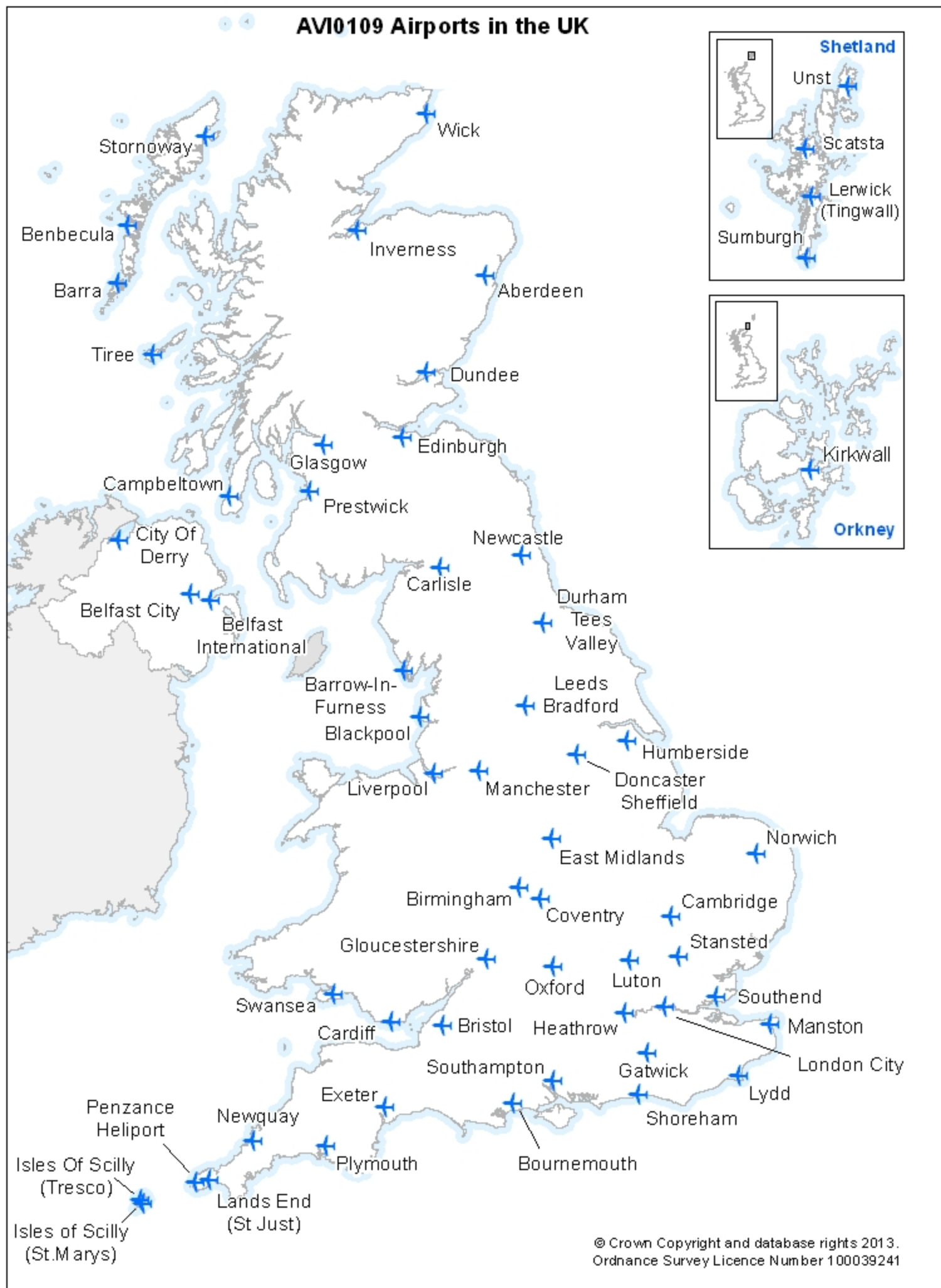
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AVI0109 Airports in the UK



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Aviation

Table AVI0201 (TSGB0210)

Main outputs by type of service¹: United Kingdom airlines, 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
(a) Aircraft kilometres flown Million kilometres											
International:											
Scheduled	920	921	965	1,059	1,178	1,251	1,333	1,371	1,320	1,293	1,390
Non-scheduled	437	412	431	423	414	425	444	408	347	330	336
Total	1,357	1,333	1,396	1,483	1,592	1,677	1,778	1,779	1,667	1,624	1,726
Domestic:											
Scheduled	128	126	123	138	147	148	141	137	123	115	116
Non-scheduled	8	9	8	8	7	7	6	7	7	8	7
Total	136	135	131	146	154	155	147	144	131	123	123
All services:											
Scheduled	1,048	1,047	1,088	1,198	1,326	1,400	1,474	1,508	1,444	1,409	1,506
Non-scheduled	445	421	440	431	421	432	451	414	354	338	344
Total	1,493	1,468	1,528	1,629	1,746	1,831	1,925	1,923	1,798	1,747	1,849
(b) Passengers uplifted Millions											
International:											
Scheduled	51	52	56	64	71	75	80	84	83	83	92
Non-scheduled	34	34	33	32	30	29	29	26	22	20	20
Total	85	86	89	96	101	104	108	110	105	104	112
Domestic:											
Scheduled	18.2	19.8	20.8	22.5	23.1	22.9	22.1	20.9	19.5	18.2	19
Non-scheduled	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0
Total	18.5	20.2	21.0	22.7	23.3	23.0	22.3	21.0	19.7	18.4	19
All services:											
Scheduled	69	72	76	86	94	98	102	105	102	101	111
Non-scheduled	34	34	34	32	30	30	29	26	22	21	20
Total	104	107	110	118	124	127	131	131	124	122	132
(c) Passenger kilometres flown Billion kilometres											
International:											
Scheduled	151	148	156	173	191	204	218	224	222	218	234
Non-scheduled	90	88	89	90	87	86	86	79	66	63	63
Total	241	236	245	263	278	290	305	302	288	280	297
Domestic:											
Scheduled	7.6	8.3	8.9	9.5	9.8	9.8	9.4	9.0	8.3	7.7	8.2
Non-scheduled	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total	7.7	8.5	9.1	9.8	9.9	9.9	9.5	9.0	8.4	7.8	8.2
All services:											
Scheduled	159	156	165	183	200	213	228	233	231	226	242
Non-scheduled	90	88	90	90	87	86	87	79	66	63	63
Total	249	244	254	273	287	300	314	311	297	288	305
(d) Passenger seat occupancy Percentage											
International:											
Scheduled	70.9	74.5	74.8	75.8	76.1	76.2	76.5	76.9	79.5	80.6	79.9
Non-scheduled	89.9	90.4	89.2	89.9	89.0	88.3	88.1	89.0	88.6	89.0	89.1
Total	77.0	79.7	79.5	80.1	79.7	79.4	79.5	79.7	81.4	82.3	81.7
Domestic:											
Scheduled	61.8	66.0	70.5	68.0	65.3	66.1	65.3	64.3	66.4	65.7	68.4
Non-scheduled	62.3	60.6	66.0	61.8	37.9	43.4	46.4	49.1	51.1	48.2	54.2
Total	61.8	65.9	70.4	67.9	65.0	65.9	65.1	64.2	66.2	65.5	68.3
All services:											
Scheduled	69.9	74.0	74.5	75.3	75.5	75.6	76.0	76.3	78.9	80.0	79.4
Non-scheduled	89.9	90.3	89.1	89.8	88.9	88.2	88.1	88.9	88.6	88.9	89.1
Total	75.9	79.1	79.1	79.6	79.1	78.9	79.0	79.1	80.9	81.8	81.2
(e) Cargo uplifted (freight and mail) Thousand tonnes											
International:											
Scheduled	723.0	752.0	783.4	879.5	911.4	937.9	934.3	973.7	895.5	924.5	956.7
Non-scheduled	114.0	100.6	104.8	122.2	104.4	125.4	219.9	170.2	119.7	88.2	111.9
Total	837.0	852.6	888.2	1,001.7	1,015.8	1,063.2	1,154.2	1,143.8	1,015.2	1,012.7	1,068.5
Domestic:											
Scheduled	13.0	16.8	17.2	15.0	10.0	8.5	7.1	6.0	5.2	4.7	4.8
Non-scheduled	75.0	69.7	63.9	55.5	80.2	78.7	72.0	81.9	78.0	74.9	75.9
Total	88.0	86.5	81.1	70.5	90.2	87.2	79.1	87.9	83.2	79.6	80.6
All services:											
Scheduled	736.0	768.7	800.6	894.5	921.4	946.4	941.4	979.7	900.7	929.1	961.4
Non-scheduled	189.0	170.3	168.7	177.7	184.7	204.1	291.9	252.0	197.8	163.1	187.7
Total	925.0	939.1	969.3	1,072.2	1,106.1	1,150.4	1,233.3	1,231.7	1,098.4	1,092.2	1,149.1
(f) Cargo tonne-kilometres flown (freight and mail) Millions											
International:											
Scheduled	4,643	4,991	5,235	5,693	6,085	6,311	6,308	6,381	5,951	6,165	6,381
Non-scheduled	519	295	343	331	326	725	1,427	1,084	866	695	692
Total	5,162	5,286	5,578	6,024	6,411	7,036	7,735	7,465	6,817	6,860	7,073
Domestic:											
Scheduled	8	6	6	5	3	2	2	2	2	1	1
Non-scheduled	26	25	24	23	34	35	33	35	33	31	31
Total	34	31	30	29	37	37	35	37	35	32	33
All services:											
Scheduled	4,651	4,997	5,242	5,698	6,088	6,313	6,311	6,383	5,952	6,167	6,382
Non-scheduled	545	320	367	354	360	760	1,460	1,120	899	726	723
Total	5,196	5,317	5,608	6,053	6,449	7,073	7,770	7,502	6,851	6,892	7,106

1. Excludes sub-charter operations performed on behalf of UK airlines.

Source - Civil Aviation Authority
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Next update: July 2013

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Notes and definitions

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Table AVI0203 (TSGB0211)

Employment worldwide: United Kingdom airlines, 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pilots and co-pilots	9,984	9,933	9,758	9,798	10,064	10,671	11,259	11,534	10,690	10,268	10,188
Other cockpit personnel	274	209	120	102	135	158	152	111	125	97	27
Cabin attendants	30,461	28,548	28,398	29,634	31,120	32,718	34,369	35,267	31,592	29,542	30,782
Maintenance and overhaul personnel	11,824	11,749	11,186	9,933	9,611	9,488	9,075	8,616	8,325	7,878	8,223
Tickets and sales personnel	10,062	9,074	8,168	7,706	7,312	6,555	6,258	6,314	5,997	5,477	4,704
All other personnel	31,279	27,921	27,265	26,399	26,141	25,481	24,571	25,037	22,551	20,902	21,553
Total	93,884	87,434	84,895	83,572	84,383	85,071	85,684	86,879	79,280	74,164	74,757

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Source - Civil Aviation Authority

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Table AVI0301 (TSGB0212)

Activity at major airports¹: worldwide, 2011

Country	Location	Name	Terminal passengers ²		Commercial air transport movements ³		
			All	(millions)	International (millions)	All (thousands)	International (thousands)
USA	Atlanta, GA	Hartsfield-Jackson International		92.4	9.9	917	69
China	Beijing	Capital International		78.7	..	533	..
UK	London	Heathrow		69.4	64.7	476	430
USA	Chicago, IL	O'Hare International		66.8	10.0	860	79
Japan	Tokyo	Haneda (Tokyo International)		62.3	..	379	..
USA	Los Angeles, CA	Los Angeles International		61.9	16.7	..	..
France	Paris	Charles de Gaulle		60.7	55.0	507	451
USA	Dallas/Fort Worth, TX	Dallas-Fort Worth International		57.8	5.5	641	..
Germany	Frankfurt	Frankfurt		56.3	49.5	481	409
USA	Denver, CO	Denver International		52.8	1.7	631	..
China	Hong Kong	Hong Kong International		52.7	52.7	326	326
Indonesia	Jakarta	Jakarta Soekarno Hatta International		52.4	..	..	..
UAE	Dubai	Dubai International		51.0	50.2	..	..
Netherlands	Amsterdam	Amsterdam-Schiphol		49.7	49.7	420	420
Spain	Madrid	Barajas		49.5	32.5	423	255
USA	New York, NY	John F. Kennedy International		47.7	23.9	401	149
Thailand	Bangkok	Bangkok Suvarnabhumi International		46.3	35.0	300	217
Singapore	Singapore	Changi		45.4	45.4	302	302
China	Guangzhou	Guangzhou Baiyun International		45.4	..	349	..
USA	Las Vegas, NV	Maccarran International		41.5	2.6	484	..
China	Shanghai	Pudong		41.4	..	..	..
USA	San Francisco, CA	San Francisco International		41.0	9.1	388	50
USA	Phoenix, AZ	Sky Harbor International		40.6	2.3	439	..
USA	Houston, TX	Houston George Bush Intercontinental		40.2	8.6	517	..
USA	Charlotte, NC	Charlotte-Douglas International		39.0	2.6	514	..

1. Complete data for all airports was not available at the time of publication.
2. In some cases this figure may include transit passengers
3. All commercial movements including positioning and local movements.

Source - Airport websites; International Civil Aviation Organization and Airports Council International

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Table AVI0302 (TSGB0213)

Passenger traffic via major airlines¹: worldwide, 2011

Country	Airline	All scheduled traffic		International scheduled traffic		Charter traffic	
		Passengers uplifted (millions)	Passenger kilometres (billions)	Passengers uplifted (millions)	Passenger kilometres (billions)	Passenger kilometres (billions)	International passenger kilometres (billions)
United States	Delta ²	112.0	264.2	19.3	116.5	0.3	0.1
United States	American	86.0	203.3	20.8	83.5	0.1	0.0
China	China Southern Airlines	80.5	121.9	..	..	..	..
Ireland	Ryanair	76.4	93.9	76.4	93.9	..	..
Germany	Lufthansa	63.0	141.0	49.8	135.5	0.2	0.2
China	China Eastern Airlines	53.5	79.0	6.0	22.2	1.2	1.1
United States	US Airways	52.9	160.3	..	..	0.0	0.0
France	Air France	50.0	132.9	32.6	123.0	0.1	0.1
United States	United	49.6	157.3	10.1	72.4	0.0	0.0
China	Air China	48.6	92.8	6.5	34.3	0.4	0.3
United Kingdom	Easyjet	47.5	54.0	42.0	51.4	0.0	0.0
United States	Continental	45.1	131.6	13.9	64.8	0.2	0.1
Japan	All Nippon Airways	41.9	56.5	5.6	24.2	0.1	0.0
Brazil	Tam Linhas Aereas	33.5	54.8	4.2	22.9	1.0	0.3
United Kingdom	British Airways	33.0	116.1	28.8	114.1	0.1	0.1
United Arab Emirates	Emirates	32.7	153.3	32.7	153.3	..	..
United States	Jetblue Airways	26.4	49.4	3.4	7.2	0.0	0.0
Netherlands	KLM	25.1	82.0	25.1	82.0	0.0	0.0
United States	Airtran Airways	24.6	31.9	0.8	1.5	0.3	0.3
Japan	JAL	24.5	44.4	6.6	29.2	0.5	0.5
United States	Skywest Airlines	24.0	21.9	1.6	2.3	..	..
Canada	Air Canada	23.7	80.7	13.0	59.5	0.1	0.1
Republic Of Korea	Korean Air	23.1	63.9	15.5	61.2	1.0	1.0
Scandinavia	SAS	22.9	24.8	13.2	20.0	3.5	3.5
Australia	Qantas	22.2	73.5	5.7	49.4	0.1	0.0

1. Based information reported to ICAO. At the time of publication complete data was not available for China Southern Airlines, US Airways or Emirates. Data for these airlines are therefore based on figures published by IATA
2. There was a marked increase in passengers on Delta, following their acquisition of Northwest Airlines

Source - International Civil Aviation Organization and International Air Transport Association

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Aviation

Table AVI0401 (TSGB0214)

Casualties caused by aviation accidents: United Kingdom, 2001-2011

													Number	
(a) Casualties caused by accidents involving United Kingdom registered aircraft in United Kingdom airspace														
				2001	2002	2003	2004	2005	2006 ¹	2007 ¹	2008 ¹	2009 ¹	2010 ¹	2011
Airline and air taxi:	Fixed-wing:	Crew:	Fatal	2	0	0	0	1	0	0	0	0	0	0
			Total	2	0	3	0	1	1	0	4	0	0	0
		Passengers:	Fatal	0	0	0	0	1	0	0	0	0	0	0
		Total	0	0	0	0	1	0	0	0	9	2	0	0
		Total fixed-wing ²		2	0	3	0	2	1	1	13	2	1	0
	Rotary wing:	Crew:	Fatal	0	2	0	0	0	2	0	0	0	2	0	0
			Total	2	3	3	0	0	2	0	0	2	1	1
Passengers:			Fatal	0	9	0	0	0	5	0	0	14	0	0
		Total	3	11	0	0	0	5	0	0	17	3	2	
		Total rotary-wing ²		6	14	3	0	0	7	0	0	19	4	3
Other (general aviation, etc.):		Crew:	Fatal	18	9	8	12	17	8	14	8	14	5	7
			Total	50	42	46	41	52	38	40	35	43	30	30
	Passengers:		Fatal	5	3	7	7	8	1	17	6	6	3	1
		Total	17	14	21	14	17	22	28	24	22	7	13	
		Total other ²		68	58	68	55	70	60	68	61	67	38	43
	Overall total ²	Fatal		25	23	15	19	25	16	31	14	36	8	8
Total		76	72	74	55	70	68	69	74	88	43	46		
(b) Casualties caused by accidents involving United Kingdom registered aircraft in foreign airspace														
Airline and air taxi:	Fixed-wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0
			Total	0	3	4	1	0	1	0	1	2	1	0
		Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0
		Total	0	1	1	3	0	2	0	3	1	0	0	
		Total fixed-wing ²		1	4	5	4	0	4	0	4	3	1	0
	Other (general aviation, etc.):	Crew:	Fatal	4	1	1	1	0	2	2	1	1	1	4
			Total	7	1	2	4	1	2	4	4	4	2	6
Passengers:			Fatal	2	3	1	1	0	1	1	3	2	1	3
		Total	3	3	2	3	0	1	3	4	5	1	4	
		Total other ²		10	4	4	7	1	3	7	10	9	3	10
Overall total ²		Fatal		7	4	2	2	0	3	3	4	3	2	7
	Total		11	8	9	11	1	7	7	14	12	4	10	
AVI 0401 Casualties caused by aviation accidents: United Kingdom, 2001-2011														
(c) Casualties caused by accidents involving aircraft registered overseas in United Kingdom airspace														
				2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Airline and air taxi:	Fixed-wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0
			Total	0	0	0	0	1 ³	1	0	0	0	1	0
		Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	24 ³	0	0	0	0	0	0	
		Total fixed-wing ²		0	0	0	25 ³	1	0	0	0	1	0	
	Other (general aviation, etc.):	Crew:	Fatal	5	2	4	1	1	0	2	3	1	2	3
			Total	9	6	5	4	5	2	4	5	2	2	5
Passengers:			Fatal	0	3	2	0	1	0	2	4	1	3	1
		Total	4	6	5	2	5	0	4	6	2	3	1	
		Total other ²		13	13	11	6	10	3	8	11	4	5	6
Overall total ²		Fatal		5	5	6	1	2	0	4	7	2	5	4
	Total		13	13	11	6	35 ³	4	8	11	4	6	6	

1. Some figures have been revised in 2007, 2008, 2009 and 2010

2. These totals include 'third-party' casualties, not shown separately.

3. There were 25 minor injuries (1 crew and 24 passengers) in a single incident in March 2005 involving the evacuation of an aircraft.

Source - Civil Aviation Authority

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Aviation

Table AVI0402 (TSGB0215)

Aircraft proximity (AIRPROX): number of incidents: United Kingdom airspace, 2000-2011

			Number										
			2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Civil and military:	Risk-bearing:	Risk of collision	33	17	14	15	19	15	9	13	11	12	23
		Safety not assured	42	68	58	53	51	40	39	38	36	33	36
		Total	75	85	72	68	70	55	48	51	47	45	59
		No risk of collision	115	129	108	131	116	103	106	100	97	116	88
		Risk not determined	5	7	1	8	2	1	0	4	3	6	2
		Non-event (introduced 2011)	0	0	0	0	0	0	0	0	0	0	12
	Total AIRPROX			195	221	181	207	188	159	154	155	147	167	161
ow: Commercial air transport:	Risk-bearing:	Risk of collision	0	1	0	1	1	0	0	0	0	0	0
		Safety not assured	14	7	12	7	7	6	5	2	1	0	1
		Total	14	8	12	8	8	6	5	2	1	0	1
		No risk of collision	65	70	54	67	78	68	60	58	33	33	18
		Risk not determined	4	4	0	4	1	0	0	1	1	2	0
		Non-event (introduced 2011)	.	.	.	.	.	.	.	.	.	.	3
	Total commercial air transport			83	82	66	79	87	74	65	61	35	35	22
Commercial air transport aircraft in risk-bearing AIRPROX per 100,000 hours flown in UK airspace			1.0	0.6	0.9	0.5	0.5	0.4	0.3	0.1	0.1	0.0	0.1

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Source - UK Airprox Board

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Energy and environment

Transport energy consumption

[Table ENV0102](#) (TSGB0302)

- In 2011 transport accounted for 41 per cent of all final energy consumption in the UK. Road transport accounted for 28 per cent of final energy consumption with aviation accounting for 9 per cent.
- The direct use of petroleum accounted for 98 per cent of transport energy consumption.
- Energy from renewable sources made up around 2.9 per cent of transport energy consumption in 2011 up from 0.1 per cent in 2005.
- Almost all transport renewable energy consumption is in the form of biofuels blended into petrol and road diesel. Biofuels made up 2.8 per cent of road transport energy consumption in 2011, up from 0.2 per cent in 2005.

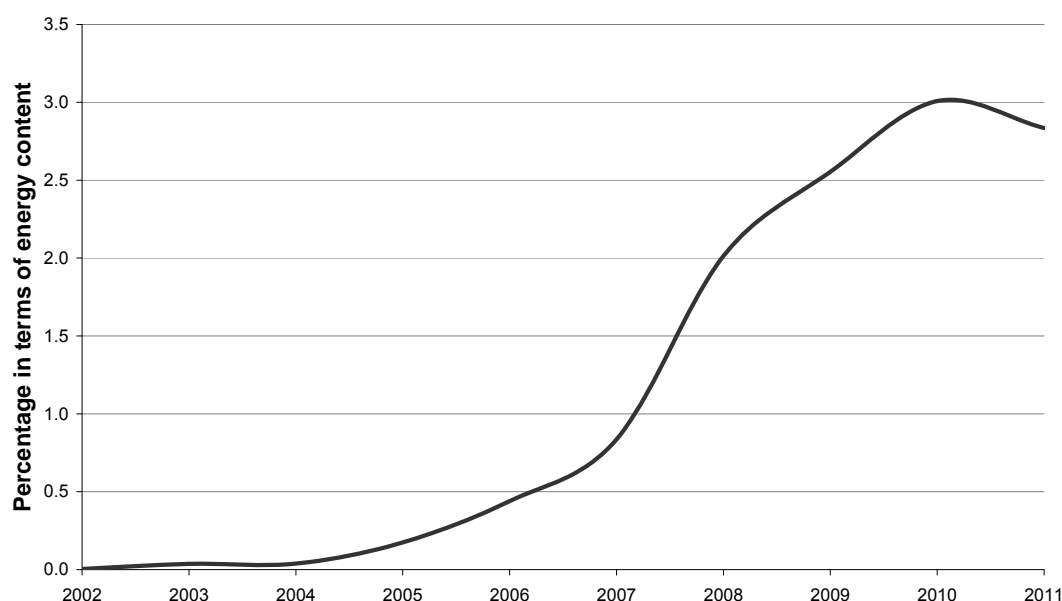
This summary contains information on:

- Transport energy consumption;
- Greenhouse gas emissions from transport;
- Air pollutant emissions from transport.

Associated tables and charts can be accessed through the [Energy and environment statistics webpage](#).

Background on the data sources for each table can be found in the Energy and environment notes and definitions.

Biofuels as a proportion of all road transport fuels 2002 – 2011



Background notes

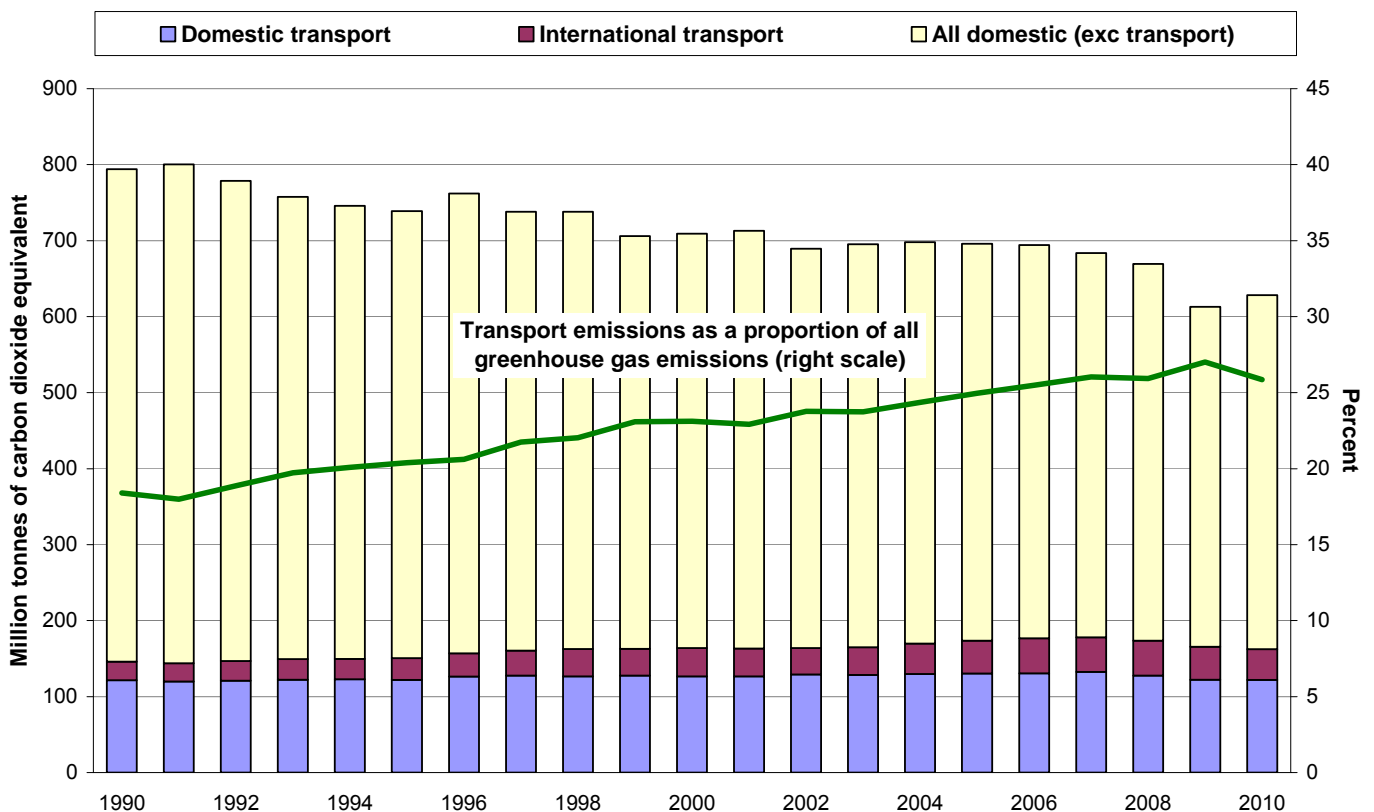
More information on energy consumption can be found in the [Digest of UK Energy Statistics](#) (DUKES)

Greenhouse gas emissions ([Table ENV0201\(a\)](#)) (TSGB0306)

There is no internationally agreed way of allocating emissions from international transport to individual nation states. However emissions from international shipping and international aviation, based on estimated fuel consumption from UK fuel bunkers, can be added to the domestic emissions to give a UK total.

- Between 1990 and 2010 greenhouse gas (GHG) emissions from transport have increased by 11 per cent whilst total GHG emissions have fallen by 21 per cent over the same period. As a result, as a proportion of total GHG emissions, transport emissions have risen from 18 per cent in 1990 to 26 per cent in 2010.

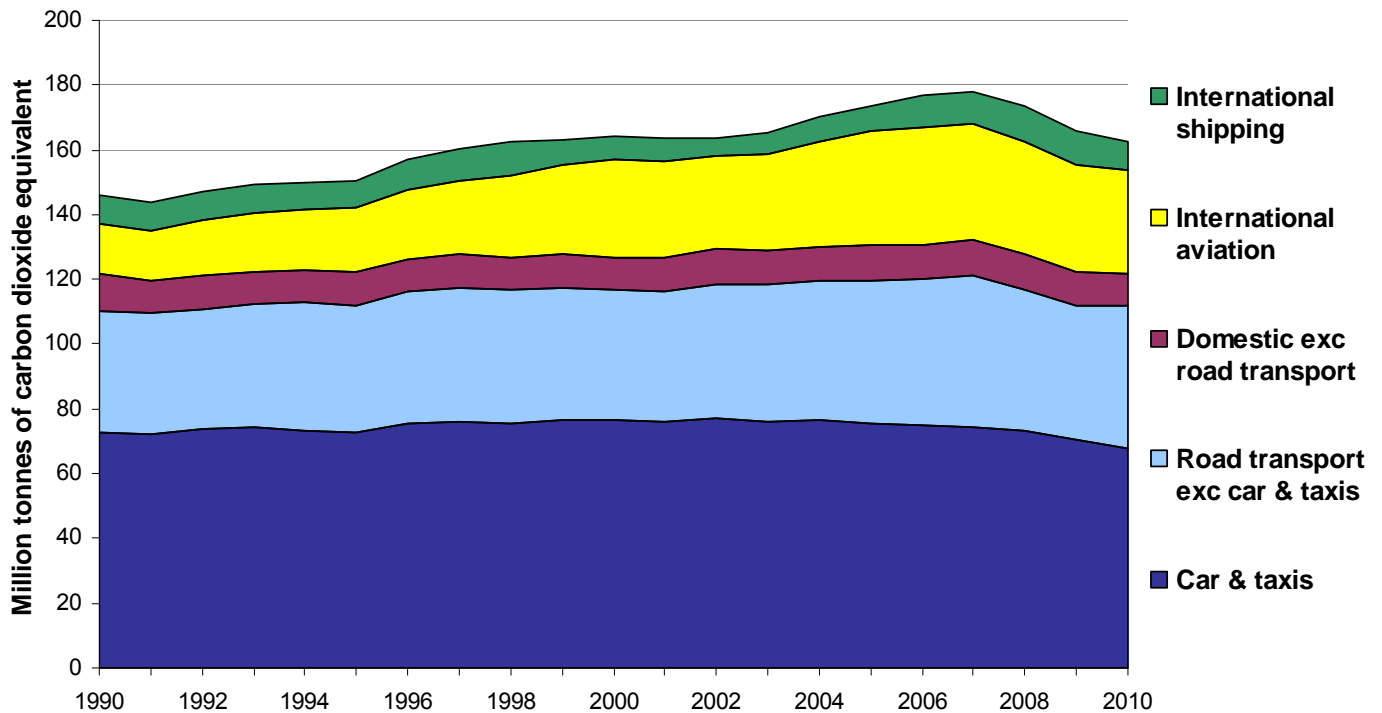
UK greenhouse gas emissions, 1990 – 2010



- Emissions from international transport have grown by 65 per cent between 1990 and 2010. As a proportion of total GHG emissions, international transport emissions have risen from 3 per cent in 1990 to 6 per cent in 2010.

- Road transport made up 69 per cent of total GHG emissions from transport in 2010. However most of the growth in total transport GHG emissions since 1990 is attributable to growth in international air travel. Emissions from international aviation in 2010 were more than double 1990 levels (a 102 per cent increase). Emissions from international aviation made up a fifth (20 per cent) of total transport GHG emissions in 2010.

UK transport greenhouse gas emissions by mode, 1990 – 2010

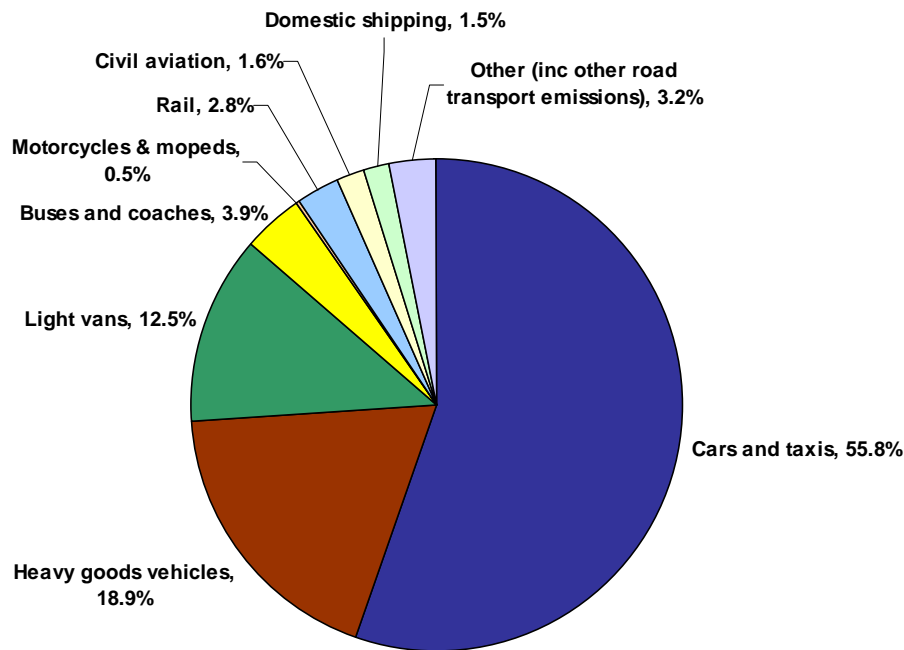


Domestic greenhouse gas emissions ([Table ENV0201\(a\)](#)) (TSGB0306)

- Domestic greenhouse gas (GHG) emissions from transport were around the same level in 2010 (121.9 MtCO₂e) as in 1990 (122.5 MtCO₂e). Domestic emissions from all other sources fell by 28 per cent over the same period. As a result emissions from domestic transport increased as a proportion of all domestic GHG emissions, from 16 per cent in 1990 to 21 per cent in 2010.
- Domestic road transport GHG emissions grew by 10 per cent between 1990 and 2007, with continual improvements in the fuel economy of new cars slightly offset by continuing growth in road traffic volumes. This was followed by a fall of 8 per cent between 2007 and 2009 and then no change between 2009 and 2010.

- Road transport made up 92 per cent of all domestic transport emissions in 2010, with car travel accounting for over a half (56 per cent) and heavy goods vehicle and light van traffic accounting for just under a third (31 per cent).

UK domestic transport greenhouse gas emissions, 2010



- The falls in road traffic volumes during the recession are likely to have been the main driver of the 8 per cent fall in domestic transport GHG emissions between 2007 and 2009. The other key factor was improvements in car fuel economy. Continual improvement in new car fuel economy over time has meant that older less efficient cars have been replaced by increasingly more efficient new cars. This is likely to be key reason for the decreases in car traffic GHG emissions since 2002 despite growth in car traffic volumes.
- Increases in biofuels as a proportion of all transport fuels have also contributed to the fall in domestic transport GHG emissions between 2007 and 2010. CO₂ emissions from the combustion of biofuels are not included in the GHG emission figures, in line with international guidelines. These CO₂ emissions are offset by the CO₂ absorbed in the growth of the crops which the biofuels are produced from.

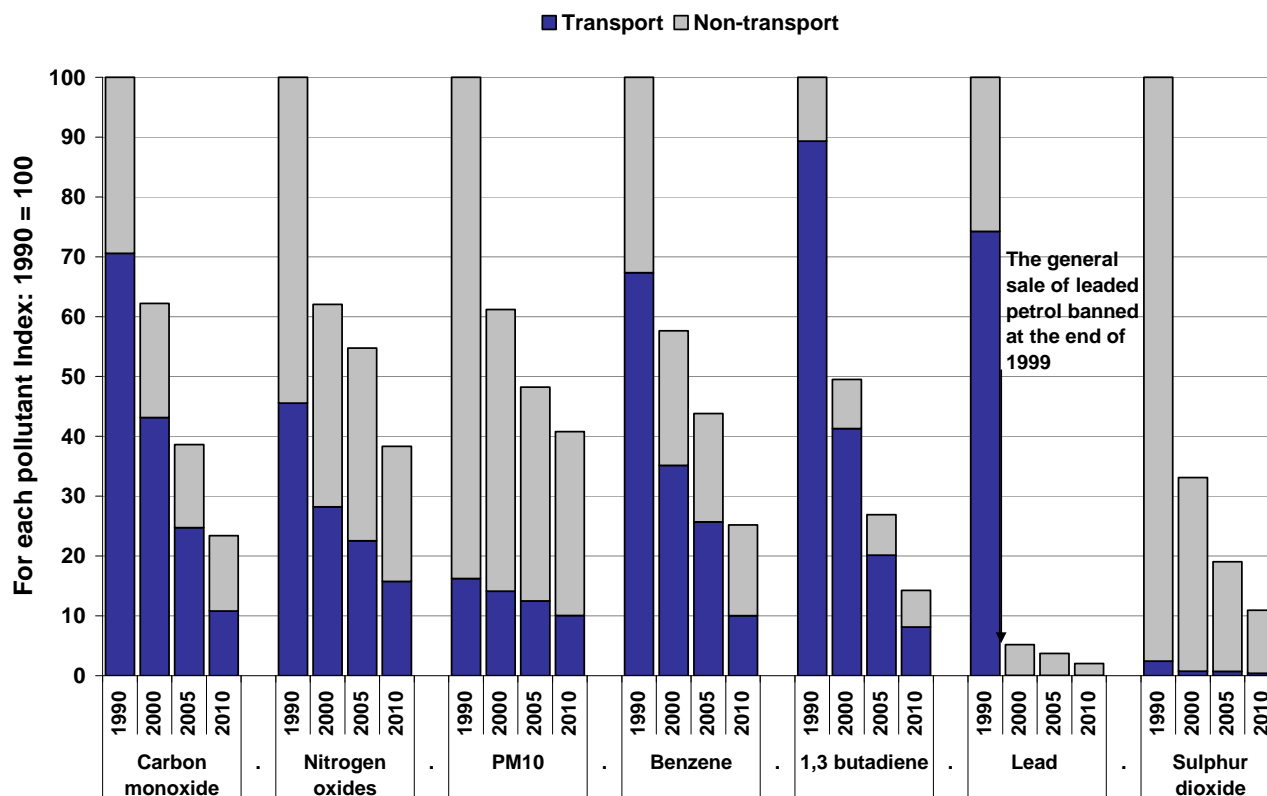
Background notes

1. More information on greenhouse gases emissions can be found on the DECC website at: www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/intro/intro.aspx
2. More data on UK greenhouse gas emissions can be found on the DECC website at: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/uk_emissions/uk_emissions.aspx

Air pollutant emissions from transport ([Table ENV0301](#)) (TSGB0308)

Local air pollutants need to be controlled to reduce risks to health, the environment and quality of life. As is the case with greenhouse gas emissions, emissions from road transport accounts for the majority of air quality pollution from transport. Air pollutant emissions from transport have fallen considerably since 1990, mainly as a result of cleaner road vehicles and road fuels.

UK air pollutant emissions: 1990, 2000, 2005 and 2010



- Carbon monoxide reduces the oxygen carrying capacity of blood. Emissions from transport have fallen by 85 per cent since 1990.
- Nitrogen oxides are acid gases and can affect human health and vegetation. They also contribute to the formation of ground level ozone which can trigger a range of health problems and damage vegetation. Nitrogen oxide emissions from transport have fallen by 65 per cent since 1990.
- Benzene and 1,3 butadiene are also involved in the formation of ground level ozone and can cause a range of adverse health effects. They are also carcinogenic. Transport emissions of these pollutants have fallen by 85 per cent and 91 per cent respectively.

Background notes

More data and information about air pollutant emissions can be found on the [DEFRA Air Quality webpage](#).

Department for Transport statistics
Energy and environment

Table ENV0101 (TSGB0301)

Petroleum consumption by transport mode and fuel type: United Kingdom, 2000-2011¹

Road transport	Petrol ²	Million tonnes/percentage											
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Cars & taxis		20.1	19.7	19.7	18.9	18.5	17.8	17.2	16.7	15.8	14.9	14.2	..
Light vans		0.8	0.7	0.6	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.3	..
Motorcycles & mopeds		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	..
Total		21.1	20.6	20.5	19.6	19.1	18.4	17.8	17.2	16.3	15.4	14.6	13.9
Diesel²													
Cars & taxis		3.8	4.1	4.6	5.0	5.5	5.9	6.4	6.8	7.2	7.2	7.3	..
Light vans		3.2	3.4	3.6	3.9	4.1	4.3	4.5	4.7	4.6	4.5	4.5	..
Heavy goods vehicles		7.0	6.9	7.1	7.1	7.1	7.4	7.4	7.7	6.9	6.5	7.2	..
Buses & coaches		1.2	1.3	1.3	1.4	1.4	1.5	1.5	1.6	1.5	1.5	1.5	..
Total		15.3	15.7	16.6	17.4	18.2	19.1	19.8	20.7	20.2	19.7	20.5	21.0
LPG³													
Total		-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total		36.4	36.4	37.2	37.1	37.4	37.6	37.7	38.0	36.7	35.2	35.2	35.0
Rail	Gas oil	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Shipping⁴	Gas oil	2.1	2.2	1.7	2.0	1.9	1.8	2.2	1.8	1.7	1.7	1.6	1.6
	Fuel oils	1.0	0.9	0.8	0.9	1.3	1.5	1.8	2.0	2.6	2.4	1.9	2.2
	Total	3.0	3.1	2.6	2.9	3.2	3.3	4.0	3.9	4.2	4.0	3.5	3.8
Aviation⁴	Aviation spirit	0.1	0.1	-	-	-	0.1	-	-	-	-	-	-
	Aviation turbine fuel	10.8	10.6	10.5	10.8	11.6	12.5	12.6	12.6	12.2	11.5	11.1	11.6
	Total	10.9	10.7	10.6	10.8	11.7	12.5	12.7	12.6	12.2	11.6	11.1	11.6
All petroleum used by transport⁴		51.5	51.4	51.6	52.1	53.6	54.8	55.7	55.9	54.3	52.0	50.7	51.0
All petroleum use (energy and non-energy)⁴		79.3	78.7	78.1	78.9	81.2	83.0	82.1	79.8	78.5	74.4	73.3	71.8
Transport as a percentage of all energy and non-energy use		65	65	66	66	66	66	68	70	69	70	69	71

1. There are revisions to some of the earlier data, for details see Digest of UK Energy Statistics 2012 (DUKES) published by DECC.

2. Revisions to the back series for the breakdown by mode for road transport arise from methodological improvements to the UK Greenhouse Gas Inventory (see notes and definitions).

3. Liquefied petroleum gas - consists of propane and butane.

4. These figures include international and military aviation/shipping and marine bunkers. Notes and definitions

Sources - Department for Energy and Climate Change (DECC); National Atmospheric Emissions Inventory (NAEI)

Last updated: November 2012
Next updated: September 2013

Table ENV0102 (TSGB0302)

Energy consumption by transport mode and source of energy: United Kingdom, 2000-2011^{1,2}

	Million tonnes of oil equivalent/percentage											Percent of all energy consumed by final users in 2011	
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010		2011
(a) Transport energy consumption													
Road transport	41.1	41.1	41.9	41.8	42.2	42.5	42.5	42.9	41.1	39.6	39.2	38.6	27
Petroleum ³	..	..	..	..	..	0.1	0.2	0.4	0.8	1.0	1.2	1.1	1
Biofuels	..	..	..	..	..	..	..	..	..	..	..	..	..
Electricity	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	41.1	41.1	41.9	41.8	42.2	42.6	43.2	41.9	41.9	40.7	40.4	39.8	28
Railways	0.6	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.7	0.6	0.7	0.7	-
Petroleum	..	..	..	..	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	-
Electricity	..	..	..	..	..	..	..	..	..	..	..	..	-
Coal	..	..	..	..	..	..	..	..	..	..	..	..	-
Total	..	..	..	..	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1
Shipping⁴	3.2	3.3	2.7	3.1	3.4	3.5	4.3	4.1	4.5	4.2	3.7	4.0	3
Petroleum	12.0	11.8	11.7	11.9	12.9	13.9	14.0	13.9	13.5	12.8	12.3	12.8	9
Aviation⁴	..	..	..	..	59.6	61.0	62.0	62.3	60.9	58.7	57.4	57.6	41
Total transport energy consumption^{3,4}	..	..	..	..	162.2	161.8	159.5	156.7	156.5	146.0	151.8	140.8	100
All energy used by final users¹	..	..	..	..	37	38	39	40	39	40	38	41	..
Energy used by transport as a percentage of all energy used by final users¹	..	..	..	..	37	38	39	40	39	40	38	41	..
(b) Transport energy consumption from renewable sources													
% electricity generated from renewable sources	..	..	..	..	3	4	4	5	5	7	7	9	..
Transport renewable electricity	..	..	..	..	..	..	..	..	..	0.1	0.1	0.1	0.1
Road transport biofuels	..	..	..	..	..	0.1	0.2	0.4	0.8	1.0	1.2	1.1	2.0
Total renewable transport energy consumption	..	..	..	..	0.1	0.2	0.4	0.9	0.9	1.1	1.3	1.2	2.1
Total transport energy consumption³	..	..	..	..	59.6	61.0	62.0	62.3	60.9	58.7	57.4	57.6	100.0
Renewable energy as a percentage of all transport energy consumption	..	..	..	..	0.1	0.1	0.3	0.9	2.1	2.6	3.0	2.9	..

- This is the energy content of both primary and secondary fuel supplied to final users. Thus it is net of the fuel industry's own use and conversion, transmission and distribution losses. The energy necessary to evaporate the water present in the fuel or formed during the combustion process is also excluded. The non-energy use of fuels is excluded.
- There are revisions to some of the earlier data, for details see Digest of UK Energy Statistics 2012 (DUKES) published by DECC.
- The 'road transport - petroleum' and 'transport total' energy consumption figures differ slightly from those in ENV0101 since they include a small amount of petroleum consumption from off-road machinery and equipment.
- These figures include international and military aviation/shipping and thus marine bunkers.

Sources - Department for Energy and Climate Change (DECC),
Digest of United Kingdom Energy Statistics,
National Atmospheric
Emissions Inventory (NAEI)

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Department for Transport statistics
Energy and environment

Table ENV0103 (TSGB0303)

Average new car fuel consumption: Great Britain, 1997-2011^{1,2}

		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Petrol cars	litres per 100km	8.3	8.2	8.1	8.0	7.8	7.7	7.6	7.6	7.5	7.3	7.2	6.9	6.5	6.3	6.1
	miles per gallon	34.2	34.4	34.9	35.5	36.0	36.5	37.1	37.2	37.8	38.6	39.3	40.8	43.7	44.9	46.6
Diesel cars	litres per 100km	7.0	6.9	6.6	6.3	6.2	6.1	6.2	6.2	6.2	6.3	6.2	5.9	5.7	5.4	5.2
	miles per gallon	44.9	44.9	44.9	44.9	45.8	46.3	45.8	46.0	45.7	45.4	46.0	48.0	49.8	52.1	53.1

1. These figures are registration weighted (weighted to account for the relative sales of different models of cars).

2. These figures are obtained under consistent, carefully controlled laboratory conditions and do not reflect external factors such as cold starts, differing driving conditions, different loads carried, etc.

Sources - DVLA database;
 Society of Motor Manufacturers
 and Traders (SMMT);
 Defra/DECC's Greenhouse
 Gas Conversion Factors

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Table ENV0104 (TSGB0304)
Average heavy goods vehicle fuel consumption: Great Britain, 1999-2010^{1,2,3}

	Miles per gallon										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Rigid vehicles											
Over 3.5t to 7.5t	13.4	12.3	13.2	12.6	13.3	13.7	13.7	13.7	13.2	12.8	12.8
Over 7.5t to 14t	11.6	11.0	11.3	10.9	11.0	11.6	10.8	11.4	10.6	10.5	11.1
Over 14t to 17t	9.6	9.8	9.7	9.7	10.0	10.1	9.6	9.1	9.3	9.7	9.7
Over 17t to 25t	8.6	9.0	8.9	9.1	9.6	10.0	10.0	9.5	9.1	9.4	9.4
Over 25t	6.7	6.6	6.8	6.6	6.6	6.9	6.7	6.7	6.4	6.4	6.5
All rigid vehicles	10.1	9.7	9.8	9.5	9.8	10.0	9.7	9.4	9.0	9.2	9.1
Artic vehicles											
Over 3.5t to 33t	8.8	8.6	8.6	8.6	9.0	9.3	9.0	8.9	8.8	8.8	8.5
Over 33t	7.8	7.6	7.7	7.6	7.9	8.0	8.0	7.9	7.6	7.6	7.6
All artic vehicles	8.0	7.8	7.8	7.8	8.0	8.2	8.1	8.0	7.7	7.7	7.6

1. These figures are for heavy goods vehicles registered as goods vehicles in Great Britain, carrying freight within the United Kingdom. The figures exclude non-freight carrying HGVs such as recovery vehicles or fire engines.
2. These figures are based on the gallons of fuel purchased by hauliers or taken from their own supplies for a surveyed vehicle, together with their records of miles travelled during a given survey week (see notes and definitions).
3. Road Freight Statistics 2011 has not yet been published so these data are not yet available.

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[Notes and definitions](#)

Source: Continuing Survey of Roads Goods Transport, DfT

Last updated: November 2011
 Next updated: 2013

The figures in this table are National Statistics

Department for Transport statistics
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Table ENV0105 (TSGB0305)

Petrol and diesel prices and duties per litre in April: United Kingdom, 2000-2012¹

	Pence per litre/ percentage												
	April 2000	April 2001	April 2002	April 2003	April 2004	April 2005	April 2006	April 2007	April 2008	April 2009 ²	April 2010 ²	April 2011 ³	April 2012
Petrol													
Total price	80.0	75.9	75.0	78.2	77.8	85.4	94.1	91.9	107.6	93.6	119.8	134.7	141.7
Of which tax													
Fuel duty	48.8	45.8	45.8	45.8	47.1	47.1	47.1	48.4	50.4	54.2	57.2	58.0	58.0
VAT	11.9	11.3	11.2	11.7	11.6	12.7	14.0	13.7	16.0	12.2	17.8	22.5	23.6
All tax	60.7	57.1	57.0	57.5	58.7	59.8	61.1	62.0	66.4	66.4	75.0	80.4	81.6
All tax as a percentage of total price	76	75	76	73	75	70	65	67	62	71	63	60	58
Diesel													
Total price	81.1	77.3	76.9	80.9	79.2	89.6	97.6	94.7	116.6	101.9	121.0	141.1	147.8
Of which tax													
Fuel duty	48.8	45.8	45.8	45.8	47.1	47.1	47.1	48.4	50.4	54.2	57.2	58.0	58.0
VAT	12.1	11.5	11.5	12.0	11.8	13.3	14.5	14.1	17.4	13.3	18.0	23.5	24.6
All tax	60.9	57.3	57.3	57.9	58.9	60.4	61.6	62.5	67.7	67.5	75.2	81.5	82.6
All tax as a percentage of total price	75	74	74	72	74	67	63	66	58	66	62	58	56

1. These prices are for ultra low sulphur petrol and diesel. They based on information provided by oil marketing companies and super/hypermarket chains. Pump prices are broadly the same.

2. The VAT rate was reduced to 15% from 1st December 2008 and returned to 17.5% on the 1st January 2010.

3. The VAT rate was increased from 17.5% to 20% on the 1st January 2011.

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Source - Department for Energy
 and Climate Change (DECC)

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Table ENV0201 (TSGB0306)

Greenhouse gas emissions by transport mode: United Kingdom, 1999-2010¹

Million tonnes of carbon dioxide equivalent/percentage

			1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Percent of all domestic in 2010
(a) By source²															
Domestic transport															
Road transport															
	Cars and taxis		76.7	76.5	76.1	77.3	75.9	76.3	75.5	75.1	74.5	73.0	70.3	68.0	12
	Heavy goods vehicles		23.4	22.4	22.1	22.7	22.6	22.7	23.4	23.6	24.4	22.1	20.8	23.1	4
	Light vans		12.6	12.8	13.2	13.5	14.0	14.6	14.9	15.4	16.0	15.7	15.1	15.2	3
	Buses and coaches		3.9	4.0	4.0	4.2	4.6	4.5	4.7	4.8	5.0	4.8	4.7	4.7	1
	Motorcycles & mopeds		0.6	0.6	0.6	0.6	0.7	0.6	0.7	0.6	0.7	0.6	0.6	0.6	-
	Other road transport emissions ³		0.2	0.3	0.4	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.4	0.5	-
	Total		117.4	116.5	116.4	118.7	118.3	119.4	119.8	120.1	121.1	116.7	112.0	112.0	19
Other transport															
	Rail ⁴		1.8	1.8	1.9	1.9	1.9	2.0	2.1	2.1	2.2	2.2	2.2	2.2	-
	Domestic aviation		1.9	2.1	2.2	2.2	2.2	2.3	2.5	2.4	2.3	2.2	1.9	1.8	-
	Domestic shipping ¹		2.6	2.5	2.4	2.5	2.5	2.6	2.6	2.6	2.6	2.5	2.4	2.4	-
	Other ⁵		4.1	3.8	3.8	3.9	3.7	3.6	3.3	3.6	4.3	4.2	3.6	3.4	1
	Total		10.3	10.1	10.3	10.5	10.4	10.5	10.6	10.7	11.3	11.1	10.1	9.8	2
Total domestic transport															
			127.8	126.7	126.7	129.2	128.7	129.9	130.4	130.8	132.4	127.7	122.2	121.9	21
Net domestic emissions all sources															
			670.7	672.0	676.3	654.8	659.1	657.9	652.5	647.9	638.1	623.6	569.6	587.8	100
International emissions (Memo items)⁶															
	International aviation		27.6	30.5	29.7	29.2	29.9	32.7	35.5	35.9	35.7	34.8	33.3	31.8	.
	International shipping ¹		7.5	6.8	7.0	5.4	6.5	7.3	7.8	10.1	9.7	10.9	10.1	8.7	.
(b) By end user²															
Domestic transport															
Road															
			134.9	133.5	133.6	137.0	135.6	135.5	135.9	135.4	136.5	131.0	126.3	126.3	21
Rail⁴															
			4.1	4.2	4.4	4.4	4.5	4.6	4.6	4.7	4.6	4.6	4.4	4.5	1
Domestic aviation															
			2.2	2.4	2.5	2.5	2.5	2.6	2.9	2.7	2.6	2.5	2.2	2.0	-
Domestic shipping¹															
			2.5	2.5	2.5	2.5	2.7	2.8	2.9	2.8	2.9	2.9	2.8	2.7	-
Other⁵															
			4.6	4.3	4.3	4.4	4.2	4.1	3.7	4.1	4.8	4.7	4.0	3.9	1
	Total		148.4	146.9	147.4	150.9	149.6	149.7	150.0	149.7	151.4	145.6	139.8	139.4	24
Net domestic emissions all end users															
			670.7	672.0	676.3	654.8	659.1	657.9	652.5	647.9	638.1	623.6	569.6	587.8	100
(c) By industry⁷															
	SIC 2007 code⁷	Industry													Percent of all sectors in 2010
Transport and storage industries															
	49.1 + 49.2	Rail transport	1.9	1.9	1.9	1.8	1.8	1.9	2.0	2.0	2.2	2.2	2.2	2.3	-
	49.31/9 + 49.39	Buses, coaches, trams, etc	3.9	4.1	4.0	4.1	4.1	4.3	4.3	4.4	4.5	4.8	4.8	4.8	1
	49.31/1	Underground & metro	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	-
	49.32	Taxi operation	1.5	1.7	1.8	1.8	1.9	1.9	2.0	2.0	2.1	2.2	2.2	2.3	-
	49.4	Road freight and removal services	15.2	14.7	14.9	15.4	16.4	16.0	16.6	17.1	16.6	15.9	15.3	15.0	2
	49.5	Transport via pipeline	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
	50	Water transport services	17.0	18.7	17.8	17.3	16.8	17.0	20.7	20.0	19.6	16.7	15.8	19.8	3
	51	Air transport services	20.5	19.4	21.1	22.9	22.9	24.8	26.6	28.3	31.6	34.1	37.6	37.1	6
	52	Warehousing and transport support	1.4	1.4	1.3	1.4	1.3	1.3	1.4	1.3	1.2	1.3	1.3	1.3	-
	53	Postal and courier services	1.1	1.1	1.1	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.4	1.4	-
	H	All transport and storage industries	63.1	63.6	64.6	66.6	67.1	69.2	75.7	77.1	80.1	79.4	81.5	84.6	13
Household private transport															
			65.3	65.3	66.6	68.9	68.4	69.9	69.7	69.8	69.5	68.7	67.3	65.6	10
Total emissions all sectors															
			723.6	728.7	737.6	717.4	726.7	732.7	732.9	722.0	714.4	703.1	645.2	664.5	100

Sources - AEA Energy & Environment/DECC (NAEI); Office for National Statistics (Environmental Accounts)

Last updated: November 2012
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- UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years. The largest revisions in the latest estimates were for shipping (a reallocation of emissions from domestic to international) and rail (a slight decrease across the series). See notes and definitions for the reasons behind these revisions.
- The 'by source' figures for transport only include direct emissions from transport while the 'by final user' transport figures also include approximate emissions resulting from the production of the fuels used, which takes place within the UK (see notes and definitions).
- 'Other road transport emissions' consist of emissions from road vehicles running on liquefied petroleum gas (propane and butane) and emissions from the evaporation of engine lubricants.
- There are no direct emissions from electric trains. However the final user emissions do include the emissions resulting from the production of the electricity used by electric trains.
- Other mainly consists of 'military aircraft and shipping' and 'aircraft support vehicles'.
- International aviation and international shipping emissions are not included in the national total reported to the UNFCCC, since there is no internationally agreed way of allocating these emissions to individual nation states (see notes and definitions).
- The economic sectors are based on similar concepts and classifications of industries to those used in the National Accounts (see notes and definitions).
SIC 2007 = UK Standard Industrial Classification of Economic Activities 2007.

Note: The basket of greenhouse gases consists of carbon dioxide, methane, nitrous oxide, hydro-fluorocarbons, perfluorocarbons and sulphur hexafluoride (CO₂, CH₄, N₂O, HFCs, PFCs and SF₆).

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Table ENV0202 (TSGB0307)

Carbon dioxide emissions by transport mode: United Kingdom, 1999-2010¹

		Million tonnes of carbon dioxide/percentage													
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Percent of all domestic in 2010	
(a) By source²															
Domestic transport															
Domestic transport	Road transport	Cars and taxis	75.2	75.1	74.9	76.1	74.8	75.3	74.5	74.1	73.7	72.3	69.7	67.4	14
		Heavy goods vehicles	23.2	22.3	22.0	22.5	22.5	22.6	23.3	23.5	24.3	21.9	20.7	22.9	5
		Light vans	12.5	12.7	13.1	13.4	13.9	14.5	14.8	15.3	15.9	15.5	15.0	15.1	3
		Buses and coaches	3.9	4.0	4.0	4.2	4.5	4.5	4.7	4.8	5.0	4.8	4.7	4.7	1
		Motorcycles & mopeds	0.5	0.5	0.6	0.6	0.7	0.6	0.6	0.6	0.7	0.6	0.6	0.6	-
		Other road transport emissions ³	0.2	0.3	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	-
	Total	115.6	114.8	114.8	117.2	116.9	118.0	118.6	118.9	120.0	115.7	111.1	111.1	22	
	Other transport	Rail ⁴	1.6	1.6	1.7	1.7	1.7	1.8	1.9	1.9	1.9	2.0	2.0	2.0	-
		Domestic aviation	1.9	2.0	2.1	2.1	2.2	2.3	2.5	2.4	2.3	2.2	1.9	1.8	-
		Domestic shipping ¹	2.5	2.4	2.4	2.5	2.5	2.5	2.6	2.5	2.5	2.5	2.4	2.4	-
Other ⁵		4.0	3.7	3.7	3.8	3.6	3.5	3.2	3.5	4.2	4.1	3.5	3.4	1	
Total	10.0	9.8	10.0	10.2	10.0	10.2	10.2	10.4	10.9	10.7	9.8	9.5	2		
Total domestic transport		125.7	124.6	124.8	127.4	127.0	128.2	128.8	129.2	130.9	126.4	120.9	120.6	24	
Net domestic emissions all sources		543.3	550.5	562.1	544.9	554.6	555.0	551.2	549.4	541.8	529.0	477.8	495.8	100	
International emissions (Memo items)⁶															
International aviation		27.4	30.2	29.4	28.9	29.6	32.4	35.1	35.6	35.4	34.5	32.9	31.5	.	
International shipping ¹		7.5	6.8	7.0	5.4	6.5	7.3	7.8	10.1	9.7	10.9	10.1	8.7	.	
(b) By end user²															
Domestic transport															
Domestic transport	Road	132.2	130.9	131.1	134.6	133.5	133.4	134.0	133.6	134.6	129.4	124.8	124.8	25	
	Rail ⁴	3.8	3.9	4.1	4.1	4.2	4.3	4.3	4.4	4.3	4.3	4.1	4.2	1	
	Domestic aviation	1.5	1.6	1.7	1.8	2.0	2.2	2.3	2.5	2.5	2.5	2.6	2.8	1	
	Domestic shipping ¹	2.9	2.8	2.7	2.8	2.8	2.9	2.8	2.8	2.8	2.8	2.7	2.6	1	
	Other ⁵	4.5	4.2	4.2	4.3	4.1	4.0	3.6	4.0	4.7	4.5	3.9	3.8	1	
Total	144.9	143.4	143.9	147.7	146.6	146.7	147.2	147.2	149.0	143.6	138.1	138.3	28		
Net domestic emissions all end users		543.3	550.5	562.1	544.9	554.6	555.0	551.2	549.4	541.8	529.0	477.8	495.8	100	
(c) By industry⁷															
		SIC 2007 code⁷												Industry	Percent of all sectors in 2010
Transport and storage industries	49.1+ 49.2	Rail transport	2.0	2.0	2.1	2.1	2.2	2.3	2.3	2.3	2.4	2.4	2.4	2.4	-
	49.31/9 + 49.39	Buses, coaches, trams, etc	4.7	4.7	4.7	4.9	5.3	5.3	5.5	5.6	5.9	5.7	5.6	5.7	1
	49.31/1	Underground & metro	0.7	0.7	0.7	0.6	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-	
	49.32	Taxi operation	2.1	2.2	2.2	2.3	2.3	2.3	2.4	2.5	2.6	2.6	2.7	-	
	49.4	Road freight and removal services	15.8	15.1	14.8	15.0	14.9	14.8	15.0	15.1	15.6	14.1	12.3	13.5	2
	49.5	Transport via pipeline	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
	50	Water transport services	16.6	15.7	19.6	20.8	23.2	26.4	26.9	19.4	19.1	19.6	16.5	17.5	3
	51	Air transport services	33.7	37.2	36.7	35.8	37.0	39.2	42.6	43.2	43.8	43.2	41.4	39.8	7
	52	Warehousing and transport support	1.2	1.2	1.1	1.1	1.1	1.1	1.2	1.3	1.3	1.3	1.1	1.1	-
	53	Postal and courier services	1.3	1.3	1.3	1.3	1.4	1.3	1.5	1.4	1.5	1.6	1.6	1.8	-
	H	All transport and storage industries	78.3	80.3	83.4	84.0	87.6	93.0	97.6	91.0	92.3	90.8	83.7	84.7	15
Household private transport		63.4	63.3	64.4	66.6	65.9	67.4	67.0	67.0	66.7	65.8	64.3	62.7	11	
Total emissions all sectors		597.0	607.7	623.9	608.0	622.6	630.2	631.9	623.9	618.4	608.9	553.8	572.8	100	

1. UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years. The largest revisions in the latest estimates were for shipping (a reallocation of emissions from domestic to international) and rail (a slight decrease across the series). See notes and definitions for the reasons behind these revisions.

2. The 'by source' figures for transport only include direct emissions from transport while the 'by final user' transport figures also include approximate emissions resulting from the production of the fuels used, which takes place within the UK (see notes and definitions).

3. 'Other road transport emissions' consist of emissions from road vehicles running on liquefied petroleum gas (propane and butane) and emissions from the evaporation of engine lubricants.

4. There are no direct emissions from electric trains. However the final user emissions do include the emissions resulting from the production of the electricity used by electric trains.

5. Other mainly consists of 'military aircraft and shipping' and 'aircraft support vehicles'.

6. International aviation and international shipping emissions are not included in the national total reported to the UNFCCC, since there is no internationally agreed way of allocating these emissions to individual nation states (see notes and definitions).

7. The economic sectors are based on similar concepts and classifications of industries to those used in the National Accounts (see notes and definitions).
SIC 2007 = UK Standard Industrial Classification of Economic Activities 2007.

Sources - AEA Energy & Environment/DECC (NAEI);
Office for National Statistics (Environmental Accounts)

Last updated: November 2012

Next updated: September 2013

Department for Transport statistics

Energy and environment

Table ENV0301 (TSGB0308)

Air pollutant emissions by transport mode: United Kingdom, 1999-2010¹

Thousand tonnes/percentage

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Per cent of total in 2010	
(a) Carbon monoxide (CO)															
Transport emissions	Road transport	Cars and taxis ¹	3,876	3,389	3,071	2,749	2,447	2,195	1,912	1,677	1,413	1,280	934	784	37
		Light vans	371	291	236	189	156	130	105	96	84	72	63	52	2
		Heavy goods vehicles	48	46	44	43	41	40	38	36	35	29	21	19	1
		Buses and coaches	11	10	8	8	8	8	7	7	7	5	5	4	-
		Motorcycles & mopeds	98	93	93	94	101	88	86	77	74	63	59	50	2
		Total	4,403	3,829	3,452	3,083	2,753	2,461	2,149	1,894	1,613	1,449	1,082	909	43
	Other transport	Rail	12	11	11	12	11	12	13	15	15	15	15	15	1
		Aviation - LTO ²	53	61	65	56	52	59	61	56	39	35	27	26	1
		Domestic shipping	22	22	23	25	26	27	28	29	31	32	33	33	2
	Total	87	94	99	92	89	98	102	100	84	82	75	74	3	
	Transport total		4,490	3,923	3,551	3,175	2,842	2,559	2,251	1,994	1,697	1,531	1,157	983	46
	National total reported to the UNECE		6,428	5,653	5,303	4,677	4,194	3,901	3,510	3,280	2,982	2,818	2,317	2,125	100
Transport memo items ³	Aviation - cruise ²	11	12	12	12	12	13	14	14	14	13	12	12	.	
	International shipping	18	16	16	13	15	17	18	24	23	25	24	21	.	

(b) Nitrogen oxides (NO_x)

Thousand tonnes/percentage

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Per cent of total in 2010	
Transport emissions	Road transport	Cars and taxis	451	396	370	342	311	289	271	256	234	227	178	163	15
		Light vans	88	84	81	76	74	72	70	68	68	64	61	60	5
		Heavy goods vehicles	195	188	185	181	177	175	170	166	164	148	119	111	10
		Buses and coaches	53	50	48	47	47	45	43	44	43	38	36	35	3
		Motorcycles & mopeds	1	2	2	2	2	2	2	1	1	1	1	1	-
		Total	788	719	685	647	610	584	556	536	511	478	396	371	34
	Other transport	Rail	35	40	42	37	34	36	37	38	37	37	36	36	3
		Aviation - LTO ²	11	11	11	11	12	13	14	13	13	13	12	11	1
		Domestic shipping	47	44	42	44	43	43	44	42	41	40	39	37	3
	Total	92	95	95	91	88	91	95	93	92	90	86	85	8	
	Transport total		880	814	780	738	698	675	651	629	603	568	482	455	41
	National total reported to the UNECE		1,861	1,791	1,761	1,678	1,646	1,594	1,580	1,525	1,461	1,317	1,143	1,106	100
Transport memo items ³	Aviation - cruise ²	123	134	130	126	129	141	153	155	154	149	143	137	.	
	International shipping	167	147	149	116	137	157	168	217	229	259	240	208	.	

(c) Particulates (PM₁₀) - airborne particulate matter with aerodynamic diameter less than 10 micrometres

Thousand tonnes/percentage

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Per cent of total in 2010	
Transport emissions	Road transport	Cars and taxis	8.7	7.1	7.0	6.8	6.6	6.5	6.4	6.2	5.9	5.9	5.8	5.4	5
		Light vans	8.1	6.8	6.8	6.2	5.9	5.5	5.2	4.6	4.3	3.8	3.5	3.5	3
		Heavy goods vehicles	8.0	6.7	6.1	5.5	5.0	4.6	4.2	3.9	3.6	2.9	2.2	2.0	2
		Buses and coaches	1.8	1.4	1.2	1.1	1.0	0.9	0.8	0.7	0.7	0.5	0.5	0.4	-
		Motorcycles & mopeds	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
		Tyre & brake wear	8.7	8.8	8.9	9.1	9.2	9.3	9.3	9.5	9.6	9.5	9.3	9.2	8
	Road abrasion	4.6	4.7	4.7	4.8	4.9	4.9	4.9	5.0	5.1	5.0	4.9	4.8	4	
	Total	40.1	35.6	34.7	33.5	32.7	32.0	31.0	30.1	29.2	27.7	26.3	25.4	22	
	Other transport	Rail	0.8	0.8	0.8	0.7	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	1
		Aviation - LTO ²	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
		Domestic shipping	3.3	3.1	3.0	3.1	3.1	3.1	3.2	3.1	2.2	2.2	2.1	2.0	2
	Total	4.3	4.0	3.9	3.9	3.8	3.8	4.0	3.9	3.0	3.0	2.9	2.8	2	
Transport total		44.4	39.6	38.6	37.4	36.5	35.8	35.0	34.0	32.3	30.7	29.2	28.2	25	
National total reported to the UNECE		186.1	171.3	164.9	143.1	140.0	137.8	135.0	133.4	130.7	125.6	113.9	114.2	100	
Road transport resuspension ⁴		19.3	19.4	19.7	20.2	20.4	20.7	20.7	21.1	21.3	21.2	21.0	20.6	.	
Transport memo items ³	Aviation - cruise ²	1.7	1.9	1.9	1.8	1.9	2.0	2.2	2.2	2.2	2.2	2.1	2.0	.	
	International shipping	7.4	5.8	5.5	4.5	5.5	7.5	8.8	11.4	15.1	18.3	16.6	14.1	.	

(d) Benzene

Thousand tonnes/percentage

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Per cent of total in 2010	
Transport emissions	Road transport ⁵	Cars and taxis	16.0	11.0	11.0	10.4	9.7	8.9	7.8	6.8	5.5	4.7	3.3	2.5	19
		Light vans	0.9	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.1	0.1	1
		Heavy goods vehicles	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1
		Buses and coaches	-	-	-	-	0.1	0.1	0.1	0.1	0.1	-	-	-	-
		Motorcycles & mopeds	0.8	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.1	1
		Petrol evaporation	1.7	0.4	0.4	0.3	0.2	0.2	0.1	0.1	0.1	-	-	-	-
	Total	19.6	12.1	12.2	11.5	10.7	9.7	8.5	7.5	6.1	5.3	3.7	2.8	22	
	Other transport	Rail	0.4	0.4	0.5	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	3
		Aviation - LTO ²	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-
		Domestic shipping	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	1
	Total	0.9	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0	1.0	0.9	0.9	4	
	Transport total		20.5	13.0	13.1	12.4	11.6	10.7	9.5	8.4	7.1	6.2	4.7	3.7	25
National total reported to the UNECE		29.8	21.4	21.0	19.6	18.4	17.7	16.2	15.0	13.6	12.4	10.3	9.3	100	
Transport memo items ³	Aviation - cruise ²	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	.	
	International shipping	1.0	0.9	0.9	0.7	0.8	0.9	1.0	1.3	1.2	1.4	1.3	1.1	.	

ENV0301 (continued) Air pollutant emissions by transport mode: United Kingdom, 1999-2010¹

													Per cent of total in 2010											
													1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
(e) 1,3-butadiene													Thousand tonnes/percentage											
Transport emissions	Road transport	Cars and taxis	5.7	4.8	4.0	3.4	2.9	2.5	2.1	1.9	1.6	1.4	0.8	0.7	37									
		Light vans	0.6	0.4	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	4									
		Heavy goods vehicles	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.1	0.1	7									
		Buses and coaches	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	2									
		Motorcycles & mopeds	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	2									
		Total	6.9	5.8	5.0	4.2	3.6	3.1	2.7	2.4	2.0	1.8	1.1	0.9	52									
	Other transport	Rail	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	7									
		Aviation - LTO ²	0.1	-	-	-	-	-	-	-	-	-	-	-	1									
		Total	-	-	-	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	9									
	Transport total		0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	61									
National total reported to the UNECE			7.2	6.1	5.2	4.5	3.9	3.4	3.0	2.7	2.3	2.1	1.4	1.2	100									
Transport memo items³		Aviation - cruise ²	8.6	7.3	6.4	5.6	4.9	4.4	4.0	3.6	3.3	3.0	2.3	2.1	-									
(f) Lead (Pb)													Tonnes/percentage											
Transport emissions	Road transport⁵	Cars and taxis	283.0	1.5	1.3	1.3	1.3	1.3	1.3	1.3	1.0	1.0	0.9	0.9	2									
		Light vans	13.8	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-									
		Heavy goods vehicles	0.4	0.4	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.4	1									
		Buses and coaches	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-									
		Motorcycles & mopeds	2.4	-	-	-	-	-	-	-	-	-	-	-	-									
		Total	299.6	2.2	2.0	1.9	1.9	2.0	2.0	2.0	1.7	1.6	1.6	1.6	3									
	Other transport	Rail	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-									
		Aviation - LTO ²	-	0.1	0.1	-	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-									
		Domestic shipping	-	-	-	-	-	-	-	-	-	-	-	-	-									
		Total	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.2	0.2	1									
	Transport total		299.8	2.4	2.2	2.2	2.2	2.2	2.3	2.3	1.9	1.9	1.8	1.8	3									
National total reported to the UNECE			476.8	149.2	142.2	131.6	116.5	117.6	107.5	87.9	79.2	73.0	63.4	59.4	100									
Transport memo items³		Aviation - cruise ²	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.5	-									
		International shipping	0.9	0.8	0.8	0.6	0.8	0.9	1.0	1.3	1.4	1.6	1.5	1.3	-									
(g) Sulphur dioxide (SO₂)													Thousand tonnes/percentage											
Transport emissions	Road transport⁵	Cars and taxis	12.0	5.5	3.1	2.7	2.7	2.5	2.1	2.1	1.8	1.3	0.7	0.8	-									
		Light vans	0.9	0.4	0.3	0.3	0.4	0.3	0.3	0.2	0.2	0.1	0.1	0.1	-									
		Heavy goods vehicles	1.0	0.6	0.6	0.6	0.6	0.5	0.5	0.3	0.2	0.1	0.1	0.1	-									
		Buses and coaches	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-									
		Mopeds & motorcycles	0.1	-	-	-	-	-	-	-	-	-	-	-	-									
		Total	14.2	6.6	4.1	3.7	3.7	3.5	3.0	2.7	2.3	1.5	0.9	1.0	-									
	Other transport	Rail	1.4	1.3	1.3	1.5	1.7	1.7	1.7	1.9	1.8	1.2	1.2	1.1	-									
		Aviation - LTO ²	0.6	0.7	0.7	0.6	0.7	0.8	0.9	1.0	0.9	0.9	0.7	0.7	-									
		Domestic shipping	22.3	20.4	19.7	20.8	20.4	20.5	21.2	20.1	14.3	13.5	12.8	12.1	3									
		Total	24.3	22.5	21.8	22.9	22.8	23.0	23.8	23.0	17.0	15.6	14.8	13.9	4									
	Transport total		38.6	29.1	25.9	26.6	26.5	26.5	26.8	25.7	19.2	17.1	15.7	14.9	4									
National total reported to the UNECE			1,246.4	1,227.9	1,132.8	1,014.0	991.9	831.5	706.0	665.0	586.0	491.1	397.3	406.4	100									
Transport memo items³		Aviation - cruise ²	5.9	6.7	7.3	5.9	6.9	8.2	8.9	10.7	9.5	10.1	8.3	8.2	-									
		International shipping	63.7	48.9	46.0	38.9	47.7	66.4	78.2	100.1	135.5	159.6	146.3	120.5	-									

1. UK national emission estimates are updated annually and any developments in methodology are applied retrospectively to earlier years. The main revisions to the latest emissions estimates were for shipping and rail (see notes and definitions).
2. Domestic and international aviation are combined. LTO = Landing and takeoff.
3. Emissions from aviation (cruise) and international shipping are not included in the national total that is reported to UNECE but reported separately as memo items (see notes and definitions).
4. Emissions resulting from the resuspension of particles caused by the turbulence of passing vehicles. These emissions are not included in the total for PM10, to avoid double counting, but are important in reconciling roadside concentration measurements.
5. The sharp falls in benzene, lead and sulphur dioxide emissions from road transport between 1999 and 2000 were mainly due to changes in the composition of road fuels as a result of an EU directive on the quality of petrol and diesel (Directive 98/70/EC).

Sources - AEA Energy & Environment/DEFRA (NAEI)

Last updated: November 2012
Next updated: September 2013

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Table ENV0302 (TSGB0309)
Emissions for road vehicles (per vehicle kilometre) in urban conditions

				Index: petrol car without three-way catalyst: pre 1993 = 100				
(a) Road vehicles (per vehicle kilometre)		Legislative vehicle class		Carbon monoxide	Hydro-carbons ¹	Oxides of nitrogen ²	Particulates ³	Carbon dioxide ⁴
Petrol cars	Without three-way catalyst	Pre-Euro 1	pre 1993	100	100	100	2	100
		Euro 1	1993-1996	25	9	12	1	93
	With three-way catalyst	Euro 2	1997-2000	5	3	7	1	89
		Euro 3	2001-2005	2	1	3	1	83
		Euro 4	2006-2010	4	1	2	1	76
Euro 5	2011-	4	1	2	1	67		
Diesel cars	Pre-Euro 1	pre 1993		6	10	27	100	91
	Euro 1	1993-1996		3	6	27	30	88
	Euro 2	1997-2000		2	4	28	21	83
	Euro 3	2001-2005		1	2	33	19	76
	Euro 4	2006-2010		1	1	23	12	72
Euro 5	2011		0.4	1	16	0.3	63	
Petrol light vans	Without three-way catalyst	Pre-Euro 1	pre 1994	120	117	134	2	104
		Euro 1	1994-1997	32	15	19	1	96
	With three-way catalyst	Euro 2	1998-2000	1	2	7	1	92
		Euro 3	2001-2005	4	2	4	1	86
Euro 4	2006-	4	1	2	1	79		
Diesel light vans	Pre-Euro 1	pre 1994		7	13	61	150	93
	Euro 1	1994-1997		6	7	50	57	116
	Euro 2	1998-2001		6	7	50	61	108
	Euro 3	2002-2005		2	3	42	27	95
Euro 4	2006-		1	2	34	16	95	
Rigid HGVs	Pre-Euro I	pre 1993		22	69	411	275	
	Euro I	1993-1996		14	27	281	122	
	Euro II	1997-2001		12	17	304	56	See table (b) below
	Euro III	2002-2005		11	15	238	53	
	Euro IV	2006-2007		6	1	165	10	
Euro V	2008-		1	1	132	10		
Artic HGVs	Pre-Euro I	pre 1993		25	28	663	306	
	Euro I	1993-1996		22	43	465	231	
	Euro II	1997-2001		18	27	495	104	See table (b) below
	Euro III	2002-2005		20	23	397	95	
	Euro IV	2006-2007		3	1	273	17	
Euro V	2008-		1	1	182	17		
Buses & coaches	Pre-Euro I	pre 1993		28	54	515	263	
	Euro I	1993-1996		17	35	345	177	
	Euro II	1997-2001		14	23	373	77	See table (b) below
	Euro III	2002-2005		15	21	292	73	
	Euro IV	2006-2007		1	1	200	15	
Euro V	2008-		1	1	159	16		
Motorcycles	Less than 50cc - two stroke	Pre-Euro 1	pre 2000	141	1,171	1	105	38
		Euro 1	2000-2004	57	230	1	42	23
		Euro 2	2004-2006	13	131	0	21	19
	Euro 3	2007	13	101	0	6	16	
	Greater than 50cc - two stroke	Pre-Euro 1	pre 2000	165	621	1	111	41
		Euro 1	2000-2004	109	192	2	45	38
		Euro 2	2004-2006	86	104	2	22	38
	Euro 3	2007	47	65	1	7	38	
	Greater than 50cc - four stroke	Pre-Euro 1	pre 2000	170	113	11	10	53
		Euro 1	2000-2004	103	62	11	10	50
		Euro 2	2004-2006	54	22	6	2	48
	Euro 3	2007	30	14	3	2	48	
(b) Fleet averaged CO₂ emissions for HGVs and buses (per vehicle kilometre)⁴ in urban conditions								
Year				Rigid HGVs	Artic HGVs	Buses		
1990				414	667	409		
1991				421	665	409		
1992				421	660	409		
1993				406	627	408		
1994				394	616	403		
1995				400	601	397		
1996				393	590	389		
1997				390	589	388		
1998				373	564	388		
1999				380	563	402		
2000				377	563	421		
2001				395	571	423		
2002				384	567	441		
2003				400	575	462		
2004				386	555	471		
2005				381	549	493		
2006				398	553	485		
2007				410	556	498		
2008				425	577	518		
2009				428	579	517		
2010				434	585	517		

1. The hydrocarbons figures are based on non-methane hydrocarbons.
2. Oxides of nitrogen emission factors have been revised since the last edition
3. For particulates, legislative standards exist only for diesel vehicles.
Particulates index is diesel car: pre 1993 = 100.

4. Legislative standards do not apply to CO₂ emissions, but average factors are available for different legislative vehicle classes based on test cycle data. Better information on HGVs is based on average fuel economy of the HGV fleet each year, see table (b) above.
5. The fleet averaged carbon dioxide figures for HGVs were based on fleet averaged fuel economy of HGVs using data from the DfT Continuing Survey of Road Goods Transport (CSRGT). For buses (not including coaches) the figures are based on the DfT Bus Service Operators Grant system (BSOG). Both sets of figures are corrected for urban driving conditions.

Notes and definitions
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The figures in this table are outside the scope of national statistics
Source - National Atmospheric Emissions Inventory (AEA Energy and Environment)

Last Updated: November 2012
Next updated: November 2013

Table ENV0303 (TSGB0310)

Aircraft noise: population affected by noise around airports: 2000-2011

		square km/thousands												
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
Heathrow ¹	Air transport movements (000's)	459.72	457.64	460.29	457.08	469.79	472.04	470.89	475.79	473.21	460.18	449.27	476.3	
	Area (sq km) within:	57 Leq contour	135.6	117.4	126.9	126.9	117.4	117.2	117.4	119.6	123.1	112.5	108.3	108.8
		63 Leq contour	48.2	41.2	43.8	43.8	40.3	39.1	38.4	37.6	37.7	34.4	33.8	33.9
		69 Leq contour	19.0	14.1	16.4	15.6	13.3	12.4	11.9	12.2	11.8	10.2	9.8	10.0
	Population (000's) within:	57 Leq contour	275.2	240.4	258.3	263.7	239.7	251.7	258.0	251.9	268.5	245.3	228.7	243.35
		63 Leq contour	71.9	54.9	64.2	64.6	55.9	51.8	51.2	45.1	47.1	40.2	38.6	41.9
		69 Leq contour	11.5	6.8	8.6	8.0	5.7	3.9	3.6	3.7	3.9	3.2	2.8	3.25
	Gatwick	Air transport movements (000's)	251.21	243.98	233.64	234.46	241.17	251.95	254.41	258.92	256.35	245.38	233.55	244.57
		Area (sq km) within:	57 Leq contour	71.9	55.9	45.2	46.1	48.0	49.3	46.7	49.0	46.7	41.0	39.6	40.4
63 Leq contour			26.4	19.6	15.8	16.5	16.7	16.9	15.6	16.3	15.1	12.8	12.5	12.8
69 Leq contour			9.0	6.0	4.6	4.8	4.8	5.1	4.6	4.9	4.5	3.7	3.6	3.6
Population (000's) within:		57 Leq contour	8.7	5.2	3.5	4.2	4.5	4.7	4.5	4.8	4.4	3.6	2.9	3.1
		63 Leq contour	1.4	0.8	0.5	0.6	0.6	0.7	0.6	0.6	0.6	0.5	0.4	0.4
		69 Leq contour	0.2	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	0.0
Stansted		Air transport movements (000's)	143.6	150.6	152.4	169.2	176.8	178.0	190.0	191.5	177.3	156.0	143.0	136.9
		Area (sq km) within:	57 Leq contour	52.4	32.1	31.7	33.3	29.9	27.4	29.3	30.8	29.1	24.1	22.5	21.2
	63 Leq contour		20.4	11.6	11.3	11.7	9.9	8.7	8.6	8.9	8.2	6.9	6.4	5.8
	69 Leq contour		7.6	3.6	3.4	3.5	2.8	2.4	2.3	2.5	2.3	1.9	1.8	1.6
	Population (000's) within:	57 Leq contour	5.7	2.3	2.0	2.3	2.9	2.0	2.0	2.5	2.9	1.5	1.4	1.3
		63 Leq contour	1.3	0.4	0.3	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.1
		69 Leq contour	0.2	0.1	0.1	-	-	-	-	-	-	-	-	0.0
	Manchester	Air transport movements (000's)	177.58	182.1	177.55	191.52	208.49	217.99	213.03	206.5	191.23	162.13	148.88	158.0
		Area (sq km) within:	57 Leq contour	46.4	43.4	40.3	39.1	39.6	40.2	37.7	37.5	35.0	29.4	29.2	30.2
63 Leq contour			15.8	14.6	12.8	13.3	13.7	14.3	13.0	12.4	11.1	9.7	9.4	9.4
69 Leq contour			5.0	4.8	4.2	4.4	4.6	4.8	4.6	4.4	3.8	3.3	3.1	3.2
Population (000's) within:		57 Leq contour	48.4	44.9	38.7	40.6	40.9	41.6	39.2	36.8	33.1	28.5	28.6	27.6
		63 Leq contour	9.4	6.4	4.5	5.8	5.1	5.6	4.0	3.5	3.0	2.6	2.6	2.1
		69 Leq contour	1.2	0.5	0.5	0.6	0.6	0.6	0.2	0.1	0.1	0.1	0.0	0.1
Birmingham		Air transport movements (000's)	108.4	111.0	112.3	116.0	109.2	113.0	108.7	104.5	102.9	93.9	84.8	83.826
		Area (sq km) within:	57 Leq contour	19.0	..	14.8	..	16.2	..	16.8	..	15.6	..	12.9
	63 Leq contour		6.2	..	4.4	..	5.1	..	5.2	..	4.6	..	3.9	..
	69 Leq contour		1.7	..	1.2	..	1.3	..	1.4	..	1.4	..	1.2	..
	Population (000's) within:	57 Leq contour	33.7	..	23.7	..	26.2	..	26.8	..	22.2	..	18.7	..
		63 Leq contour	5.5	..	2.6	..	3.8	..	3.6	..	2.4	..	2.0	..
		69 Leq contour	0.1	..	-	..	-	..	-	..	-	..	-	..
	Luton ²	Air transport movements (000's)	55.5	56.0	55.0	58.4	64.2	75.4	78.8	83.3	85.7	75.1	68.6	72.138
		Area (sq km) within:	57 Leq contour	17.6	10.6	10.9	12.2	12.8	13.5	14.9	15.4	16.6	14.9	13.1	12.8
63 Leq contour			6.6	3.5	3.6	4.0	4.2	4.2	4.8	5.1	5.2	5.0	4.3	4.3
69 Leq contour			2.4	1.2	1.2	1.3	1.3	1.3	1.5	1.6	1.5	1.5	1.3	1.3
Population (000's) within:		57 Leq contour	8.1	2.3	2.4	3.2	3.8	2.6	3.0	4.4	5.3	5.7	4.6	5.2
		63 Leq contour	1.7	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.2	0.4
		69 Leq contour	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1. There were improvements made to the noise model for Heathrow in 2008; these are explained in more detail in the noise contour report on the DfT website. An updated version of the Integrated Noise Model (INM) was used to estimate noise contours for Luton airport in 2008 and this was further updated for 2009. As a result, any year on year comparison for Heathrow and Luton for 2007 onwards should be treated with caution

The figures in this table are outside the scope of National Statistics
Sources - Noise contour data: Major UK airports
Air transport movements: Civil Aviation Authority

Last updated: December 2012
Next update: December 2013



Freight

- This section contains data relating to the different methods used to transport goods around Great Britain and the different types of goods transported. There are two key measures used in freight statistics. These are 'goods lifted' and 'goods moved'. Goods lifted is the weight of goods carried. Goods moved takes into account the distance a load is hauled. It is calculated as the weight of goods multiplied by the distance travelled.

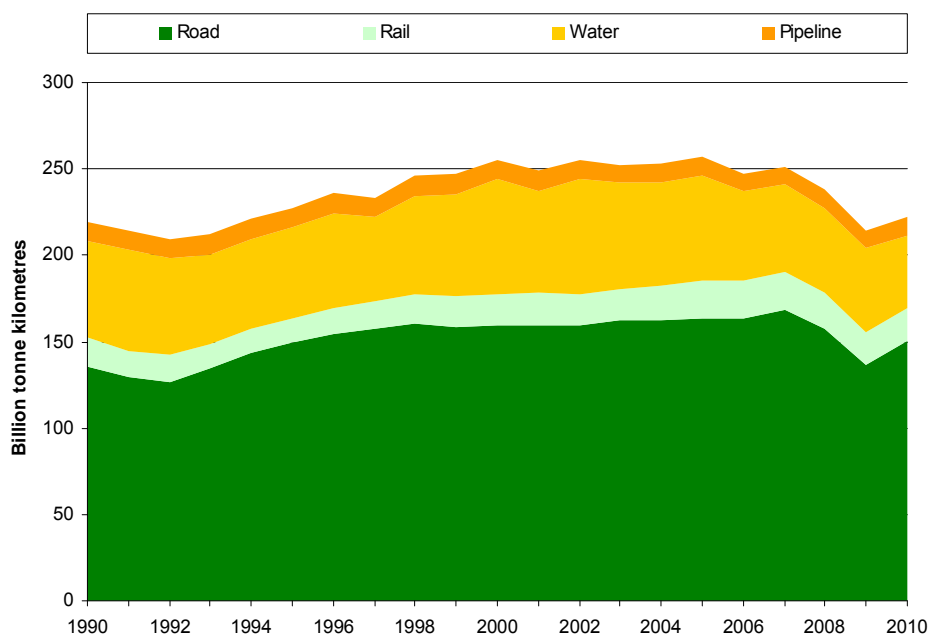
Freight includes:

- Domestic freight moved by different modes, including road, rail, water and pipelines.
- Domestic road freight lifted and moved by foreign-registered and Great Britain-registered HGVs.
- Roll on/Roll off ferry and Channel Tunnel traffic.
- Freight train movements and the impact on road haulage.

Overall freight levels by mode

Domestic goods moved by mode: 1990 to 2010, Great Britain

(Table TSGB0401)



Sources: Department for Transport; Office of Rail Regulation; Department of Energy and Climate Change

- In 2010, the level of domestic freight moved was at broadly the same level as in 1990, at around 222 billion tonnes kilometres.
- Since the late-1980s, more than 60 per cent of goods moved have been transported by road. The amount travelling this way rose to 151 billion tonne kilometres in 2010 from 137 billion tonne kilometres in 2009, an increase of 10 per cent.
- Goods moved by rail have increased slowly since the mid-1990s to account for around 9 per cent of all goods moved in 2010. In recent years, rail freight has also accounted for around 5 per cent of goods lifted, compared with 9 per cent in 1980/81.
- Goods moved by pipeline have remained fairly stable over the last 25 years, at between 10 and 12 billion tonne kilometres.

Domestic road freight activity by British and foreign-registered HGVs

- In 2010 GB-registered HGVs lifted about 1.5 billion tonnes of freight in the UK (Table TSGB0433). This was 10 per cent more than in 2009.
- The total imports and exports lifted by British vehicles to or from the UK were 10.4 million tonnes in 2010—up from 9.4 in 2009 (a 10 per cent increase).
- Vehicles registered in other EU-27 countries lifted 31.5 million tonnes of freight to or from the UK in 2010. This was a similar figure to that in 2009.
- Cabotage is the national carriage of goods for hire or reward carried out by non-resident hauliers on a temporary basis in a host Member State. In 2010, this was 1.27 billion tonne kms moved in the UK (Table TSGB0421). This was slightly more than in 2009 (1.23 billion tonne kms) and was less than 1 per cent of the domestic freight activity by UK registered vehicles¹. Around 25 per cent of this was cabotage by vehicles registered in the Republic of Ireland and much of that will have involved movements within Northern Ireland.

Road goods vehicles travelling to mainland Europe²

- 1.8 million powered vehicles travelled from Great Britain to mainland Europe in 2011, up 1 per cent from 2010 and up 150 per cent from 1991. However, the number of powered vehicles is down 15 per cent from the peak of 2.1 million in 2006, largely as a result of the recession.
- Of the powered goods vehicles 20 per cent (361 thousand) were UK-registered, a similar level as the 2010 share of 21 per cent.
- Since the early 1990s there has been a significant rise in the number of foreign registered goods vehicles travelling to mainland Europe, from 0.4 million in 1991 to 1.4 million in 2011. However, the number of foreign registered goods vehicles has dropped 16 per cent since the peak of 1.7 million in 2007.

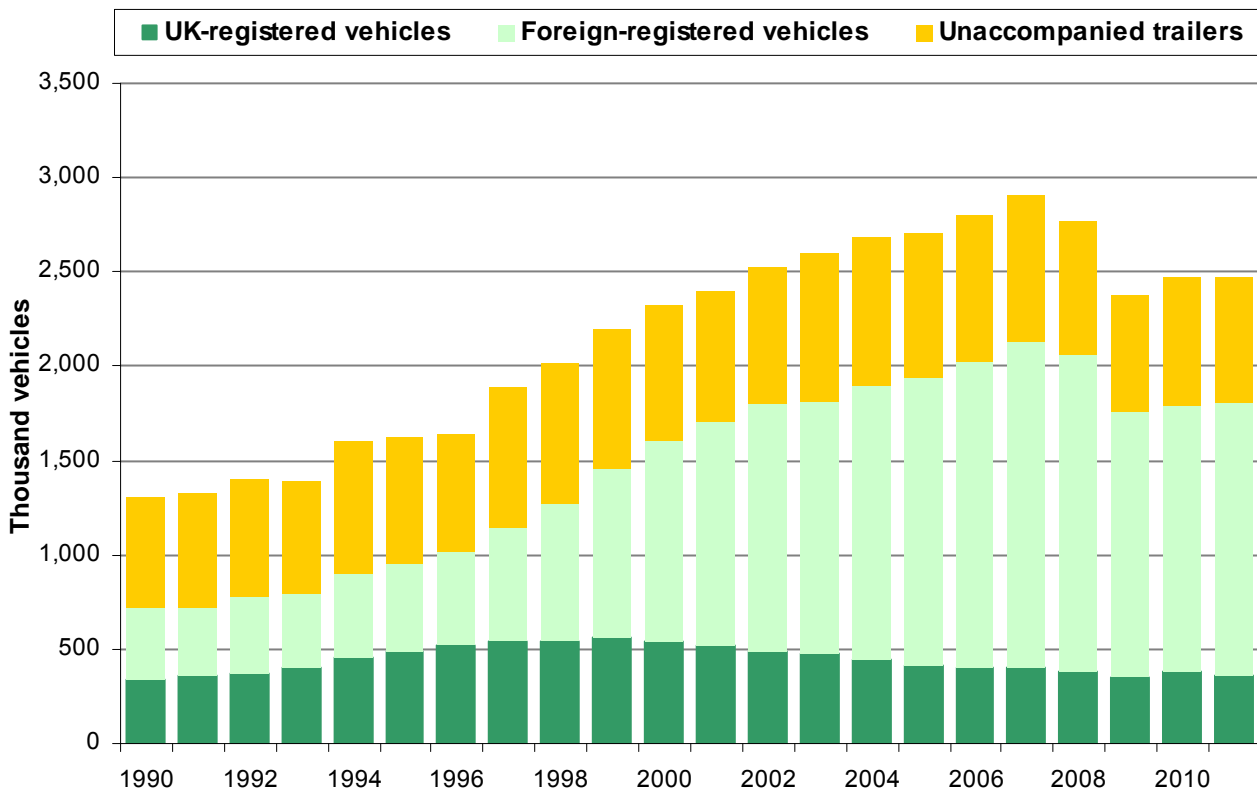
¹ Note that only goods moved cabotage figures for the UK are available.

² The number of vehicles travelling to the UK from mainland Europe is not available.

- The number of Polish registered goods vehicles travelling to the UK from mainland Europe has increased dramatically since Poland joined the EU in 2004. In 2011, 270 thousand powered vehicles were Polish-registered, up 8 per cent on 2010 and nearly four times the 2004 level of 58 thousand.
- There were 0.7 million unaccompanied trailers in 2011, so that in total 2.5 million goods vehicles travelled from Great Britain to mainland Europe, roughly the same as the 2010 total and 87 per cent higher than in 1991.

Roll-on/Roll-off ferry and Channel Tunnel traffic: 1990 to 2011, Great Britain

(Tables TSGB0434 and TSGB0435)



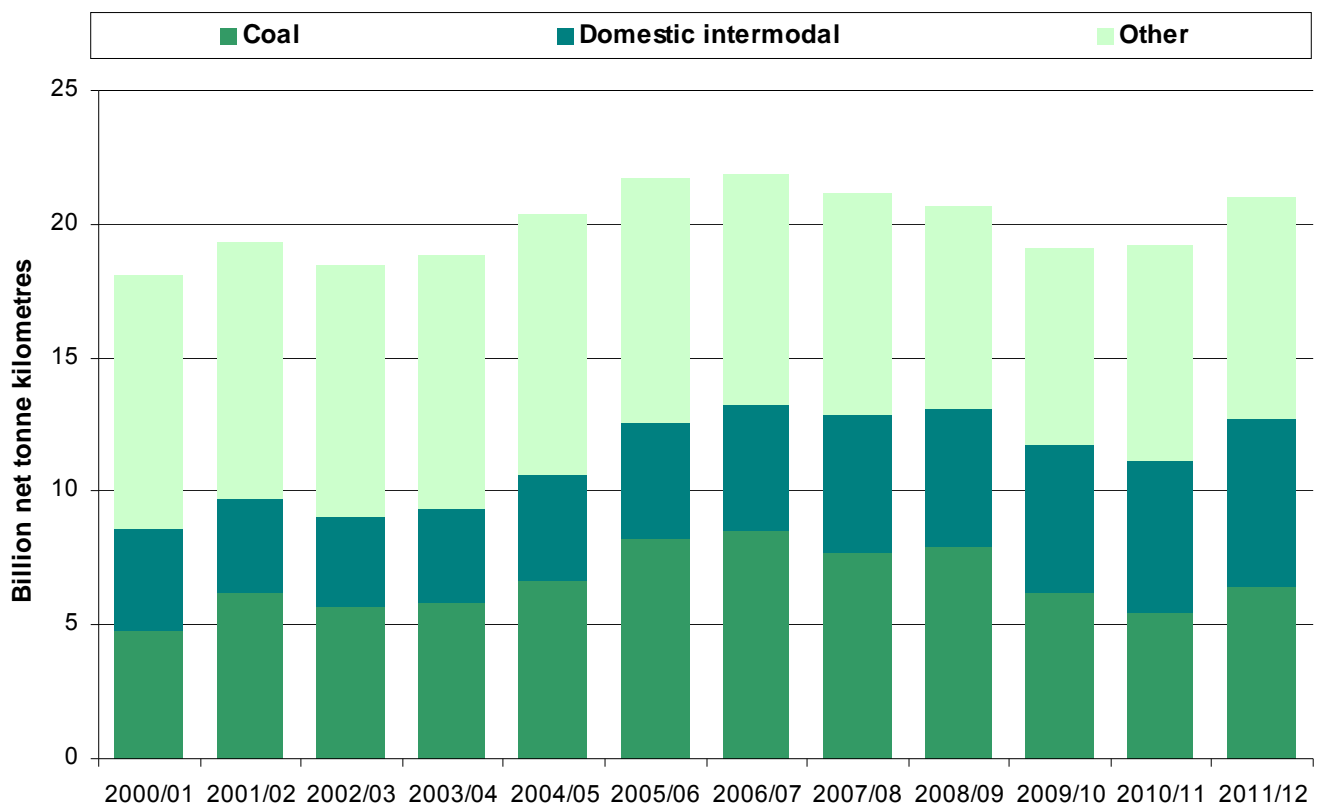
Source: Road goods vehicles travelling to mainland Europe survey, Department for Transport

Rail freight activity

- The amount of freight moved in 2011/12 was 21.1 billion net tonne kilometres, a 9.5 per cent increase from 2010/11, and follows two years of increases from 2009/10.
- In 2011/12, coal and domestic intermodal commodities accounted for more than 60 per cent of goods moved by rail.

Goods moved by rail, by commodity: 2000/01 to 2011/12

(Table TSGB0422)



Source: Office of Rail Regulation

- The weight of goods lifted by rail has fallen by 34 per cent since 1980/81, from 154 million to 102 million tonnes. However, the amount of goods lifted increased by 17 per cent from 2009/10 to 2011/12.

Background notes

- Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 4 - Freight page](#).

Department for Transport Statistics
 TSGB0401
 Freight

Domestic freight transport: by mode: 1953-2011

For greater detail for the years 2000-2011 see Table TSGB0403

Year ¹	Goods moved (billion tonne kilometres)					Goods lifted (million tonnes)				
	Road ^{2,4}	Rail ³	Water	Pipeline	All modes	Road ^{2,4}	Rail ³	Water	Pipeline	All modes
1953	32	37	20	-	89	889	294	52	2	1,237
1954	35	36	20	-	91	940	288	52	2	1,282
1955	38	35	20	-	93	1,013	279	50	2	1,344
1956	38	35	22	-	95	1,009	281	55	2	1,347
1957	37	34	21	-	92	985	279	55	2	1,321
1958	41	30	21	-	92	1,078	247	53	2	1,380
1959	46	29	21	-	96	1,164	238	53	3	1,458
1960	49	30	20	-	99	1,211	252	54	4	1,521
1961	53	29	22	1	105	1,260	242	56	6	1,564
1962	55	26	24	1	106	1,268	232	58	7	1,565
1963	57	25	25	1	108	1,407	239	60	15	1,721
1964	66	26	25	1	118	1,560	243	61	18	1,882
1965	69	25	25	1	120	1,590	232	62	26	1,910
1966	73	24	26	2	125	1,641	217	61	31	1,950
1967	75	21	25	2	123	1,651	204	57	32	1,944
1968	79	23	25	2	129	1,707	211	59	32	2,009
1969	83	23	24	3	133	1,658	211	59	36	1,964
1970	85	25	23	3	136	1,610	209	57	39	1,915
1971	86	22	22	4	134	1,582	198	52	49	1,881
1972	88	21	29	4	142	1,629	177	117	45	1,968
1973	90	23	31	5	149	1,660	196	122	50	2,028
1974	90	22	31	5	148	1,537	176	117	50	1,880
1975	92	21	28	6	147	1,511	175	108	52	1,846
1976	96	21	30	6	153	1,515	176	113	53	1,857
1977	98	20	41	9	168	1,429	171	122	75	1,797
1978	100	20	48	10	178	1,503	171	133	83	1,890
1979	103	20	56	10	189	1,499	169	140	85	1,893
1980	93	18	54	10	175	1,395	154	137	83	1,769
1981	94	18	53	9	174	1,299	154	129	75	1,657
1982	95	16	59	10	179	1,389	146	137	78	1,750
1983	96	17	60	10	183	1,358	139	143	82	1,722
1984	100	13	60	10	183	1,400	65	140	88	1,693
1985	103	15	58	11	187	1,452	140	142	89	1,823
1986	105	17	55	10	187	1,473	138	144	79	1,834
1987	113	17	54	11	195	1,542	144	142	83	1,911
1988	130	18	59	11	219	1,758	150	156	99	2,163
1989	138	17	58	10	222	1,812	143	155	93	2,203
1990	136	16	56	11	219	1,749	138	152	121	2,160
1991	130	15	58	11	214	1,600	136	144	105	1,985
1992	127	16	55	11	209	1,555	122	140	106	1,923
1993	135	14	51	12	211	1,615	103	134	125	1,977
1994	144	13	52	12	221	1,689	97	140	161	2,087
1995	150	13	53	11	227	1,701	101	143	168	2,113
1996	154	15	55	12	236	1,730	102	142	157	2,131
1997	157	17	48	11	234	1,740	105	142	148	2,135
1998	160	17	57	12	246	1,727	102	149	153	2,131
1999	158	18	59	12	246	1,664	96	144	155	2,059
2000	159	18	67	11	256	1,693	96	137	150	2,077
2001	159	19	59	12	248	1,682	94	131	150	2,058
2002	159	19	67	11	256	1,734	87	139	146	2,106
2003	162	19	61	10	252	1,753	89	133	141	2,116
2004	163	20	59	11	253	1,863	101	127	158	2,249
2005	163	22	61	11	257	1,868	105	133	168	2,275
2006	163	22	52	10	248	1,901	108	126	159	2,294
2007	169	21	51	10	251	1,953	102	126	146	2,328
2008	157	21	50	10	238	1,800	103	123	147	2,173
2009	137	19	49	10	215	1,488	87	110	148	1,833
2010	151	19	42	10	222	1,621	90	106	149	1,966
2011	..	21	43	10	..	..	102	104	151	..

1 Discontinuities in the series (denoted by lines) are described in detail in the Notes and Definitions.

2 Statistics for all goods vehicles, including those under 3.5 tonnes gross vehicle weight.

3 Figures for rail are for financial years (e.g. 2011 will be 2011/12).

4 Road freight figures are not available for 2011

Rail: 020 7944 2419
 Road: 020 7944 4261
 Water: 020 7944 3087
 Pipeline: 020 7215 2718

Notes and definitions

The rail figures in this table are outside the scope of National Statistics

Sources:
 Road and water - DfT
 Rail - ORR
 Pipeline - DECC
 Last updated: December 2012
 Next update: December 2013

Department for Transport Statistics
Freight

Table TSGB0402
Domestic freight moved: by commodity: 2011¹

Commodity group (NST ³ Chapter)	Road ^{1,2}			Rail ¹			Water			Pipeline ¹		
	tonne-kms	Percentage	Billion	tonne-kms	Percentage	Billion	tonne-kms	Percentage	Billion	tonne-kms	Percentage	Billion
			tonne-kms			tonne-kms			tonne-kms			tonne-kms
Agricultural products and live animals	11.7	7.8	..	..	..	0.7	1.6	..	..	..	..	..
Foodstuffs and animal fodder	39.2	26.0	..	..	..	..	..	..	..	..	..	..
Solid mineral fuels	1.5	1.0	6.4	30.5	0.4	0.8	..	..	..	..	..	..
Petroleum products	6.0	4.0	1.2	5.7	29.6	68.7	10.1	100.0	..	..	..	..
Ores and metal waste	1.1	0.8	..	..	0.1	0.3	..	..	..	..	..	..
Metal products	4.9	3.3	2.2	10.6	0.1	0.3	..	..	..	..	..	..
Crude and manufactured minerals and building materials	19.5	12.9	3.5	16.4	..	..	..	..	..	..	..	..
Fertilisers	2.5	1.7	..	..	..	..	..	..	..	..	..	..
Chemicals	6.2	4.1	..	..	..	..	..	..	..	..	..	..
Machinery, transport equipment, manufactured articles and miscellaneous articles	57.9	38.5	..	..	..	..	..	..	..	..	..	..
Not categorised ⁴	..	..	7.7	36.8	12.2	28.2	..	..	..	..	..	..
All commodities	150.5	100.0	21.1	100.0	43.0	100.0	10.1	100.0	10.1	100.0	10.1	100.0

1 Figures for roads are for 2010, pipelines for 2011, rail for the financial year 2011/12.

2 British-registered goods vehicles, including those 3.5 tonnes gross vehicle weight or less.

3 Standard EC classification for transport. See Notes and definitions.

4 The rail categories provided by ORR and the water categories provided by DfT Port Freight Statistics do not all match the NST categories. Unmatched categories are recorded as "Not categorised".

Telephone:

Rail: 020 7944 2419

Road: 020 7944 4261

Pipeline: 020 72 15 2718

Notes and definitions

Sources: Road and water - DfT; Rail - ORR; Pipeline - DECC

Last updated: December 2012

Next update: December 2013

The rail figures in this table are outside the scope of National Statistics

Department for Transport statistics

[Freight](#)

Table TSGB0403

Domestic freight transport¹: by mode: 2000-2011

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 ²
(a) Goods moved Billion tonne kilometres/percentage												
Petroleum products												
Road ³	6.4	5.8	5.2	5.5	5.7	5.5	5.5	5.0	6.2	4.5	6.0	..
Rail ⁴	1.4	1.2	1.2	1.2	1.2	1.2	1.5	1.6	1.5	1.4	1.3	1.2
Water	52.7	43.5	51.7	46.9	46.9	47.2	37.8	36.4	36.4	36.4	28.3	29.6
ow: coastwise	26.0	23.1	24.2	23.3	26.6	30.3	22.8	25.1	26.5	27.1	20.6	22.6
Pipeline 11.4		11.5	10.9	10.5	10.7	10.8	10.4	10.2	10.2	10.2	10.3	10.1
All modes	71.9	62.0	69.0	64.1	64.5	64.7	55.2	53.2	54.3	52.5	45.9	..
Coal and coke												
Road ³	1.5	2.1	1.5	1.5	1.2	1.5	1.3	1.5	1.0	0.9	1.4	..
Rail ⁴	4.8	6.2	5.7	5.8	6.7	8.3	8.6	7.7	7.9	6.2	5.5	6.4
Water	0.2	0.5	0.3	0.5	0.3	0.4	0.5	0.5	0.5	0.3	1.0	0.4
All modes	6.5	8.8	7.5	7.9	8.2	10.2	10.4	9.7	9.4	7.5	7.9	..
Other freight												
Road ³	151.5	150.6	152.7	154.7	155.6	156.4	156.6	162.3	150.2	131.3	143.1	..
Rail ⁴	11.9	12.0	11.7	11.9	12.5	12.2	11.8	11.9	11.2	11.4	12.5	13.4
Water	14.6	14.8	15.2	13.5	12.2	13.3	13.5	13.9	12.7	11.9	12.6	13.1
All modes	178.1	177.4	179.6	180.0	180.3	181.9	182.0	188.1	174.1	154.6	168.2	..
All traffic												
Road ³	159.4	158.5	159.4	161.7	162.5	163.4	163.4	168.8	157.4	136.8	150.5	..
Rail ⁴	18.1	19.4	18.5	18.9	20.3	21.7	21.9	21.2	20.6	19.1	19.2	21.1
Water	67.4	58.8	67.2	60.9	59.4	60.9	51.8	50.8	49.7	48.6	41.9	43.0
Pipeline 11.4		11.5	10.9	10.5	10.7	10.8	10.4	10.2	10.2	10.2	10.3	10.1
All modes	256.3	248.2	256.0	252.0	253.0	256.8	247.6	251.0	237.8	214.6	221.9	..
Percentage of all traffic												
Road ³	62	64	62	64	64	64	66	67	66	64	68	..
Rail ⁴	7	8	7	7	8	8	9	8	9	9	9	..
Water	26	24	26	24	24	24	21	20	21	23	19	..
Pipeline	4	5	4	4	4	4	4	4	4	5	5	..
All modes	100	100	100	100	100	100	100	100	100	100	100	..
(b) Goods lifted Million tonnes/percentage												
Petroleum products												
Road ³	75	74	59	64	67	70	66	69	76	57	67	..
Rail ⁴	..	..	..	..	..	..	..	..	..	..	..	..
Water	72	60	67	64	63	66	57	56	58	55	46	46
ow: coastwise	40	34	36	35	38	42	34	35	36	35	28	28
Pipeline	151	151	146	141	158	168	159	146	147	148	149	151
All modes	298	285	272	269	288	304	282	272	281	259	263	..
Coal and coke												
Road ³	22	21	17	22	14	21	16	23	14	10	11	..
Rail ⁴	35	39	34	35	44	48	49	43	47	38	39	44
Water	3	3	2	2	1	2	2	2	2	1	2	1
All modes	60	63	53	59	59	71	68	68	63	49	52	..
Other freight												
Road ³	1,596	1,587	1,658	1,667	1,782	1,777	1,819	1,861	1,709	1,422	1,543	..
Rail ⁴	60	54	53	54	57	58	59	59	56	49	51	57
Water ³	62	68	70	67	63	65	66	68	63	54	57	57
All modes	1,718	1,709	1,781	1,788	1,902	1,900	1,945	1,988	1,828	1,525	1,651	..
All traffic												
Road ³	1,693	1,682	1,734	1,753	1,863	1,868	1,901	1,953	1,800	1,488	1,621	..
Rail ⁴	96	94	87	89	101	105	108	102	103	87	90	102
Water	137	131	139	133	127	133	126	126	123	110	106	104
Pipeline 151		151	146	141	158	168	159	146	147	148	149	151
All modes	2,077	2,058	2,106	2,116	2,249	2,275	2,294	2,328	2,173	1,833	1,966	..
Percentage of all traffic												
Road ³	82	82	82	83	83	82	83	84	83	81	82	..
Rail ⁴	5	5	4	4	4	5	5	4	5	5	5	..
Water	7	6	7	6	6	6	6	5	6	6	5	..
Pipeline	7	7	7	7	7	7	7	6	7	8	8	..
All modes	100	100	100	100	100	100	100	100	100	100	100	..

1 Discontinuities in the series (denoted by lines) are described in detail in the Notes and Definitions.

2 Road freight data are not currently available for 2011.

3 Statistics for all goods vehicles, including those 3.5 tonnes gross vehicle weight or less.

4 Figures for rail are for financial years (e.g. 2011 will be 2011/12).

[Notes and definitions](#)

Telephone:

Rail: 020 7944 2419

Road: 020 7944 3180

Pipeline: 020 7215 2718

Sources: Road and water - DfT; Rail - ORR; Pipeline - DECC

Last updated: December 2012

Next update: December 2013

The rail figures in this table are outside the scope of National Statistics

Department for Transport statistics

[Road Freight Statistics](#)

Table RFS0106 (TSGB0404)

Goods lifted¹ by type and weight of vehicle: annual 1990-2010, quarterly 2004-2011; by GB HGVs in UK

Year	Million tonnes								
	Rigids					Articulated vehicles			
	Over 3.5t to 7.5t	Over 7.5t to 17t	Over 17t to 25t	Over 25t	All Rigids	Over 3.5t to 33t	Over 33t	All artics	All vehicles
1990	84	279	258	325	947	192	506	698	1,645
1991	75	256	236	289	857	165	484	648	1,505
1992	79	236	219	282	817	142	505	646	1,463
1993	76	246	211	307	840	144	540	683	1,523
1994	81	236	202	332	852	142	604	746	1,597
1995	77	221	162	373	833	139	637	776	1,609
1996	84	222	133	371	811	138	679	817	1,628
1997	76	218	120	380	793	124	726	850	1,643
1998	77	191	106	401	776	125	729	854	1,630
1999	81	173	86	408	748	113	706	819	1,567
2000	77	152	87	424	741	107	746	852	1,593
2001	80	123	86	443	733	97	751	848	1,581
2002	77	111	90	491	768	81	778	859	1,627
2003	70	89	100	506	765	69	809	878	1,643
2004	77	87	108	540	812	59	873	932	1,744
2005	70	70	110	562	812	51	883	934	1,746
2006	64	64	118	585	831	49	896	945	1,776
2007	54	52	127	614	848	49	926	975	1,822
2008	56	44	118	513	731	44	892	937	1,668
2009	56	37	102	377	572	38	746	785	1,356
2010	54	37	103	414	607	33	848	881	1,489
2011	.	.	.	.	.	.	.	.	.
<i>Percentage change between</i>									
1990 - 2010	-36	-87	-60	27	-36	-83	68	26	-10
2000 - 2010	-30	-76	18	-2	-18	-69	14	3	-7
2009 - 2010	-3	0	1	10	6	-13	14	12	10
2004 Q1	18	22	29	135	204	16	206	222	426
2004 Q2	22	23	29	130	204	15	236	251	455
2004 Q3	18	25	28	137	207	14	213	227	434
2004 Q4	19	18	22	138	197	14	218	232	429
2005 Q1	17	18	25	126	186	13	213	226	412
2005 Q2	22	19	31	154	226	13	222	235	461
2005 Q3	16	18	25	149	207	13	222	235	442
2005 Q4	15	15	29	133	192	13	225	238	431
2006 Q1	16	16	27	139	198	12	221	232	431
2006 Q2	16	16	27	146	205	12	214	226	431
2006 Q3	17	18	30	159	223	13	236	249	472
2006 Q4	16	14	33	141	204	12	226	238	442
2007 Q1	15	15	31	135	197	11	223	234	430
2007 Q2	14	13	33	150	210	13	233	246	456
2007 Q3	13	10	35	169	226	12	229	241	467
2007 Q4	13	13	28	160	215	13	241	254	469
2008 Q1	15	12	30	147	204	13	231	244	448
2008 Q2	13	11	31	132	187	10	216	226	413
2008 Q3	14	11	30	122	176	12	227	239	415
2008 Q4	14	9	27	113	163	10	218	228	391
2009 Q1	14	10	24	97	145	9	186	195	340
2009 Q2	14	11	25	92	142	9	183	192	334
2009 Q3	16	9	27	97	149	10	197	207	356
2009 Q4	12	7	25	91	136	9	181	190	326
2010 Q1	13	8	26	97	144	8	203	211	355
2010 Q2	14	10	28	109	161	8	216	224	386
2010 Q3	14	9	29	106	158	8	226	234	393
2010 Q4	13	9	20	102	144	9	203	211	355
2011 Q1 p	14	14	24	130	181	9	218	227	408
<i>Percentage change between</i>									
Q1 2010 - Q1 2011	9	63	-8	34	26	9	7	7	15

1. Weight of goods transported
p Provisional

Telephone: 020 7944 4261

Email: roadfreight.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: Continuing Survey of Road Goods Transport, DfT

Last updated: November 2012

Next update: November 2013

Department for Transport statistics

[Road Freight Statistics](#)

Table RFS0107 (TSGB0405)

Goods moved¹ by type and weight of vehicle: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK

Year	Billion tonne kilometres								
	Rigid vehicles					Articulated vehicles			
	Over 3.5t to 7.5t	Over 7.5t to 17t	Over 17t to 25t	Over 25t	All Rigid	Over 3.5t to 33t	Over 33t	All artics	All vehicles
1990	5	16	7	12	41	22	68	90	131
1991	5	16	7	11	39	19	68	86	125
1992	4	15	7	11	36	17	68	85	121
1993	4	15	7	11	37	17	76	92	129
1994	5	15	6	12	38	17	83	99	138
1995	4	14	6	13	38	16	90	106	144
1996	5	15	5	14	38	16	93	109	147
1997	5	14	5	14	38	14	97	111	150
1998	5	13	4	15	37	14	101	115	152
1999	5	13	4	15	37	14	98	112	149
2000	5	11	5	15	36	14	100	114	150
2001	5	9	6	16	34	13	102	115	149
2002	5	7	6	17	36	10	104	114	150
2003	4	6	7	18	35	9	108	116	152
2004	4	5	7	19	36	7	109	116	152
2005	4	4	8	21	37	6	110	116	153
2006	4	3	8	20	36	6	111	117	152
2007	3	3	9	22	37	6	115	120	157
2008	3	2	8	20	33	5	108	113	146
2009	3	2	7	17	30	5	91	96	125
2010	3	2	7	18	31	4	104	108	139
2011	.	.	.	.	.	.	.	.	.
<i>Percentage change between</i>									
1990 - 2010	-38	-86	2	53	-24	-82	53	20	6
2000 - 2010	-39	-78	48	19	-14	-72	4	-6	-8
2009 - 2010	-1	4	-2	9	5	-14	14	13	11
2004 Q1	1	1	2	4	9	2	27	29	38
2004 Q2	1	1	2	5	9	2	28	30	39
2004 Q3	1	1	2	5	10	2	27	28	38
2004 Q4	1	1	2	5	9	2	27	29	38
2005 Q1	1	1	2	5	9	2	27	28	37
2005 Q2	1	1	2	6	10	2	28	30	40
2005 Q3	1	1	2	6	9	1	28	30	39
2005 Q4	1	1	2	5	8	1	27	28	37
2006 Q1	1	1	2	5	9	1	27	28	37
2006 Q2	1	1	2	5	9	2	27	29	38
2006 Q3	1	1	2	5	9	2	28	30	39
2006 Q4	1	1	3	5	9	2	28	29	39
2007 Q1	1	1	3	6	10	1	27	29	38
2007 Q2	1	1	2	5	9	1	29	31	40
2007 Q3	1	1	2	6	9	1	28	30	39
2007 Q4	1	1	2	5	9	1	30	31	40
2008 Q1	1	1	2	5	9	1	28	30	38
2008 Q2	1	1	2	5	9	1	28	29	37
2008 Q3	1	0	2	5	8	1	26	28	36
2008 Q4	1	0	2	4	7	1	26	27	34
2009 Q1	1	1	2	4	7	1	23	24	31
2009 Q2	1	1	2	5	8	1	23	24	32
2009 Q3	1	1	2	4	8	1	23	25	32
2009 Q4	1	0	2	4	7	1	22	23	30
2010 Q1	1	1	2	5	8	1	26	27	35
2010 Q2	1	1	2	5	8	1	25	26	34
2010 Q3	1	1	2	4	8	1	28	29	37
2010 Q4	1	1	2	5	8	1	25	26	33
2011 Q1 p	1	1	1	6	9	1	26	27	36
<i>Percentage change between</i>									
Q1 2010 - Q1 2011	10	27	-20	30	16	4	2	2	5

1. Weight of goods multiplied by distance transported
p Provisional

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Email: roadfreight.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: Continuing Survey of Road Goods Transport, DfT

Last updated: November 2012

Next update: November 2013

Department for Transport statistics

[Road Freight Statistics](#)

Table RFS0108 (TSGB0407)

Goods lifted¹ and goods moved² by mode of working: annual 1990-2010 and quarterly 2004-2011 by GB HGVs in the UK

Year	Million tonnes					Billion tonne kilometres				
	Goods lifted ¹					Goods moved ²				
	Mainly public haulage	% of total	Mainly own account	% of total	All modes	Mainly public haulage	% of total	Mainly own account	% of total	All modes
1990	978	59	667	41	1,645	95	73	36	28	131
1991	862	57	643	43	1,505	86	69	39	31	125
1992	843	58	620	42	1,463	86	71	35	29	121
1993	911	60	612	40	1,523	93	72	35	28	129
1994	980	61	618	39	1,597	101	73	37	27	138
1995	987	61	622	39	1,609	107	74	37	26	144
1996	1,011	62	618	38	1,628	109	74	38	26	147
1997	1,044	64	599	36	1,643	112	75	37	25	150
1998	1,041	64	589	36	1,630	114	75	38	25	152
1999	991	64	576	36	1,567	111	75	38	25	149
2000	1,038	65	556	35	1,593	113	75	37	25	150
2001	1,052	67	529	33	1,581	115	77	35	23	149
2002	1,019	63	608	37	1,627	111	74	39	26	150
2003	1,053	64	590	36	1,643	114	75	37	25	152
2004	1,101	63	643	37	1,744	111	73	41	27	152
2005	1,079	62	667	38	1,746	110	72	43	28	153
2006	1,104	62	671	38	1,776	110	72	43	28	152
2007	1,116	61	706	39	1,822	113	72	45	28	157
2008	948	57	720	43	1,668	99	68	47	32	146
2009	690	51	666	49	1,356	77	62	48	38	125
2010	800	54	689	46	1,489	89	64	50	36	139
2011	.	.	.	.	.	.	.	.	.	.
<i>Percentage change between</i>										
1990 - 2010	-18		3		-10	-6		39		6
2000 - 2010	-23		24		-7	-21		33		-8
2009 - 2010	16		3		10	15		5		11
2004 Q1	268	63	158	37	426	28	73	10	27	38
2004 Q2	291	64	163	36	455	28	74	10	26	39
2004 Q3	270	62	164	38	434	28	72	10	28	38
2004 Q4	272	63	157	37	429	27	72	10	28	38
2005 Q1	257	62	155	38	412	27	72	10	28	37
2005 Q2	284	62	177	38	461	28	71	11	29	40
2005 Q3	272	61	170	39	442	28	72	11	28	39
2005 Q4	267	62	164	38	431	26	72	10	28	37
2006 Q1	264	61	167	39	431	26	71	11	29	37
2006 Q2	271	63	160	37	431	28	74	10	26	38
2006 Q3	287	61	184	39	472	28	71	11	29	39
2006 Q4	282	64	160	36	442	28	72	11	28	39
2007 Q1	260	60	170	40	430	27	72	11	28	38
2007 Q2	285	62	172	38	456	29	73	11	27	40
2007 Q3	281	60	186	40	467	27	70	12	30	39
2007 Q4	290	62	179	38	469	29	72	11	28	40
2008 Q1	261	58	187	42	448	27	71	11	29	38
2008 Q2	248	60	165	40	413	26	71	11	29	37
2008 Q3	232	56	183	44	415	23	64	13	36	36
2008 Q4	207	53	185	47	391	22	65	12	35	34
2009 Q1	157	46	183	54	340	19	60	12	40	31
2009 Q2	181	54	153	46	334	20	63	12	37	32
2009 Q3	188	53	168	47	356	20	62	12	38	32
2009 Q4	163	50	163	50	326	19	62	11	38	30
2010 Q1	195	55	160	45	355	23	67	12	33	35
2010 Q2	199	52	187	48	386	21	62	13	38	34
2010 Q3	207	53	186	47	393	24	64	13	36	37
2010 Q4	199	56	157	44	355	21	62	13	38	33
2011 Q1 p	192	47	216	53	408	20	56	16	44	36
<i>Percentage change between</i>										
Q1 2010 - Q1 2011	-1	-	35	-	15	-11	-	38	-	5

1. Weight of goods transported

2. Weight of goods multiplied by distance transported

p Provisional

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The figures in this table are National Statistics

Source: Continuing Survey of Road Goods Transport, DfT

Last updated: November 2012

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Department for Transport statistics

[Road Freight Statistics](#)

Table RFS0202 (TSGB0411)

International road haulage by UK-registered vehicles: goods lifted² by country of unloading, 2000-2010

Country of unloading	Thousand tonnes loaded in the UK										
	Goods loaded in the UK ¹										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Austria	66	27	26	35	13	9	13	8	*	*	*
Belgium	926	827	686	747	753	771	760	856	903	754	975
Denmark	34	25	18	13	9	*	*	*	*	*	*
Finland	*	*	1	*	*	*	*	*	*	*	*
France	1,979	1,952	2,066	1,916	1,618	1,683	1,723	1,748	1,440	1,281	1,566
Germany	1,396	1,191	1,032	1,055	721	624	586	604	535	523	636
Greece	50	55	61	63	24	27	*	*	*	*	*
Ireland	132	266	259	203	500	668	648	696	829	747	657
Italy	897	802	619	588	505	299	307	263	230	218	240
Luxembourg	53	45	49	38	93	97	61	54	41	29	45
Netherlands	629	536	576	657	628	520	515	494	683	511	515
Portugal	61	29	26	23	27	17	14	*	*	13	20
Spain	535	439	381	393	345	316	336	335	304	215	130
Sweden	14	8	6	8	*	*	*	*	39	*	*
EU15 (excl UK)	6,772	6,202	5,805	5,739	5,241	5,038	5,011	5,112	5,029	4,322	4,805
Norway	*	2	4	*	*	*	*	*	*	*	*
Switzerland	162	124	215	225	112	69	61	52	59	46	58
Other Countries	129	134	78	70	116	62	139	87	57	69	74
Total	7,064	6,463	6,101	6,035	5,470	5,168	5,212	5,252	5,154	4,437	4,936

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

2. Weight of goods transported

An asterisk "*" means the sample size was too small for a reliable estimate.

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Source: International Road Haulage Survey, DfT, and
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Table RFS0203 (TSGB0412)

International road haulage by UK-registered vehicles: goods lifted² by country of loading, 2000-2010

Country of loading	Thousand tonnes unloaded in the UK										
	Goods unloaded in the UK ¹										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Austria	35	18	17	24	*	28	*	*	*	*	*
Belgium	1,154	1,139	1,051	1,280	1,184	1,405	1,339	1,234	1,410	1,418	1,658
Denmark	22	34	20	15	*	*	*	*	*	*	*
Finland	*	*	1	*	*	*	*	*	*	*	*
France	2,233	2,458	2,498	2,348	1,990	2,125	2,026	2,336	2,181	1,613	1,929
Germany	1,461	1,267	1,193	1,118	877	655	682	582	524	488	509
Greece	13	9	24	6	*	*	*	*	*	*	*
Ireland	53	92	93	80	266	263	234	266	218	181	169
Italy	1,042	913	793	771	550	370	344	280	269	264	252
Luxembourg	57	38	52	37	108	117	52	47	39	36	71
Netherlands	809	789	773	789	777	718	784	626	792	848	801
Portugal	45	20	17	29	21	9	*	*	*	*	12
Spain	517	424	379	431	409	342	467	410	319	257	174
Sweden	14	6	3	4	*	*	*	*	*	*	*
EU15 (excl UK)	7,455	7,208	6,914	6,933	6,201	6,048	5,962	5,819	5,764	5,122	5,591
Norway	*	1	*	*	*	*	*	*	*	*	*
Switzerland	118	104	187	164	111	44	56	69	48	44	38
Other Countries	91	91	57	49	44	25	23	13	*	15	12
Total	7,665	7,405	7,159	7,147	6,356	6,117	6,044	5,901	5,829	5,181	5,641

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.
2. Weight of goods transported

An asterisk ** means the sample size was too small for a reliable estimate.

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 Notes & definitions

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Table RFS0204 (TSGB0413)

International road haulage by UK-registered vehicles: goods moved² by country of unloading, 2000-2010

Country of unloading	Million tonne kilometres loaded in the UK										
	Goods loaded in the UK ¹										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Austria	109	43	45	52	23	13	21	13	*	*	*
Belgium	472	395	347	366	364	368	380	407	403	349	465
Denmark	38	28	22	14	12	*	*	*	*	*	*
Finland	*	*	3	*	*	*	*	*	*	*	*
France	1,537	1,466	1,559	1,394	1,124	1,105	1,114	1,192	988	832	1,037
Germany	1,318	1,130	967	1,007	644	554	529	546	479	457	526
Greece	159	182	204	194	78	86	*	*	*	*	*
Ireland	57	103	94	75	179	243	231	256	317	236	249
Italy	1,451	1,268	1,017	961	800	458	468	424	362	347	383
Luxembourg	33	28	32	22	55	57	36	32	26	18	26
Netherlands	385	298	301	351	320	257	286	283	394	287	270
Portugal	132	63	59	51	61	40	31	*	*	30	46
Spain	997	807	700	734	636	587	625	613	536	380	218
Sweden	18	10	7	9	*	*	*	*	50	*	*
EU15 (excl UK)	6,707	5,820	5,356	5,230	4,307	3,772	3,818	3,859	3,597	2,971	3,249
Norway	*	3	4	*	*	*	*	*	*	*	*
Switzerland	199	148	257	271	139	84	76	63	70	55	66
Other Countries	284	308	190	169	262	136	316	207	111	154	157
Total	7,190	6,280	5,808	5,670	4,709	3,992	4,212	4,129	3,791	3,180	3,471

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

2. Weight of goods multiplied by distance transported

An asterisk ** means the sample size was too small for a reliable estimate.

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Notes & definitions

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Table RFS0205 (TSGB0414)

International road haulage by UK-registered vehicles: goods moved² by country of loading, 2000-2010

Country of loading	Million tonne kilometres unloaded in the UK										
	Goods unloaded in the UK ¹										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Austria	54	28	26	36	*	47	*	*	*	*	*
Belgium	565	535	515	625	565	685	657	606	649	674	809
Denmark	23	36	25	16	*	*	*	*	*	*	*
Finland	*	*	2	*	*	*	*	*	*	*	*
France	1,537	1,611	1,607	1,507	1,191	1,207	1,181	1,303	1,224	897	1,113
Germany	1,355	1,175	1,087	1,047	793	584	600	515	477	426	440
Greece	37	30	74	18	*	*	*	*	*	*	*
Ireland	22	35	31	34	84	72	63	94	73	72	63
Italy	1,651	1,445	1,285	1,237	864	565	525	436	431	409	380
Luxembourg	34	23	34	22	65	71	32	28	24	23	48
Netherlands	471	425	418	417	425	400	450	368	455	473	445
Portugal	89	41	35	63	43	17	*	*	*	*	24
Spain	930	747	677	775	778	619	889	747	542	460	293
Sweden	21	8	5	7	*	*	*	*	*	*	*
EU15 (excl UK)	6,789	6,140	5,820	5,805	4,836	4,289	4,449	4,149	3,897	3,461	3,632
Norway	*	2	1	*	*	*	*	*	*	*	*
Switzerland	133	123	207	198	134	49	67	81	58	52	43
Other Countries	207	210	134	124	92	64	47	30	*	31	25
Total	7,129	6,476	6,161	6,127	5,062	4,401	4,568	4,260	3,974	3,545	3,703

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

2. Weight of goods multiplied by distance transported

An asterisk ** means the sample size was too small for a reliable estimate.

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Table RFS0206 (TSGB0415)

International road haulage by UK-registered vehicles: goods lifted¹ by commodity group, 2004-2010

	Thousand tonnes													
	Outward from the UK							Inward to the UK						
	2004	2005	2006	2007	2008	2009	2010	2004	2005	2006	2007	2008	2009	2010
Agricultural products	234	226	244	160	257	191	213	580	625	612	493	599	631	439
Foodstuffs	879	745	909	985	942	997	1,175	1,566	1,632	1,619	1,759	1,976	1,974	2,055
Solid fuels	*	*	*	*	*	*	63	*	*	*	*	*	*	*
Petroleum products	*	*	*	*	*	*	89	49	*	*	23	47	39	57
Metal ore & waste	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Metal products	212	190	164	151	154	118	139	133	102	115	86	73	96	86
Building materials	122	81	84	85	70	50	59	126	90	82	139	209	135	120
Fertilisers	*	*	*	*	*	*	*	*	*	*	*	*	*	33
Chemicals	669	601	655	557	471	594	565	417	337	350	382	326	346	420
Miscellaneous	226	401	341	439	533	458	349	280	269	285	318	335	193	236
Machinery & engines	813	823	864	855	730	666	548	877	781	671	747	664	591	565
Leather & textiles	696	650	492	504	684	421	563	524	619	497	423	347	254	294
Groupage	1,574	1,389	1,417	1,435	1,239	869	1,152	1,745	1,559	1,722	1,482	1,187	859	1,299
Total	5,470	5,168	5,212	5,252	5,154	4,437	4,936	6,356	6,117	6,044	5,901	5,829	5,181	5,641

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

2. Weight of goods transported

An asterisk "*" means the sample size was too small for a reliable estimate.

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Table RFS0207 (TSGB0416)

International road haulage by UK-registered vehicles: goods moved² by commodity group, 2004-2010

	Million tonne kilometres													
	Outward from the UK							Inward to the UK						
	2004	2005	2006	2007	2008	2009	2010	2004	2005	2006	2007	2008	2009	2010
Agricultural products	299	198	242	118	163	102	115	501	377	599	438	392	446	306
Foodstuffs	824	585	876	886	882	758	923	1,018	1,025	1,064	1,110	1,227	1,158	1,247
Solid fuels	*	*	*	*	*	*	28	*	*	*	*	*	*	*
Petroleum products	*	*	*	*	*	*	38	32	*	*	17	25	21	31
Metal ore & waste	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Metal products	209	151	120	134	128	96	93	124	75	96	49	45	84	67
Building materials	91	62	71	64	55	51	56	102	67	64	169	210	137	103
Fertilisers	*	*	*	*	*	*	*	*	*	*	*	*	*	18
Chemicals	612	533	537	435	363	414	446	305	237	253	252	236	220	270
Miscellaneous	164	218	179	233	265	198	205	381	321	368	292	233	151	169
Machinery & engines	706	694	719	715	590	534	432	707	624	530	579	496	444	431
Leather & textiles	543	463	395	433	407	310	386	480	490	335	330	236	192	221
Groupage	1,235	1,037	1,050	1,069	892	690	732	1,377	1,109	1,200	991	837	662	821
Total	4,709	3,992	4,212	4,129	3,791	3,180	3,471	5,062	4,401	4,568	4,260	3,974	3,545	3,703

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.
2. Weight of goods multiplied by distance transported

An asterisk "*" means the sample size was too small for a reliable estimate.

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 Notes and definitions

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Table RFS0208 (TSGB0417)

Goods lifted¹ from the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Thousand tonnes loaded in the UK									
	Goods loaded in UK but unloaded elsewhere ²									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
EU-27										
Belgium	992	936	818	735	676	632	444	371	335	235
Bulgaria	..	..	..	..	6	34	19	112	29	127
Czech Republic	459	299	399	568	560	609	525	527	567	611
Denmark	84	51	87	78	80	46	72	46	16	12
Germany	1,084	1,232	1,350	1,359	1,370	1,669	1,197	1,065	996	907
Estonia	..	14	..	12	31	34	51	79	85	104
Ireland	4,431	5,186	4,971	4,193	4,486	3,485	3,724	2,762	2,205	2,286
Greece	..	49	57	66	60	32	12	33	15	9
Spain	716	754	906	968	972	880	716	614	638	584
France	1,883	1,922	2,110	1,847	2,143	2,308	1,920	1,092	967	766
Italy	335	464	626	450	473	413	163	136	240	58
Cyprus	1	0	0	1	1	1	0	0	0	0
Latvia	8	15	17	9	20	38	83	53	34	54
Lithuania	..	78	114	267	396	489	425	336	469	568
Luxembourg	57	120	105	94	107	73	96	55	80	69
Hungary	92	119	198	287	496	736	859	819	593	629
Netherlands	1,293	1,007	1,973	1,816	1,542	1,303	1,371	1,137	1,211	1,066
Austria	365	456	479	438	356	260	194	61	56	52
Poland	..	..	674	1,041	1,676	2,170	2,610	2,715	3,251	2,904
Portugal	82	109	241	345	208	254	112	88	128	123
Romania	..	..	..	..	73	259	317	142	183	241
Slovenia	86	66	61	118	123	159	230	190	197	221
Slovakia	..	42	139	170	364	416	480	493	413	367
Finland	..	5	..	4	1	..	..	1	2	..
Sweden	17	24	17	10	6	6	6	7	12	10
Non-EU										
Norway	1	..	..	..	2	4	0	..	4	..
Switzerland	..	..	..	..	..	..	69	39	51	22
Croatia	..	..	..	..	..	..	15	6	8	6

1. Weight of goods transported

2. Note that these are not cabotage journeys because goods were unloaded in another country not the UK

Note: some data may have been revised by Member States since the Road Freight Statistics (2010) publication

.. Indicates the data were not available

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Source: Eurostat

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Table RFS0209 (TSGB0418)

Goods lifted¹ to the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Thousand tonnes unloaded in the UK									
	Goods unloaded in UK but loaded elsewhere ²									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
EU-27										
Belgium	1,809	1,634	1,588	1,341	1,270	1,292	973	755	790	592
Bulgaria	..	..	..	..	46	27	100	263	105	209
Czech Republic	613	681	635	678	794	819	799	720	768	831
Denmark	157	113	189	167	168	106	103	65	20	16
Germany	1,716	2,136	2,172	2,368	2,224	2,531	2,381	1,841	1,619	1,585
Estonia	..	13	..	31	43	47	88	73	106	112
Ireland	2,852	4,398	4,069	3,490	3,486	4,058	3,644	2,652	2,614	2,805
Greece	..	70	71	76	200	113	63	79	26	23
Spain	1,883	1,627	1,978	2,056	2,384	2,264	2,160	1,568	1,467	1,421
France	3,603	3,244	3,652	3,285	3,414	3,404	3,213	1,634	1,427	1,443
Italy	995	1,000	1,393	1,394	765	663	580	398	589	201
Cyprus	2	1	1	1	2	1	1	1	1	0
Latvia	6	14	21	26	50	46	98	66	78	78
Lithuania	..	92	135	299	481	515	482	411	527	663
Luxembourg	151	229	214	219	198	153	160	122	114	132
Hungary	158	187	259	428	549	876	948	918	650	699
Netherlands	2,390	1,897	3,267	3,198	2,943	2,856	2,715	2,143	2,222	1,948
Austria	432	536	614	550	465	420	280	126	132	94
Poland	..	..	983	1,427	2,365	2,628	3,258	3,592	4,329	3,600
Portugal	196	249	333	420	330	382	314	238	217	214
Romania	..	..	..	..	197	463	520	208	303	313
Slovenia	87	90	132	228	234	360	362	353	292	311
Slovakia	..	73	186	221	368	563	545	566	406	549
Finland	8	9	6	2	8	4	30	2	1	..
Sweden	21	39	15	12	9	2	2	8	1	20
Non-EU										
Norway	3	14	2	..	15	7	0	15	6	0
Switzerland	..	..	..	..	..	..	87	45	129	59
Croatia	..	..	..	..	..	..	45	35	76	44

1. Weight of goods transported

2. Note that these are not cabotage journeys because goods were loaded in another country not the UK

Note: some data may have been revised by Member States since the Road Freight Statistics (2010) publication

.. Indicates the data were not available

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Source: Eurostat

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Table RFS0210 (TSGB0419)

Goods moved¹ from the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Million tonne kilometres loaded in the UK ²									
	Goods loaded in UK but unloaded elsewhere ³									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
EU-27										
Belgium	561	465	441	397	352	324	234	196	159	124
Bulgaria	..	..	..	..	21	53	26	239	65	207
Czech Republic	885	547	678	831	731	740	685	630	684	820
Denmark	99	68	103	99	107	53	93	54	17	9
Germany	1,021	1,152	1,332	1,210	1,279	1,426	983	879	797	767
Estonia	..	12	..	11	30	41	69	99	90	105
Ireland	735	811	816	855	859	872	864	721	604	639
Greece	..	107	124	136	123	50	28	73	32	21
Spain	1,233	1,299	1,623	1,748	1,563	1,491	1,262	1,040	1,047	930
France	1,157	1,096	1,180	1,083	1,296	1,328	1,015	535	438	387
Italy	542	764	932	689	735	715	232	96	315	95
Cyprus	3	1	1	2	3	2	0	1	1	1
Latvia	21	18	19	9	22	99	100	53	49	47
Lithuania	..	177	218	373	527	650	551	415	651	668
Luxembourg	51	93	86	76	77	61	80	43	65	57
Hungary	185	240	360	457	705	983	1,070	996	764	707
Netherlands	966	769	1,577	1,398	1,317	1,068	1,159	917	862	683
Austria	478	608	609	518	350	256	204	57	56	66
Poland	..	..	1,116	1,506	2,205	2,896	3,330	3,129	4,032	3,465
Portugal	190	242	513	715	414	538	221	184	265	278
Romania	..	..	..	..	210	797	1,017	287	338	409
Slovenia	161	112	115	199	213	287	329	306	265	274
Slovakia	..	95	265	317	615	624	777	649	573	597
Finland	..	5	..	12	3	..	..	1	4	..
Sweden	28	28	21	17	3	9	5	7	8	13
Non-EU										
Norway	2	..	..	..	2	6	0	..	2	..
Switzerland	..	..	..	..	..	..	76	32	46	25
Croatia	..	..	..	..	..	..	28	11	14	9

1. Weight of goods multiplied by distance transported

2. Tonne kilometres includes the international leg of the trip - not just the part of the journey on UK soil

3. Note that these are not cabotage journeys because goods were unloaded in another country not the UK

.. Indicates data were not available

Note: some data may have been revised by Member States since the Road Freight Statistics (2010) publication

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Source: Eurostat

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Table RFS0211 (TSGB0420)

Goods moved¹ to the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Million tonne kilometres unloaded in the UK ²									
	Goods unloaded in UK but loaded elsewhere ³									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
EU-27										
Belgium	972	850	900	761	697	694	528	397	409	298
Bulgaria	..	..	..	..	100	57	117	536	193	399
Czech Republic	1,131	1,182	1,099	1,078	1,216	1,201	1,125	988	993	1,105
Denmark	189	133	242	234	197	125	115	78	28	13
Germany	1,643	2,015	2,118	2,278	2,262	2,277	2,157	1,672	1,441	1,389
Estonia	..	41	..	45	48	74	111	96	129	113
Ireland	814	955	944	934	930	1,073	1,081	931	764	791
Greece	..	117	156	152	403	158	136	150	56	51
Spain	3,691	2,999	3,797	4,127	4,594	4,448	4,256	3,092	2,714	2,629
France	2,397	1,978	2,251	1,985	1,984	2,024	1,806	959	791	704
Italy	1,725	1,702	2,430	2,340	1,229	1,063	904	619	925	342
Cyprus	5	4	3	4	5	3	2	2	3	1
Latvia	11	15	29	36	61	45	124	93	113	103
Lithuania	..	176	195	413	660	676	602	493	677	763
Luxembourg	128	173	176	178	147	115	134	94	94	94
Hungary	319	394	493	738	927	1,316	1,423	1,305	904	994
Netherlands	1,777	1,416	2,525	2,308	2,266	2,101	2,046	1,573	1,538	1,273
Austria	600	745	845	728	596	515	338	155	156	116
Poland	..	..	1,599	2,047	3,162	3,682	4,167	4,577	5,605	4,721
Portugal	445	554	685	870	678	819	580	464	441	486
Romania	..	..	..	..	556	1,179	1,343	468	619	547
Slovenia	162	161	254	423	437	670	649	582	520	538
Slovakia	..	161	339	377	598	917	908	820	598	878
Finland	14	13	10	4	5	8	29	4	3	..
Sweden	23	39	15	22	9	3	3	6	1	23
Non-EU										
Norway	3	8	1	..	14	7	0	30	12	0
Switzerland	..	..	..	..	..	..	83	55	116	49
Croatia	..	..	..	..	..	..	99	70	142	86

1. Weight of goods multiplied by distance transported

2. Tonne kilometres includes the international leg of the trip - not just the part of the journey on UK soil

3. Note that these are not cabotage journeys because goods were loaded in another country not the UK

.. Indicates data were not available

Note: some data may have been revised by Member States since the Road Freight Statistics (2010) publication

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Source: Eurostat

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Table RFS0212 (TSGB0421)

Cabotage¹ within the UK by country of registration of vehicle: 2004-2011²

	Million tonne kilometres							
Country of vehicle registration	2004	2005	2006	2007	2008	2009	2010	2011
Belgium 252		241	252	166	117	114	70	23
Czech Republic	..	..	..	..	..	..	10	..
Denmark ..		..	6	..	..	6	4	..
Germany	128	146	173	179	203	127	136	99
Estonia ..		..	..	..	..	..	..	..
Ireland 465		442	378	374	544	289	312	298
Spain ..		..	..	..	..	..	..	..
France 198		152	195	331	231	164	129	113
Italy ..		32	..	..	24	..	..	..
Lithuania ..		..	8	10	21	..	6	8
Luxembourg 17		19	16	8	5	4	7	9
Hungary ..		..	..	..	9	9	9	23
Netherlands 688		756	563	309	388	353	282	240
Austria 9		5	10	..	..	..	..	..
Poland 52		36	117	109	117	124	212	173
Total	1,855	1,875	1,760	1,539	1,712	1,231	1,272	1,054
Domestic freight activity by UK vehicles	155,826	156,115	156,370	161,445	149,809	129,082	141,974	..
<i>Cabotage penetration rate (%)³</i>	<i>1.2</i>	<i>1.2</i>	<i>1.1</i>	<i>0.9</i>	<i>1.1</i>	<i>0.9</i>	<i>0.9</i>	<i>0.7</i>

1. Cabotage is the national carriage of goods for hire or reward carried out by non-resident hauliers on a temporary basis in a host Member State

2. EU-27 countries where data were unavailable for all years have been excluded from this table

3. The cabotage penetration rate is defined as cabotage (in tonne kilometres) as a proportion of the sum of domestic and cabotage tonne kilometre

No UK domestic freight figures are available for the whole of 2011, so the 2010 figure has been used to calculate the penetration rate for 2011.

.. Indicates data are not available

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Table RFS0105 (TSGB0429)

Average length of haul by type of vehicle: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK

Year	Rigids					Articulated vehicles				Kilometres
	Over 3.5t to 7.5t	Over 7.5t to 17t	Over 17t to 25t	Over 25t	All Rigids	Over 3.5t to 33t	Over 33t	All artics	All vehicles	
	1990	57	58	29	38	43	113	135	129	79
1991	60	61	30	39	45	113	140	133	83	
1992	56	62	30	38	44	118	135	132	83	
1993	55	59	31	37	44	115	140	135	84	
1994	58	64	30	37	45	119	137	133	86	
1995	57	65	34	36	45	115	142	137	89	
1996	59	65	40	36	47	115	136	133	90	
1997	63	66	39	38	48	116	134	131	91	
1998	61	68	40	37	47	115	138	135	93	
1999	60	76	50	37	50	124	138	136	95	
2000	66	70	56	36	49	131	135	134	94	
2001	57	69	67	35	47	132	136	136	94	
2002	59	66	70	35	46	122	134	133	92	
2003	61	65	68	36	46	128	133	133	92	
2004	55	59	69	35	44	120	125	125	87	
2005	55	65	71	37	45	121	124	124	87	
2006	56	54	72	35	43	122	123	123	86	
2007	56	50	73	36	43	113	124	124	86	
2008	54	53	68	38	45	112	121	120	87	
2009	57	61	71	45	52	119	122	122	92	
2010	58	63	69	44	51	118	123	122	93	
<i>Percentage change between</i>										
1990 - 2010	2	9	141	18	19	4	-9	-5	17	
2000 - 2010	-13	-10	25	22	5	-10	-9	-9	-1	
2009 - 2010	2	4	-2	-1	-1	-1	0	0	1	
2004 Q1	51	64	67	33	43	114	132	131	89	
2004 Q2	52	57	70	35	44	115	118	118	85	
2004 Q3	62	58	71	37	46	122	126	125	87	
2004 Q4	55	58	71	36	44	129	125	125	88	
2005 Q1	59	73	83	36	48	130	125	125	90	
2005 Q2	53	60	70	37	45	131	126	126	86	
2005 Q3	49	62	70	38	45	113	128	127	88	
2005 Q4	60	63	62	35	43	112	119	119	85	
2006 Q1	56	58	71	35	44	116	123	122	86	
2006 Q2	62	50	69	35	43	126	128	128	88	
2006 Q3	53	51	66	33	40	119	121	121	83	
2006 Q4	53	58	81	36	46	127	123	123	87	
2007 Q1	52	48	80	41	49	110	123	123	89	
2007 Q2	52	51	72	36	44	115	126	125	88	
2007 Q3	58	53	63	34	41	114	123	123	83	
2007 Q4	62	48	80	32	41	114	124	123	86	
2008 Q1	51	62	63	36	43	117	122	121	86	
2008 Q2	55	55	71	38	46	119	128	128	90	
2008 Q3	56	43	76	40	48	110	116	115	87	
2008 Q4	56	50	61	38	44	101	119	118	87	
2009 Q1	54	59	70	42	49	118	124	124	92	
2009 Q2	59	59	67	50	55	119	124	124	95	
2009 Q3	51	62	75	43	51	117	118	118	90	
2009 Q4	65	64	72	44	52	123	122	122	93	
2010 Q1	63	62	70	48	54	118	127	127	97	
2010 Q2	52	74	68	43	50	124	116	116	88	
2010 Q3	56	60	63	42	48	116	126	125	94	
2010 Q4	61	57	80	46	53	113	122	122	94	
2011 Q1 p	63	48	60	46	50	113	121	121	89	
<i>Percentage change between</i>										
Q1 2010 - Q1 2011	0	-22	-13	-3	-8	-4	-5	-5	-9	

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Table RFS0103 (TSGB0430)

Goods lifted¹ by commodity grouping: annual 1990-2004 and quarterly 2004-2011; by GB HGVs in the UK

Year	<i>Million tonnes</i>				
	Food, drink & tobacco	Bulk products	Chemicals, petrol & fertiliser	Miscellaneous products	All Commodities
1990	299	697	141	508	1,645
1991	291	610	131	473	1,505
1992	290	616	118	440	1,463
1993	300	616	126	479	1,523
1994	302	658	129	509	1,597
1995	308	626	132	542	1,609
1996	326	609	139	555	1,628
1997	342	645	136	520	1,643
1998	346	633	123	529	1,630
1999	333	600	119	515	1,567
2000	346	604	134	510	1,593
2001	321	592	133	534	1,581
2002	339	622	111	554	1,627
2003	333	627	123	559	1,643
2004	351	694	121	577	1,744
2005	339	681	138	588	1,746
2006	353	675	122	626	1,776
2007	364	693	125	640	1,822
2008	355	598	140	574	1,668
2009	352	425	114	466	1,356
2010	382	482	132	492	1,489
2011	.	.	.	.	.
<i>Percentage change between</i>					
1990 - 2010	28	-31	-7	-3	-10
2000 - 2010	10	-20	-2	-4	-7
2009 - 2010	9	14	16	6	10
2004 Q1	88	162	30	146	426
2004 Q2	92	190	31	141	455
2004 Q3	88	168	30	149	434
2004 Q4	83	175	30	141	429
2005 Q1	81	148	37	146	412
2005 Q2	84	204	32	141	461
2005 Q3	91	168	28	155	442
2005 Q4	84	161	41	145	431
2006 Q1	85	153	35	157	431
2006 Q2	74	174	33	150	431
2006 Q3	94	181	30	167	472
2006 Q4	99	167	23	152	442
2007 Q1	93	155	27	155	430
2007 Q2	85	181	29	162	456
2007 Q3	93	187	30	157	467
2007 Q4	93	171	39	167	469
2008 Q1	84	164	42	158	448
2008 Q2	82	161	32	137	413
2008 Q3	89	142	37	147	415
2008 Q4	100	130	30	132	391
2009 Q1	89	110	34	107	340
2009 Q2	84	107	22	121	334
2009 Q3	87	108	32	130	356
2009 Q4	92	99	27	108	326
2010 Q1	97	109	25	124	355
2010 Q2	84	134	38	129	386
2010 Q3	103	125	36	129	393
2010 Q4	97	115	34	110	355
2011 Q1 p	97	123	41	148	408
<i>Percentage change between</i>					
Q1 2010 - Q1 2011	-1	13	67	19	15

1. Weight of goods transported
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Table RFS0104 (TSGB0431)

Goods moved¹ by commodity: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK

Year	<i>Billion tonne kilometres</i>					All Commodities
	Food, drink & tobacco	Bulk products	Chemicals, petrol & fertiliser	Miscellaneous products		
1990	33	41	15	43		131
1991	33	38	14	40		125
1992	33	37	13	39		121
1993	36	38	14	41		129
1994	37	40	15	47		138
1995	38	41	15	50		144
1996	39	40	15	52		147
1997	41	43	15	51		150
1998	42	41	14	54		152
1999	41	40	14	54		149
2000	44	39	14	53		150
2001	41	40	14	54		149
2002	43	39	13	55		150
2003	42	40	14	56		152
2004	42	42	13	56		152
2005	41	41	14	57		153
2006	41	40	12	58		152
2007	44	42	13	59		157
2008	42	36	13	54		146
2009	41	29	11	44		125
2010	44	33	13	49		139
2011	.	.	.	.		.
<i>Percentage change between</i>						
1990 - 2010	34	-19	-13	16		6
2000 - 2010	-1	-16	-13	-7		-8
2009 - 2010	7	13	13	13		11
2004 Q1	11	10	3	14		38
2004 Q2	10	11	3	14		39
2004 Q3	10	10	3	14		38
2004 Q4	11	10	3	14		38
2005 Q1	10	9	4	15		37
2005 Q2	11	12	4	13		40
2005 Q3	11	11	3	15		39
2005 Q4	10	9	4	14		37
2006 Q1	10	10	4	14		37
2006 Q2	10	11	3	14		38
2006 Q3	10	11	3	15		39
2006 Q4	12	10	3	15		39
2007 Q1	11	10	3	14		38
2007 Q2	11	11	3	15		40
2007 Q3	11	11	3	14		39
2007 Q4	11	10	4	15		40
2008 Q1	10	10	4	14		38
2008 Q2	10	10	3	13		37
2008 Q3	10	8	3	14		36
2008 Q4	11	8	3	12		34
2009 Q1	11	8	3	10		31
2009 Q2	10	8	2	12		32
2009 Q3	10	7	3	12		32
2009 Q4	11	6	3	11		30
2010 Q1	12	7	3	13		35
2010 Q2	9	9	3	13		34
2010 Q3	12	9	3	13		37
2010 Q4	11	8	3	12		33
2011 Q1 p	10	8	4	14		36
<i>Percentage change between</i>						
Q1 2010 - Q1 2011	-15	9	57	12		5

1. Weight of goods multiplied by distance travelled
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Table RFS0101 (TSGB0432)

Goods moved¹ and goods lifted²: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK

Year			Index (2004=100)	
	Goods Moved Tonne kms (billion)	Goods lifted Tonnes (million)	Goods Moved	Goods lifted
1990	131	1,645	86	94
1991	125	1,505	82	86
1992	121	1,463	80	84
1993	129	1,523	85	87
1994	138	1,597	91	92
1995	144	1,609	94	92
1996	147	1,628	97	93
1997	150	1,643	98	94
1998	152	1,630	100	93
1999	149	1,567	98	90
2000	150	1,593	99	91
2001	149	1,581	98	91
2002	150	1,627	98	93
2003	152	1,643	100	94
2004	152	1,744	100	100
2005	153	1,746	100	100
2006	152	1,776	100	102
2007	157	1,822	103	105
2008	146	1,668	96	96
2009	125	1,356	82	78
2010	139	1,489	91	85
2011	.	.	.	.
<i>Percentage change between</i>				
2000 - 2010	-8	-7	-8	-7
2009 - 2010	11	10	11	10
Index (Q1 2004=100)				
2004 Q1	38	426	100	100
2004 Q2	39	455	102	107
2004 Q3	38	434	100	102
2004 Q4	38	429	100	101
2005 Q1	37	412	98	97
2005 Q2	40	461	105	108
2005 Q3	39	442	103	104
2005 Q4	37	431	97	101
2006 Q1	37	431	98	101
2006 Q2	38	431	100	101
2006 Q3	39	472	103	111
2006 Q4	39	442	102	104
2007 Q1	38	430	101	101
2007 Q2	40	456	106	107
2007 Q3	39	467	102	110
2007 Q4	40	469	106	110
2008 Q1	38	448	101	105
2008 Q2	37	413	99	97
2008 Q3	36	415	95	98
2008 Q4	34	391	90	92
2009 Q1	31	340	83	80
2009 Q2	32	334	84	78
2009 Q3	32	356	85	84
2009 Q4	30	326	80	77
2010 Q1	35	355	91	83
2010 Q2	34	386	90	91
2010 Q3	37	393	98	92
2010 Q4	33	355	88	83
2011 Q1 p	36	408	96	96
<i>Percentage change between</i>				
Q1 2010 - Q1 2011	5	15	5	15

1. Weight of goods multiplied by distance travelled

2. Weight of goods

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Table RFS0144 (TSGB0433)

Summary of domestic and international road freight by UK HGVs: annual 2004-2010 and quarterly 2004-2011

Year	Million tonnes					Billion tonne kilometres				
	Goods lifted ¹			Goods moved ²						
	Domestic ^{3,4}		International ⁵	Domestic ^{3,4}		International ⁵	Cabotage ⁶			
	GB HGVs	NI HGVs	GB HGVs	NI HGVs	UK HGVs	GB HGVs	NI HGVs	GB HGVs	NI HGVs	UK HGVs
2004	1,743.7	65.3	11.5	10.2	1.9	152.1	3.7	9.6	1.5	0.4
2005	1,745.9	65.5	10.7	9.4	1.9	152.6	3.5	8.0	1.7	0.4
2006	1,775.8	69.7	10.8	13.0	2.4	152.4	3.9	8.4	1.9	0.4
2007	1,822.4	82.0	10.8	11.3	2.2	157.3	4.1	8.2	1.6	0.4
2008	1,667.5	73.7	10.5	7.9	2.5	145.8	4.0	7.4	1.3	0.4
2009	1,356.2	63.7	9.4	7.1	1.3	125.2	3.9	6.7	1.0	0.3
2010	1,488.5	56.6	10.4	8.2	2.3	138.9	3.1	7.1	1.2	0.6
2011	.	.	.	.	.	.	.	.	.	.
<i>Percentage change between</i>										
<i>2009 - 2010</i>	10	-11	10	15	75	11	-20	6	27	112
2004 Q1	425.8	16.8	2.9	2.7	0.9	37.8	0.8	2.6	0.4	0.1
2004 Q2	454.5	14.1	2.9	2.6	0.4	38.6	0.9	2.4	0.4	0.1
2004 Q3	434.0	18.2	2.9	2.4	0.4	38.0	1.0	2.3	0.3	0.1
2004 Q4	429.4	16.2	2.8	2.5	0.2	37.7	0.9	2.3	0.4	0.1
2005 Q1	412.3	19.0	2.6	2.7	0.3	37.2	1.0	2.0	0.5	0.1
2005 Q2	461.0	17.4	2.9	2.4	0.6	39.7	0.9	2.2	0.4	0.1
2005 Q3	441.7	13.0	2.7	2.2	0.8	39.0	0.8	2.0	0.4	0.1
2005 Q4	430.8	16.1	2.5	2.1	0.3	36.6	0.9	1.8	0.4	0.1
2006 Q1	430.9	18.1	2.6	2.8	0.7	37.1	1.2	2.0	0.5	0.1
2006 Q2	431.3	17.7	2.7	3.1	0.8	37.8	1.0	2.0	0.5	0.1
2006 Q3	471.9	16.2	2.8	4.0	0.3	38.9	0.8	2.3	0.5	0.1
2006 Q4	441.8	17.7	2.7	3.1	0.7	38.7	0.9	2.1	0.5	0.1
2007 Q1	430.5	19.8	2.8	2.0	0.5	38.3	1.1	2.1	0.3	0.1
2007 Q2	456.2	19.4	2.8	3.2	0.2	40.1	1.0	2.2	0.5	0.1
2007 Q3	466.8	23.0	2.6	2.7	0.9	38.8	1.1	2.0	0.4	0.1
2007 Q4	468.9	19.7	2.6	3.4	0.6	40.2	1.0	1.9	0.4	0.1
2008 Q1	447.9	19.3	2.7	1.4	0.8	38.4	1.0	1.9	0.4	0.1
2008 Q2	412.9	19.5	2.8	2.2	0.5	37.3	1.0	1.9	0.4	0.1
2008 Q3	415.2	19.6	2.8	1.7	0.6	35.9	1.0	2.0	0.3	0.1
2008 Q4	391.4	15.3	2.1	2.5	0.6	34.1	1.0	1.6	0.3	0.1
2009 Q1	339.8	16.7	2.2	1.6	0.2	31.2	1.2	1.5	0.2	0.0
2009 Q2	334.1	15.4	2.6	2.3	0.3	31.7	0.8	1.8	0.3	0.1
2009 Q3	356.2	14.7	2.4	1.6	0.5	32.1	0.9	1.7	0.3	0.1
2009 Q4	326.1	16.9	2.3	1.6	0.3	30.2	1.0	1.6	0.3	0.1
2010 Q1	354.9	15.0	2.5	1.7	0.5	34.6	0.8	1.7	0.3	0.1
2010 Q2	385.8	18.9	2.6	2.5	0.9	34.0	0.9	1.8	0.4	0.3
2010 Q3	392.6	11.7	2.7	2.4	0.6	37.0	0.8	1.8	0.3	0.1
2010 Q4	355.2	11.1	2.6	1.5	0.3	33.2	0.6	1.8	0.2	0.1
2011 Q1 p	408.4	15.2	2.7	2.4	0.5	36.4	1.1	1.7	0.4	0.1
<i>Percentage change between</i>										
<i>Q1 2010 - Q1 2011</i>	15	1	10	37	-6	5	30	0	23	-36

1. Weight of goods in tonnes

2. Weight of goods multiplied by distance in tonne kilometres

3. Domestic freight lifted by GB and NI-registered HGVs within the UK

4. The estimates for domestic haulage include the domestic legs of international trips

5. Includes all journeys, including those within the island of Ireland, so figures will be higher than those in Table RFS0201 which exclude these

6. Cabotage is the national carriage of goods for hire or reward carried out by non-resident hauliers on a temporary basis in a host Member State

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[Rail Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics)

Table RAI0401 (TSGB0422)

National Railways freight moved by commodity: 1996/97-2011/12

	Billion net tonne-kilometres								
	Coal	Metals	Construction	Oil & petroleum	International	Domestic intermodal	Other	Total ^{1,2}	Infrastructure ³
1996/97 ⁴	3.9	..	..	..	..	..	11.2	15.1	..
1997/98 ⁴	4.4	..	..	..	..	..	12.5	16.9	..
1998/99	4.5	2.1	2.1	1.6	1.1	3.5	2.5	17.3	1.2
1999/00 ⁵	4.8	2.2	2.0	1.5	1.0	3.9	2.7	18.2	1.2
2000/01	4.8	2.1	2.4	1.4	1.0	3.8	2.6	18.1	1.2
2001/02	6.2	2.4	2.8	1.2	0.6	3.5	2.6	19.4	1.3
2002/03	5.7	2.6	2.5	1.2	0.5	3.4	2.7	18.5	1.2
2003/04	5.8	2.4	2.7	1.2	0.5	3.5	2.8	18.9	1.2
2004/05	6.7	2.6	2.9	1.2	0.5	4.0	2.5	20.3	1.3
2005/06	8.3	2.2	2.9	1.2	0.5	4.3	2.3	21.7	1.4
2006/07	8.6	2.0	2.7	1.5	0.4	4.7	1.9	21.9	1.4
2007/08	7.7	1.8	2.8	1.6	0.4	5.1	1.7	21.2	1.7
2008/09	7.9	1.5	2.7	1.5	0.4	5.2	1.4	20.6	1.6
2009/10	6.2	1.6	2.8	1.4	0.4	5.5	1.0	19.1	1.4
2010/11	5.5	2.2	3.2	1.3	0.4	5.7	0.9	19.2	1.5
2011/12	6.4	2.2	3.5	1.2	0.4	6.3	1.0	21.1	1.9

1 Any minor discrepancies between sub-categories and totals are caused by rounding.

Source: Office of Rail Regulation (ORR)

2 Infrastructure not included in total.

3 This series excludes some possession trains used during engineering works.

4 The full commodity breakdown is not available for 1996/97 and 1997/98.

5 Break in the series; change in the source data from 1999/00.

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[Rail Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics)

Table RAI0402 (TSGB0423)

National Railways freight lifted by commodity: 1996/97-2011/12

	Million tonnes		
	Coal	Other	Total ¹
1996/97	52.2	49.6	101.8
1997/98	50.3	55.1	105.4
1998/99	45.3	56.8	102.1
1999/00 ²	35.9	60.6	96.5
2000/01	35.3	60.3	95.6
2001/02	39.5	54.5	93.9
2002/03	34.0	53.0	87.0
2003/04	35.2	53.7	88.9
2004/05 ^{3,R}	44.1	56.8	100.9
2005/06 ⁴	47.6	57.7	105.3
2006/07	48.7	59.5	108.2
2007/08 ⁵	43.3	59.1	102.4
2008/09	46.6	56.1	102.7
2009/10	37.9	49.3	87.2
2010/11	38.8	51.1	89.9
2011/12	44.4	57.3	101.7

R 2004/05 coal lifted has been revised by ORR since the previous publication.

1 Any minor discrepancies between sub-categories and totals are caused by rounding.

2 Break in the series; change in the source data from 1999/00.

3 Break in the series; increase largely due to changes in data collection method.

4 Break in the series; figures from 2005/06 onwards include some of the tonnes lifted by GB Railfreight.

5 Break in the series; coal data was not supplied by GB Railfreight prior to 2007/08.

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Source: Office of Rail Regulation (ORR)

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Table RAI0403 (TSGB0424)

National Railways freight

Number of freight train movements, impacts on road haulage and Freight Performance Measure: 2005/06-2011/12

	2005/06	2006/07	2007/08	2008/09 ^R	2009/10 ^R	2010/11 ^R	2011/12
(a) Number of freight train movements^{1,2}							
Total number of freight trains movements	455.6	364.9	332.2	316.7	278.5	265.6	273.9
	Thousands						
(b) Impacts on road haulage							
Road vehicle kilometres equivalent³	1.2	1.4	1.4	1.4	1.4	1.4	1.4
	Billions						
Road vehicle journeys equivalent⁴	6.7	6.6	6.7	8.2	6.5	5.9	5.9
	Millions						
(c) Freight Performance Measure (FPM)^{1,6}							
FPM	65.4	66.8	68.7	71.1	74.6	73.9	75.8
	Percentage						

1 Figures have been sourced from Network Rail.

2 Measures the total number of train movements (including infrastructure trains) on the network.

3 The equivalent distance that road vehicles would need to have travelled to move the amounts of freight carried on rail, which is affected more by volume than by weight.

4 The equivalent number of road vehicle trips necessary to move this freight.

5 Data for 2011/12 will not be published until July 2013.

6 Percentage of trains arriving on time at their final destination. A train is considered 'on time' if it arrives within 10 minutes of its scheduled arrival time.

R Revisions have been made to the 2009/10 and 2010/11 number of freight train movements, 2008/09 and 2009/10 road vehicle journeys equivalent and 2010/11 FPM.

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[Notes and definitions](#)

Sources: Office of Rail Regulation (ORR); Network Rail

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Department for Transport Statistics

[Roll-on Roll-off International Freight](#)

Table RoRo0101 (TSGB0434)

Road goods vehicles travelling to mainland Europe, 1990-2011

Year	Powered vehicles by country of registration					Unaccompanied trailers	All vehicles
	UK	Foreign	Unknown	Total			
1990	339	383	2	724	583	1,307	
1991	360	363	2	726	598	1,324	
1992	374	394	2	770	629	1,399	
1993	398	392	6	796	593	1,390	
1994	453	439	4	896	702	1,598	
1995	486	461	3	950	677	1,628	
1996	531	484	2	1,018	626	1,644	
1997	543	598	6	1,146	740	1,886	
1998	544	726	5	1,275	737	2,012	
1999	563	885	6	1,454	738	2,191	
2000	545	1,043	18	1,605	713	2,318	
2001	518	1,174	20	1,712	686	2,398	
2002	493	1,290	18	1,802	726	2,527	
2003	474	1,322	19	1,815	780	2,595	
2004	441	1,446	10	1,897	787	2,684	
2005	418	1,513	10	1,941	763	2,704	
2006	406	1,606	9	2,021	784	2,805	
2007	400	1,719	11	2,129	772	2,901	
2008	382	1,672	5	2,060	709	2,768	
2009	347	1,404	13	1,764	611	2,375	
2010	379	1,406	9	1,794	673	2,468	
2011	361	1,446	4	1,812	660	2,472	
Percentage annual change	-5	3	*	1	-2	0	

Thousands

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Source: DfT Roll-on Roll-off Goods Vehicle Survey
Last updated: November 2012
Next update: November 2013

Department for Transport Statistics

[Roll-on Roll-off International Freight](#)

Table RoRo0201 (TSGB0435)

Powered goods vehicles by country of registration¹, 1990-2011

Year	UK	Germany	France	Italy	Netherlands	Poland	EU15 ³	EU27 ⁵	Non EU ⁶	Unknown	All foreign	All countries
1990	339	34	131	15	71	..	689	..	33	2	383	724
1991	360	30	129	14	69	..	696	..	27	2	363	726
1992	374	31	141	14	72	..	738	..	30	2	394	770
1993	398	28	144	13	73	..	760	..	30	6	392	796
1994	453	28	163	23	76	..	858	..	34	4	439	897
1995	486	28	155	29	85	..	918	..	29	3	461	950
1996	531	30	182	29	87	..	989	..	26	2	484	1,018
1997	543	39	234	30	107	..	1,113	..	28	6	598	1,146
1998	544	52	272	35	125	..	1,235	..	35	5	726	1,275
1999	563	73	319	46	153	7	1,400	..	47	6	885	1,454
2000	545	111	339	68	185	10	1,535	..	53	18	1,043	1,605
2001	518	132	352	91	187	12	1,612	..	79	20	1,174	1,712
2002	493	148	363	128	186	12	1,667	..	116	18	1,290	1,802
2003	474	156	363	132	210	14	1,648	..	147	19	1,322	1,815
2004	441	233	224	99	264	58	1,684	1,818	69	10	1,446	1,897
2005	418	214	214	92	252	100	1,590	1,824	106	10	1,513	1,941
2006	406	212	205	88	244	147	1,542	1,878	134	9	1,606	2,021
2007	400	218	197	82	252	205	1,540	2,023	96	11	1,719	2,129
2008	382	200	179	61	244	256	1,412	1,990	65	5	1,672	2,060
2009	347	153	144	43	176	259	1,144	1,688	63	13	1,404	1,764
2010	379	152	132	46	194	250	1,188	1,739	46	9	1,406	1,794
2011	361	136	123	42	199	270	1,145	1,757	51	4	1,446	1,812
Percentage annual change	-5	-11	-7	-10	3	8	-4	1	9	*	3	1

1 Comparison of the quarterly figures by country should be treated with caution.

2 Includes Luxembourg from 1983 - 2003.

3 Prior to 1995, relates to EU12 (Austria, Sweden and Finland did not join until 1995).

4 For 2004, 2005 and 2006 does not include Bulgaria and Romania (they did not join the EU until 2007)

5 (a) Before 2004 includes New Member State countries as none were members of the EU at this time. No individual breakdown available before 1999 for these countries.

(b) Romania and Bulgaria included in 2004, 2005 and 2006 as they did not join the EU until 2007

6 Figures for one operator have been estimated in Q3 2011.

Source: DfT Roll-on Roll-off Goods Vehicle Survey

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Maritime

This section contains statistics relating to maritime and inland waters transport.

Associated tables and charts can be accessed through the [Ports statistics webpage](#).

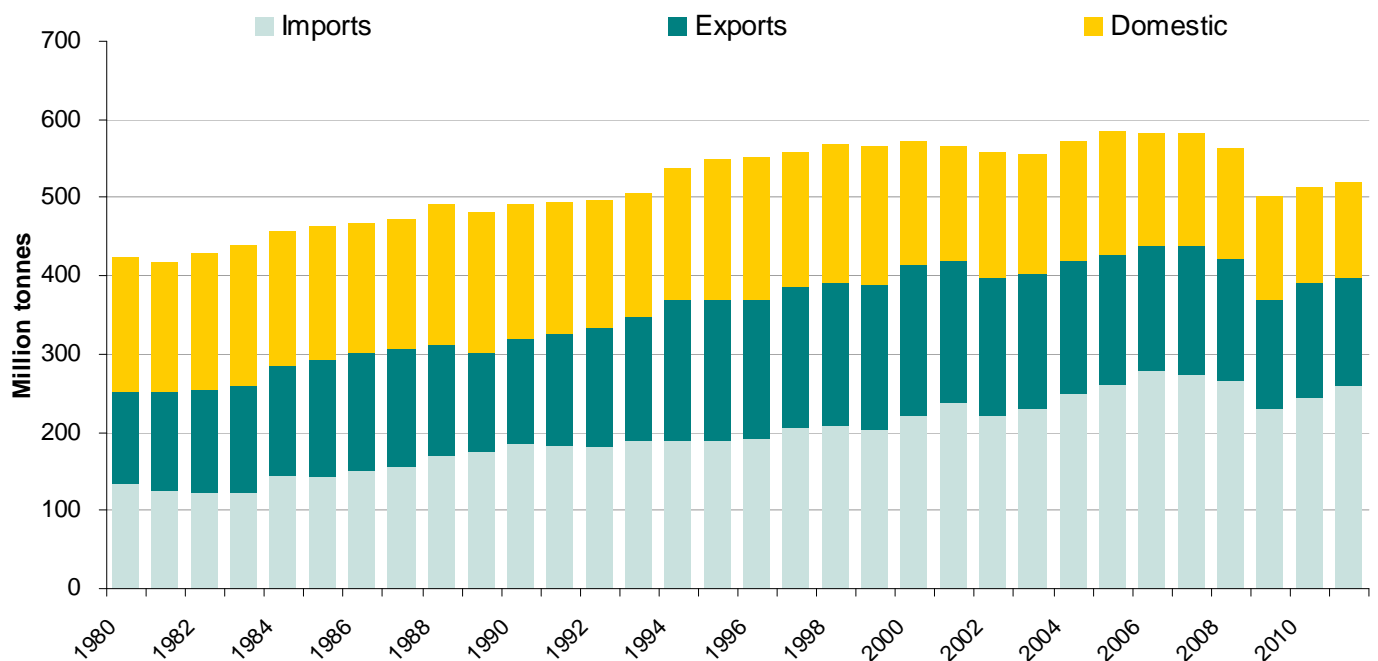
Freight traffic handled at UK sea ports

(Tables TSGB0501 to 0503)

Maritime Statistics includes:

- Freight handled at UK sea ports
- Passenger traffic at UK sea ports
- Waterborne freight in the UK
- Shipping, including commercial shipping fleets, industry revenue and expenditure and maritime incidents

UK port freight traffic, 1980 to 2011

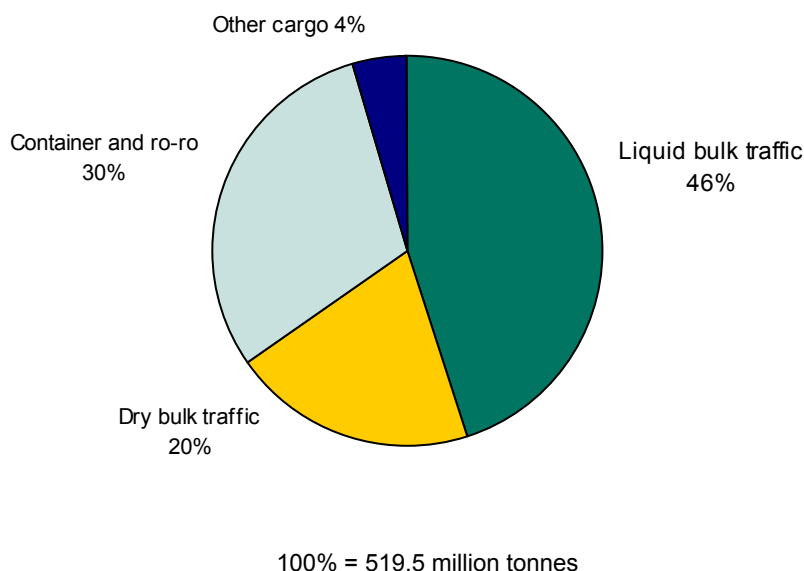


- UK sea ports handled 519 million tonnes (Mt) of freight traffic in 2011, an increase of 1 per cent on 2010, but 11 per cent lower than in the peak in 2005.
- Over the ten years since 2001, imports have increased by 9 per cent where as exports have decreased by 23 per cent and domestic traffic has fallen by 18 per cent.

Top 10 UK ports by tonnage 2011

Port	Million tonnes	% of total
1. Grimsby & Immingham	57.2	11.0
2. London	48.8	9.4
3. Milford Haven	48.7	9.4
4. Southampton	37.9	7.3
5. Tees and Hartlepool	35.2	6.8
6. Liverpool	32.7	6.3
7. Forth	27.9	5.4
8. Felixstowe	26.8	5.2
9. Dover	24.3	4.7
10. Medway	16.1	3.1
Other major UK ports	151.5	29.2
Minor UK ports	12.5	2.4
All UK ports	519.5	100

UK port traffic by cargo type, 2011



- Grimsby and Immingham was the UK's largest port by tonnage in 2011. The top three ports remained the same as in 2010.
- Liquid bulk traffic accounted for 46 per cent of the total port traffic; dry bulks 20 per cent, container and roll-on/roll-off (ro-ro) traffic 30 per cent and other cargo 4 per cent.

Unitised freight traffic

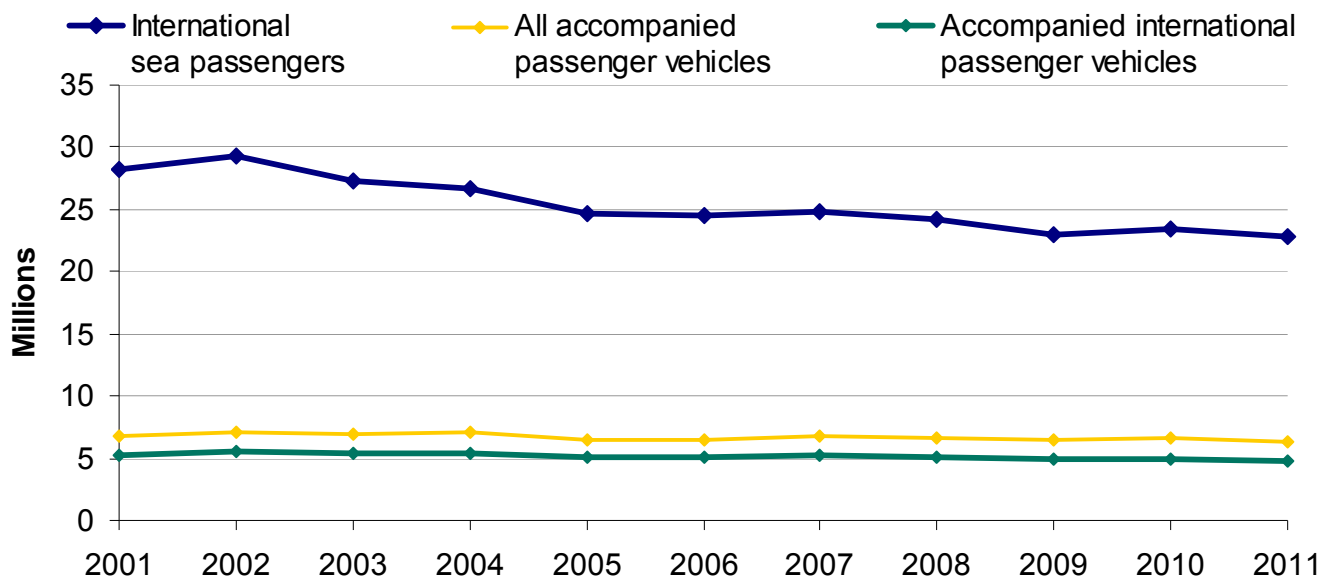
(Tables TSGB0504 to 0507)

- Unitised traffic forms part of the freight traffic described above. In 2011 UK major ports handled 11.8 million main freight units (containers, road goods vehicles, unaccompanied trailers and shipborne port-to-port trailers/barges), 1.4 per cent lower than in 2010. These units carried 149 million tonnes of goods, up 2 per cent on the previous year.
- The number of lo-lo containers through UK major ports totalled 4.9 million units (58 million tonnes) in 2011. This represents a 1 per cent decrease in units between 2010 and 2011.
- Road goods vehicles and unaccompanied trailers decreased by 2 per cent to 6.2 million units (79 million tonnes). The latest figure represents an 11 per cent increase in units since 2001.

Sea passengers and passenger vehicles handled at UK sea ports

(Tables TSGB0506, 0507, 0511 and 0512)

Accompanied passenger vehicles and International sea passengers, 2001 to 2011



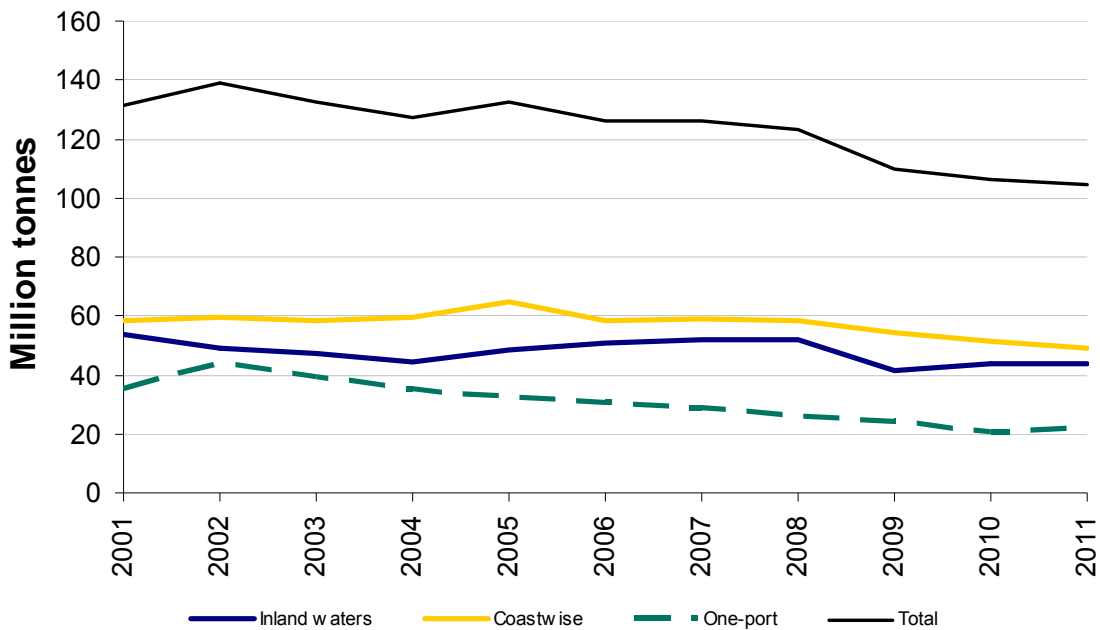
- International sea passenger journeys to and from the UK in 2011 decreased by 0.7 million people to 22.6 million. Of these, 21.1 million were short-sea ferry passengers and 1.6 million were cruise and other long sea journey passengers, which has risen from 0.5 million in the last decade.
- Accompanied passenger vehicles decreased by just over a quarter of a million to 6.3 million in 2011, with France accounting for 3.5 million vehicles (56 per cent), followed by Northern Ireland with 1 million vehicles (16 per cent).
- Dover was the busiest passenger seaport handling 57 per cent of international sea passengers and 55 per cent of international passenger vehicles.

Domestic Waterborne Freight

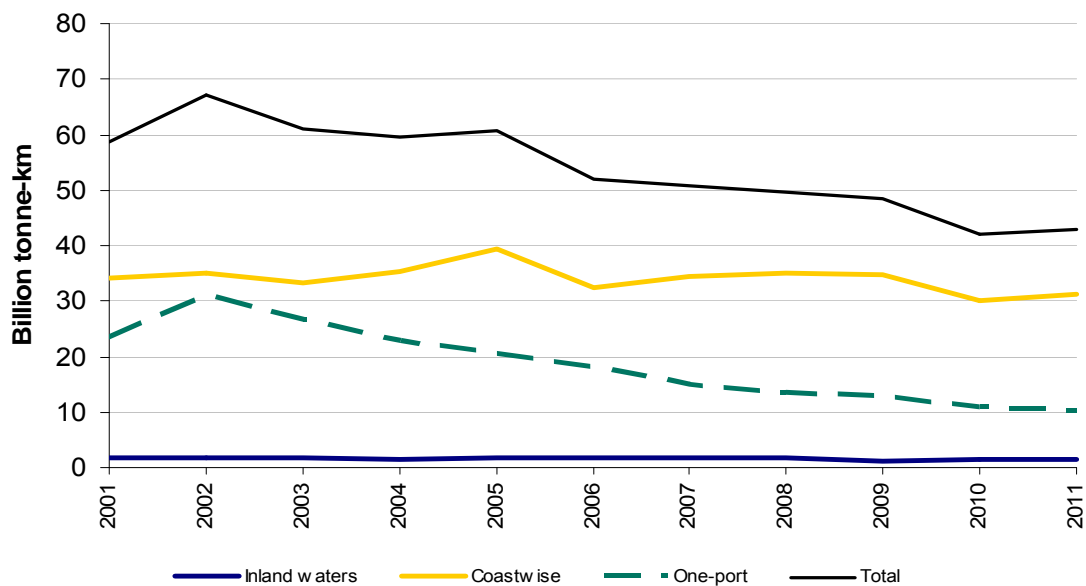
(Tables TSGB0508 to 0510)

- Between 2010 and 2011 goods lifted fell by 2 per cent. However goods moved rose by 3 per cent, the first annual increase since 2005. This change in overall domestic waterborne freight can be attributed to the increase in the amount of **coastwise** traffic. Coastwise traffic tends to travel a lot further than inland waters traffic therefore the total amount of goods moved has increased despite a small drop in the amount of goods lifted.

Domestic Waterborne Freight, goods lifted, 2001-2011



Domestic Waterborne Freight, goods moved, 2001-2011

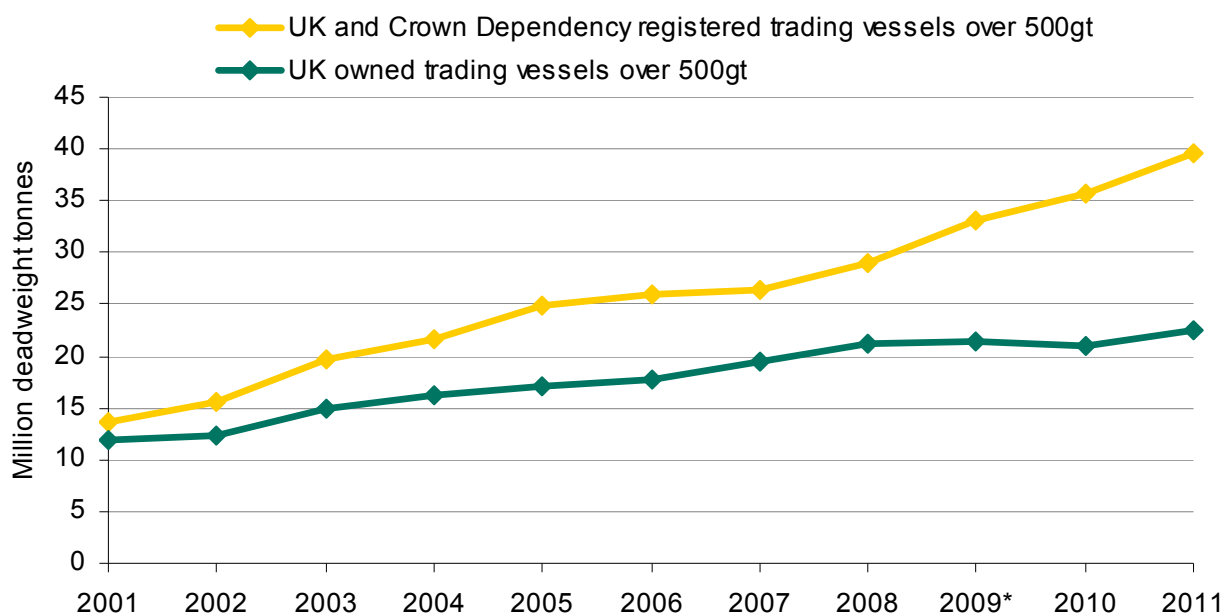


- In 2011 traffic on UK inland waters was stable compared to 2010, with 43.9 million tonnes lifted and 1.4 billion tonne-kilometres moved. The River Thames remains the busiest inland waterway.
- Despite a steady decline since 2002, there was an increase in one-port traffic (i.e. to and from offshore installations and sea dredging) in 2011 of 6 per cent. from 20.3 million tonnes lifted in 2010 to 21.6 million tonnes lifted in 2011

Shipping Statistics

(Tables TSGB0513 to 0518)

UK and Crown Dependency registered and UK owned trading vessels over 500 gross tons² (gt), 2001 – 2011



* Definition for what constitutes a trading vessel changed in 2009

- The deadweight tonnage³ (dwt) of UK and Crown Dependency registered⁴ vessels over 500gt has increased by 190 per cent since 2001, from 13.6 million dwt to 39.6 million dwt in 2009.
- Ships on the UK register need not be owned by UK interests, and vice versa. UK owned trading vessel deadweight tonnage has nearly doubled over the previous ten years, from 12 million in 2001 to 22.5 million in 2011.

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 5 - Maritime Page](#).
2. Gross tonnage. A measure of vessel size representing the total of all the enclosed spaces of the vessel obtained by means of a formula, which has as its basis the volume in cubic metres.
3. The deadweight tonnage is the total weight of cargo, fuel, fresh water, stores and crew which the ship can carry when immersed to her (usually summer) load line.
4. The UK registered vessels includes those registered under the Crown Dependencies (Channel Islands and the Isle of Man)

Department for Transport Statistics

[Port Freight Statistics](#)

Table port0104 (tsgb0501)

All UK port freight traffic, foreign, coastwise and one-port by direction: 1991-2011 ^{1,2}

Million tonnes

Year	Foreign		Coastwise			One-port			Total			
	Imports	Exports	All	Inwards	Outwards	All	Inwards	Outwards	All	Inwards	Outwards	All
1991	182.1	143.2	325.3	61.7	62.8	124.4	29.8	15.1	44.9	273.6	221.0	494.6
1992	182.6	150.2	332.8	58.2	60.8	119.0	29.0	14.9	43.9	269.8	225.9	495.7
1993	189.5	157.5	346.9	59.4	62.0	121.5	23.8	14.0	37.8	272.7	233.5	506.2
1994	190.1	179.0	369.1	63.3	64.8	128.1	28.6	12.4	41.0	281.9	256.2	538.1
1995	190.3	178.8	369.1	67.9	72.1	140.0	26.7	12.4	39.1	284.9	263.3	548.2
1996	192.7	175.8	368.5	69.9	75.3	145.2	25.1	12.4	37.5	287.7	263.5	551.2
1997	205.7	179.3	385.0	67.5	72.0	139.5	21.8	12.2	34.0	295.0	263.5	558.5
1998	209.3	181.7	390.9	70.7	71.9	142.7	26.1	8.8	34.9	306.1	262.4	568.5
1999	203.6	184.4	387.9	67.0	71.1	138.1	36.4	3.2	39.6	307.0	258.7	565.6
2000	220.9	193.1	414.0	57.4	61.9	119.3	38.0	1.7	39.8	316.3	256.7	573.1
2001	238.4	180.4	418.7	57.3	54.9	112.2	33.3	2.2	35.4	328.9	237.5	566.4
2002	220.9	178.2	399.1	57.8	57.3	115.2	41.7	2.0	43.7	320.5	237.5	557.9
2003	229.3	174.0	403.3	56.9	56.1	113.0	37.2	1.7	39.0	323.4	231.9	555.3
2004	250.4	169.6	420.0	58.3	59.7	117.9	33.4	1.4	34.8	342.1	230.6	572.8
2005	262.3	163.7	426.0	61.4	64.9	126.2	30.4	1.9	32.3	354.0	230.5	584.5
2006	278.9	160.6	439.5	56.7	56.5	113.2	29.0	1.6	30.6	364.7	218.6	583.3
2007	273.3	164.5	437.9	57.6	57.2	114.8	26.9	2.0	28.9	357.8	223.7	581.5
2008	266.0	156.1	422.1	56.2	57.9	114.1	24.1	1.9	26.0	346.4	215.8	562.2
2009 ^R	230.2	139.0	369.2	53.2	54.3	107.6	20.3	3.8	24.2	303.7	197.2	500.9
2010 ^R	244.0	146.9	391.0	50.3	50.2	100.5	18.3	2.1	20.4	312.6	199.2	511.9
2011	259.0	139.8	398.8	49.4	49.8	99.2	19.2	2.3	21.5	327.6	191.9	519.5

1 Great Britain only prior to 1980.

2 Estimated prior to 1974.

R Revisions to some minor port figures in 2009 and 2010

Information on methodology and quality can be found in the Technical Note

<https://www.gov.uk/government/organisations/department-for-transport/series/ports-statistics>

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Source: DfT Port Statistics

Last updated: 20 September 2012

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The figures in this table are National Statistics

Department for Transport Statistics

Port Freight Statistics

Table port0106 (tsgb0502)

All UK major port freight traffic by cargo type and direction: 2001 - 2011

Thousand tonnes

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
(a) All traffic											
Liquid bulk											
Liquefied gas	8,051	7,850	7,543	7,410	7,900	9,471	7,902	7,444	13,051	21,240	24,088
Crude oil	168,557	172,524	160,319	161,595	153,499	142,200	140,132	132,146	122,924	118,189	113,045
Oil products	82,593	78,164	80,351	85,976	89,001	85,120	85,960	86,814	79,094	79,415	81,414
Other liquid bulk products	14,333	12,258	12,087	12,452	12,767	13,598	14,599	12,770	12,475	12,765	12,011
All liquid bulk traffic	273,534	270,796	260,299	267,434	263,167	250,388	248,592	239,174	227,544	231,609	230,558
Dry bulk											
Ores	19,560	17,009	17,989	17,827	17,941	18,301	19,144	18,091	14,822	18,235	16,702
Coal	39,920	32,998	37,281	41,316	51,787	57,282	47,427	50,515	39,612	29,852	36,910
Agricultural products	13,026	13,061	14,752	12,925	13,608	13,095	12,746	13,978	13,966	15,024	13,448
Other dry bulk	42,480	43,674	44,407	42,122	42,232	44,403	46,067	42,272	30,643	34,296	36,349
All dry bulk traffic	114,986	106,742	114,429	114,190	125,568	133,080	125,383	124,856	99,045	97,407	103,408
All bulk traffic											
Bulk fuels ¹	299,121	291,536	285,494	296,298	302,187	294,072	281,421	276,918	254,681	248,696	255,457
Other bulks ¹	89,399	86,002	89,235	85,325	86,548	89,396	92,555	87,112	71,907	80,320	78,509
All bulk traffic	388,521	377,538	374,728	381,623	388,734	383,468	373,976	364,030	326,588	329,016	333,966
Container and roll-on/roll-off traffic											
Container traffic ^{2,3}	51,689	51,100	51,279	56,414	53,840	54,359	60,510	59,550	52,011	56,674	57,703
Roll-on/roll-off traffic ^{2,3}	83,187	86,339	86,976	92,804	100,262	104,263	104,694	101,414	94,081	96,015	97,309
All container and ro-ro	134,876	137,439	138,255	149,219	154,102	158,622	165,203	160,964	146,092	152,688	155,012
Other general cargo											
Forestry products	9,405	10,191	10,249	10,558	9,616	8,894	8,987	6,525	5,243	5,588	5,713
Iron and steel products	9,818	10,261	8,995	10,057	10,351	10,637	12,236	10,317	6,182	6,128	6,936
General cargo & containers <20'	6,835	6,685	6,750	6,726	7,342	7,141	6,215	6,243	5,451	5,068	5,368
All other general cargo traffic	26,058	27,137	25,994	27,341	27,309	26,672	27,438	23,085	16,876	16,784	18,017
All traffic	549,455	542,114	538,977	558,183	570,145	568,763	566,617	548,079	489,556	498,488	506,996
(b) Inward traffic											
Liquid bulk											
Liquefied gas	2,186	1,558	1,587	1,914	1,994	4,454	2,920	2,292	9,334	16,469	20,650
Crude oil	77,734	79,916	77,333	83,569	80,496	76,631	74,384	71,831	65,211	64,668	66,602
Oil products	38,740	36,198	37,628	39,952	42,739	44,148	43,002	44,234	40,868	41,833	42,707
Other liquid bulk products	8,768	7,657	7,279	7,101	7,250	8,178	8,791	7,457	6,249	6,909	6,376
All liquid bulk traffic	127,428	125,330	123,828	132,536	132,479	133,411	129,096	125,814	121,663	129,878	136,334
Dry bulk											
Ores	19,079	16,408	17,389	17,267	17,535	17,763	18,442	17,061	11,227	12,834	11,526
Coal	37,220	30,569	34,839	38,908	48,621	54,329	45,051	47,747	37,606	26,685	34,038
Agricultural products	9,932	9,626	9,139	9,144	9,268	9,465	9,611	10,027	9,758	9,467	8,886
Other dry bulk	28,234	28,704	28,544	26,943	27,664	28,698	30,111	27,647	20,594	23,396	24,510
All dry bulk traffic	94,464	85,307	89,910	92,262	103,089	110,255	103,214	102,482	79,184	72,382	78,961
All bulk traffic											
Bulk fuels ¹	155,880	148,242	151,387	164,343	173,850	179,562	165,357	166,104	153,019	149,654	163,997
Other bulks ¹	66,013	62,395	62,351	60,456	61,717	64,104	66,954	62,192	47,828	52,606	51,298
All bulk traffic	221,892	210,637	213,738	224,798	235,567	243,666	232,310	228,296	200,847	202,261	215,295
Container and roll-on/roll-off traffic											
Container traffic ^{2,3}	29,503	29,613	29,634	33,619	31,481	32,098	36,524	35,582	29,221	33,075	33,739
Roll-on/roll-off traffic ^{2,3}	47,434	49,899	50,626	54,039	58,777	61,059	60,885	58,562	55,496	56,449	57,071
All container and ro-ro	76,937	79,511	80,260	87,658	90,258	93,157	97,409	94,144	84,717	89,524	90,810
Other general cargo											
Forestry products	9,139	9,878	9,867	10,103	9,026	8,454	8,434	6,117	5,129	5,342	5,448
Iron and steel products	5,969	6,752	5,465	6,323	5,553	5,925	6,687	5,845	2,901	4,259	5,064
General cargo & containers <20'	4,156	4,163	4,210	4,282	4,383	4,262	3,397	3,259	2,957	3,033	3,085
All other general cargo traffic	19,265	20,793	19,543	20,708	18,962	18,641	18,518	15,221	10,987	12,634	13,597
All inwards traffic	318,095	310,941	313,541	333,164	344,788	355,464	348,237	337,662	296,551	304,418	319,702
(c) Outward traffic											
Liquid bulk											
Liquefied gas	5,866	6,292	5,956	5,497	5,905	5,016	4,982	5,152	3,717	4,771	3,439
Crude oil	90,823	92,608	82,986	78,026	73,003	65,570	65,748	60,315	57,713	53,521	46,443
Oil products	43,853	41,966	42,723	46,024	46,261	40,972	42,958	42,580	38,226	37,583	38,707
Other liquid bulk products	5,565	4,601	4,807	5,351	5,518	5,420	5,808	5,313	6,226	5,856	5,635
All liquid bulk traffic	146,106	145,466	136,472	134,898	130,688	116,977	119,496	113,359	105,881	101,731	94,225

All UK major port freight traffic by cargo type and direction: 2001 - 2011

	Thousand tonnes										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Dry bulk											
Ores	481	601	600	559	405	538	702	1,030	3,595	5,401	5,176
Coal	2,700	2,429	2,442	2,408	3,167	2,953	2,376	2,768	2,007	3,167	2,871
Agricultural products	3,094	3,435	5,613	3,780	4,340	3,630	3,135	3,950	4,209	5,557	4,561
Other dry bulk	14,247	14,970	15,864	15,179	14,568	15,705	15,956	14,625	10,050	10,899	11,839
All dry bulk traffic	20,522	21,435	24,519	21,927	22,479	22,825	22,169	22,374	19,860	25,025	24,447
All bulk traffic											
Bulk fuels ¹	143,242	143,294	134,107	131,955	128,336	114,510	116,064	110,814	101,662	99,042	91,460
Other bulks ¹	23,386	23,607	26,884	24,870	24,830	25,292	25,601	24,919	24,079	27,714	27,211
All bulk traffic	166,628	166,901	160,990	156,825	153,167	139,802	141,665	135,733	125,741	126,756	118,672
Container and roll-on/roll-off traffic											
Container traffic ^{2,3}	22,186	21,487	21,645	22,796	22,359	22,261	23,986	23,968	22,789	23,599	23,964
Roll-on/roll-off traffic ^{2,3}	35,753	36,440	36,350	38,765	41,485	43,204	43,808	42,852	38,585	39,566	40,238
All container and ro-ro	57,939	57,927	57,995	61,561	63,844	65,465	67,795	66,820	61,374	63,165	64,202
Other general cargo											
Forestry products	266	313	382	454	590	440	553	408	113	246	265
Iron and steel products	3,849	3,509	3,530	3,735	4,798	4,712	5,550	4,472	3,281	1,869	1,872
General cargo & containers <20'	2,679	2,522	2,540	2,444	2,959	2,879	2,818	2,984	2,494	2,034	2,283
All other general cargo traffic	6,793	6,344	6,451	6,633	8,347	8,032	8,921	7,864	5,889	4,149	4,420
All outwards traffic	231,360	231,173	225,436	225,019	225,357	213,299	218,380	210,417	193,005	194,070	187,294

1 Dry bulk oil products included in other bulks

2 Containers carried on by shipborne port to port trailers included in Roll-on/Roll-off traffic

3 Figures after 2004 are not directly comparable with earlier years. Please see Section 2 of the Technical Note (link below) for details

Information on methodology and quality can be found in the Technical Note:

<https://www.gov.uk/government/organisations/department-for-transport/series/ports-statistics>

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Department for Transport Statistics

[Port Freight Statistics](#)

Table port0103 (tsgb0503)

All UK port freight traffic by region and country: 2008 - 2011

Region	2008			2009 ^R			2010 ^R			2011		
	In	Out	All	In	Out	All	In	Out	All	In	Out	All
North East	23,390	29,930	53,320	17,908	26,670	44,578	15,448	25,233	40,681	18,683	23,981	42,665
North West	30,661	14,804	45,465	28,304	13,798	42,102	28,584	14,487	43,071	31,280	14,439	45,719
Yorkshire and The Humber	71,706	19,532	91,238	59,396	17,475	76,872	59,518	17,321	76,839	62,656	17,357	80,013
East Midlands	1,004	487	1,491	765	377	1,142	905	489	1,394	884	384	1,268
West Midlands	-	-	-	-	-	-	-	-	-	-	-	-
East of England ²	52,328	20,198	72,527	47,955	18,856	66,811	51,573	20,836	72,408	51,801	19,935	71,737
of which Port of London	31,481	7,559	39,041	29,021	6,066	35,087	31,017	7,481	38,497	30,295	7,122	37,418
London ¹	6,497	956	7,453	5,776	701	6,478	5,434	782	6,216	6,349	864	7,212
South East ²	65,996	30,284	96,280	60,139	27,785	87,924	59,948	29,538	89,486	61,855	28,760	90,615
of which Port of London	5,886	586	6,472	3,771	106	3,877	3,347	3	3,349	4,164	2	4,166
South West	14,655	4,106	18,761	11,661	3,225	14,886	9,818	3,473	13,291	10,657	3,432	14,089
England	266,236	120,298	386,534	231,904	108,888	340,792	231,227	112,158	343,386	244,164	109,153	353,318
Wales	36,248	19,542	55,790	34,779	18,944	53,723	42,118	18,623	60,741	44,677	20,836	65,513
Scotland 28,024		68,322	96,346	23,280	62,299	85,580	24,444	60,374	84,818	24,276	53,137	77,413
Great Britain	330,508	208,161	538,669	289,964	190,131	480,095	297,789	191,155	488,944	313,118	183,125	496,243
Northern Ireland	15,860	7,638	23,497	13,743	7,043	20,786	14,837	8,074	22,911	14,465	8,787	23,252
United Kingdom	346,368	215,798	562,166	303,706	197,174	500,881	312,626	199,229	511,855	327,582	191,912	519,495

¹ Prior to 2004, London traffic includes all traffic through the Port of London. This will include traffic through some ports in the

South East and East of England Regions

² Prior to 2004, East of England traffic and South East traffic does not include traffic through ports in these regions that are part of the Port of London

R Revisions to some minor port figures for 2009 and 2010

Information on methodology and quality can be found in the Technical Note:

<https://www.gov.uk/government/organisations/department-for-transport/series/ports-statistics>

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Source: DfT Port Statistics

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Department for Transport Statistics

[Port Freight Statistics](#)

Table port0203 (tsgb0504)

All UK ports unitised freight traffic, by type of freight unit: 2001 - 2011 ¹

Thousand units											
Units	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Containers on Lo-Lo and conventional services ^{2,3} . Includes all containers to 1988	4,464	4,506	4,533	4,919	4,754	4,883	5,381	5,269	4,482	4,961	4,927
Containers on Ro-Ro services ²											
Road goods vehicles (includes unaccompanied trailers to 1981)	3,317	3,479	3,547	3,857	3,906	4,183	4,295	4,305	3,874	3,651	3,549
Unaccompanied trailers	2,687	2,760	2,781	2,734	2,840	2,944	2,989	2,737	2,634	2,754	2,723
Rail wagons, shipborne port-to-port trailers & barges ^{2,3}	344	348	374	383	665	668	744	657	676	725	728
All main freight units	10,811	11,094	11,235	11,893	12,165	12,678	13,408	12,968	11,667	12,091	11,927
Other unitised freight:											
Import/export vehicles	3,313	3,662	3,736	3,953	3,978	3,906	4,022	3,592	2,803	3,263	3,428
Other units	225	167	163	145	208	186	244	145	111	121	75
All freight units	14,349	14,923	15,133	15,991	16,351	16,770	17,674	16,705	14,581	15,475	15,431

Thousand tonnes of goods											
Tonnage	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Containers on Lo-Lo and conventional services ^{2,3} . Includes all containers to 1988	51,814	51,178	51,413	56,502	53,949	54,493	60,718	59,734	52,266	56,896	57,959
Containers on Ro-Ro services ²											
Road goods vehicles (includes unaccompanied trailers to 1981)	37,706	39,119	38,759	42,896	44,854	46,592	48,233	48,694	44,397	42,545	42,509
Unaccompanied trailers	35,678	36,843	37,361	38,087	38,600	39,658	38,534	36,114	34,241	37,210	38,534
Rail wagons, shipborne port-to-port trailers & barges ^{2,3}	4,846	5,294	5,505	5,483	10,064	10,837	11,099	10,800	11,023	11,209	11,384
All main freight units	130,043	132,434	133,038	142,969	147,468	151,580	158,583	155,342	141,928	147,860	150,386
Other unitised freight:											
Import/export vehicles	4,023	4,693	4,839	5,268	5,400	5,566	5,932	5,144	4,004	4,708	5,288
Other units	1,849	1,437	1,497	1,433	1,513	1,803	1,641	1,463	1,167	1,172	367
All freight units	135,915	138,565	139,374	149,669	154,381	158,949	166,156	161,948	147,099	153,740	156,041

1 Includes estimates for traffic at minor ports.

2 Containers carried on Ro-Ro vessels by shipborne port-to-port trailer are classified to 'rail wagons, shipborne port-to-port trailers and barges' or 'Lo-Lo and conventional services'

3 In 2005 more accurate recording of container/shipborne port-to-port trailer movements meant that the 2005 figures were not directly comparable with earlier years. It is estimated that approximately 300,000 container units, which in earlier years would have been reported as containers, were reported under 'rail wagons, shipborne port-to-port trailers and barges' in 2005. Please see Section 2 of the Technical Note for more details.

Information on methodology and quality can be found in the Technical Note:

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Department for Transport Statistics

[Port Freight Statistics](#)

Table port0205 (tsgb0505)

UK major port unitised traffic, foreign and domestic by unit type: 2011

	Thousand units/thousand tonnes											
	Foreign traffic				Domestic traffic				All foreign and domestic			
	All units	Loaded units	Empty Units	Weight of goods	All units	Loaded units	Empty Units	Weight of goods	All units	Loaded units	Empty Units	Weight of goods
All traffic												
Containers												
20' containers	1,517	1,180	337	18,827	157	96	61	1,102	1,675	1,277	398	19,929
40' containers	2,663	1,938	725	30,628	193	136	57	2,272	2,856	2,074	783	32,899
Containers >20' & <40'	75	56	19	1,135	4	1	3	30	79	57	22	1,165
Containers >40'	272	192	81	3,610	10	5	4	99	282	197	85	3,709
All container traffic	4,528	3,367	1,161	54,200	364	238	126	3,503	4,892	3,605	1,287	57,703
Roll-on/roll-off (self-propelled)												
Road goods vehicles and trailers	2,932	2,536	396	34,865	596	533	63	7,491	3,528	3,068	459	42,356
Passenger cars, motorcycles and accompanying trailers/caravans	4,665	-	-	-	1,227	-	-	-	5,892	-	-	-
Passenger buses	111	-	-	-	32	-	-	-	143	-	-	-
Import/export motor vehicles	3,299	1	-	5,123	125	-	-	161	3,424	1	-	5,284
Other mobile self-propelled units	5	5	-	47	1	-	1	-	5	5	1	47
All ro-ro self-propelled traffic	11,011	2,541	396	40,035	1,981	533	64	7,652	12,992	3,074	460	47,687
Roll-on/roll-off (non self-propelled)												
Unaccompanied road goods trailers	1,669	1,396	274	24,271	1,016	918	98	13,651	2,685	2,314	371	37,923
Unaccompanied caravans, agricultural and industrial vehicles	45	-	-	268	24	-	-	43	69	-	-	311
Rail wagons, shipborne port to port trailers, and barges	720	493	227	11,353	6	3	3	27	727	497	230	11,380
Other mobile non self-propelled units	1	1	-	8	-	-	-	-	1	1	-	8
All ro-ro non self-propelled traffic	2,435	1,890	501	35,901	1,047	922	101	13,721	3,482	2,811	602	49,622
All traffic	17,974	7,797	2,058	130,135	3,392	1,693	291	24,876	21,366	9,490	2,349	155,012
Inward traffic												
Containers												
20' containers	785	742	43	11,089	79	37	41	480	864	779	85	11,569
40' containers	1,350	1,276	74	17,690	98	67	31	1,125	1,447	1,343	104	18,815
Containers >20' & <40'	40	38	2	776	2	1	2	15	42	39	4	791
Containers >40'	138	123	14	2,519	5	3	2	44	142	126	17	2,564
All container traffic	2,312	2,179	133	32,074	184	108	76	1,665	2,496	2,287	209	33,739
Roll-on/roll-off (self-propelled)												
Road goods vehicles and trailers	1,464	1,419	45	20,169	297	263	35	3,704	1,761	1,682	80	23,873
Passenger cars, motorcycles and accompanying trailers/caravans	2,301	-	-	-	615	-	-	-	2,916	-	-	-
Passenger buses	56	-	-	-	16	-	-	-	73	-	-	-
Import/export motor vehicles	1,954	-	-	2,735	61	-	-	82	2,015	-	-	2,817
Other mobile self-propelled units	-	-	-	4	-	-	-	-	1	-	-	4
All ro-ro self-propelled traffic	5,776	1,420	45	22,907	990	263	35	3,786	6,766	1,682	80	26,693
Roll-on/roll-off (non self-propelled)												
Unaccompanied road goods trailers	850	825	25	14,762	503	451	52	6,658	1,353	1,276	77	21,420
Unaccompanied caravans, agricultural and industrial vehicles	26	-	-	174	9	-	-	18	35	-	-	192
Rail wagons, shipborne port to port trailers, and barges	368	359	9	8,750	3	2	1	16	372	362	10	8,766
Other mobile non self-propelled units	-	-	-	-	-	-	-	-	-	-	-	-
All ro-ro non self-propelled traffic	1,244	1,185	34	23,686	515	453	54	6,692	1,759	1,637	87	30,378
All inward traffic	9,332	4,784	211	78,667	1,689	823	165	12,142	11,022	5,607	376	90,810
Outward traffic												
Containers												
20' containers	732	438	294	7,738	79	59	20	623	811	497	314	8,361
40' containers	1,314	662	651	12,938	95	68	27	1,146	1,409	731	678	14,084
Containers >20' & <40'	35	18	17	359	2	1	2	15	37	19	19	374
Containers >40'	135	69	66	1,091	5	3	2	55	139	72	68	1,146
All container traffic	2,216	1,187	1,028	22,125	181	131	50	1,839	2,396	1,318	1,078	23,964
Roll-on/roll-off (self-propelled)												
Road goods vehicles and trailers	1,468	1,116	351	14,697	299	270	28	3,787	1,766	1,387	379	18,484
Passenger cars, motorcycles and accompanying trailers/caravans	2,364	-	-	-	612	-	-	-	2,976	-	-	-
Passenger buses	55	-	-	-	15	-	-	-	70	-	-	-
Import/export motor vehicles	1,345	-	-	2,389	64	-	-	79	1,409	-	-	2,468
Other mobile self-propelled units	4	4	-	43	-	-	-	-	5	4	-	43
All ro-ro self-propelled traffic	5,235	1,121	351	17,128	990	270	29	3,866	6,225	1,391	380	20,994
Roll-on/roll-off (non self-propelled)												
Unaccompanied road goods trailers	819	570	249	9,509	513	468	46	6,993	1,332	1,038	294	16,503
Unaccompanied caravans, agricultural and industrial vehicles	19	-	-	94	15	-	-	25	34	-	-	119
Rail wagons, shipborne port to port trailers, and barges	352	134	218	2,603	3	1	2	12	355	135	220	2,614
Other mobile non self-propelled units	1	1	-	8	-	-	-	-	1	1	-	8
All ro-ro non self-propelled traffic	1,191	705	467	12,214	531	469	48	7,030	1,722	1,174	515	19,244
All outward traffic	8,642	3,013	1,847	51,468	1,702	870	126	12,734	10,344	3,883	1,973	64,202

Information on methodology and quality can be found in the Technical Note:

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Department for Transport Statistics

[Sea passenger statistics](#)

Table spas0401 (tsgb0506)

Accompanied passenger vehicles by port: 2001-2011¹

Thousand vehicles

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Accompanied cars:											
Belfast	397	400	403	406	315	316	328	288	276	280	270
Cairnryan	140	153	139	137	140	134	156	154	154	151	153
Dover	2,396	2,466	2,418	2,507	2,470	2,648	2,838	2,729	2,674	2,729	2,565
Fishguard	180	183	157	156	144	140	152	143	137	120	113
Forth	-	28	43	44	43	28	31	21	9	16	0
Harwich	272	280	254	244	207	182	119	109	126	129	125
Heysham	97	86	75	76	67	83	94	82	86	80	77
Holyhead	464	488	501	481	465	452	480	445	465	487	452
Hull	197	186	167	165	173	176	189	186	180	182	183
Larne	149	164	175	174	206	199	232	221	223	222	213
Liverpool	133	148	162	162	129	135	160	152	157	159	157
Milford Haven	114	117	118	111	97	101	120	107	100	95	91
Newhaven	76	78	90	91	44	74	91	99	76	79	80
Orkney	40	49	62	64	67	69	99	86	81	93	96
Plymouth	176	192	187	189	194	176	183	190	165	160	157
Poole	200	234	216	186	119	126	141	156	147	86	95
Portsmouth ²	976	1,011	915	891	770	666	610	678	679	686	697
Ramsgate	-	-	-	3	11	29	27	28	22	3	10
Stranraer	248	257	239	275	239	250	257	239	244	244	217
Swansea	38	41	41	40	36	29	-	-	-	27	21
Tyne	63	121	123	113	112	113	103	99	91	93	89
Other ports	274	258	319	301	260	262	270	288	312	330	328
All cars	6,631	6,939	6,804	6,818	6,305	6,388	6,677	6,498	6,405	6,449	6,188
Accompanied buses and coaches:											
Dover	145	148	125	128	108	106	105	98	81	84	83
Holyhead	12	12	12	12	13	12	12	11	10	10	10
Portsmouth	7	7	15	24	20	8	4	8	8	7	4
Other ports	30	33	35	35	34	33	32	26	41	45	48
All buses and coaches	194	201	188	199	175	159	153	143	139	146	145

1 Includes estimates for vehicles at minor ports.

2 Excludes traffic to the Isle of Wight.

Information on methodology and quality can be found in the Technical Note:

<https://www.gov.uk/government/organisations/department-for-transport/series/sea-passengers-statistics>

Source: DfT Port Statistics

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Next update: September 2013

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The figures in this table are National Statistics

Department for Transport Statistics

[Sea passenger statistics](#)

Table spas0402 (tsgb0507)

Accompanied passenger vehicles by route: 2001 - 2011 ¹

	Thousand vehicles										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
(a) Cars											
Overseas route:											
Belgium	115	120	111	112	124	129	132	118	97	86	79
Denmark	26	27	22	23	21	48	26	21	26	25	24
France	3,619	3,727	3,669	3,720	3,449	3,563	3,734	3,712	3,585	3,563	3,435
Germany	27	32	19	24	23	-	-	-	-	-	-
Irish Republic	833	878	879	837	773	751	781	723	735	757	698
Netherlands	383	420	390	379	336	330	290	241	305	309	304
Scandinavia and Baltic	15	36	44	31	39	19	21	61	-	3	2
of which:											
Norway	6	15	29	9	20	9	21	61	-	-	-
Sweden	8	20	15	21	18	10	-	-	-	1	1
Spain	93	104	80	81	94	85	88	95	103	123	122
All overseas routes	5,111	5,344	5,213	5,207	4,861	4,927	5,072	4,972	4,850	4,867	4,666
Channel Tunnel ²	2,530	2,336	2,279	2,101	2,047	2,046	2,142	1,907	1,917	2,125	2,263
Coastwise route ³											
Northern Ireland ⁴	1,078	1,082	1,104	1,138	1,054	1,007	1,089	1,026	1,024	1,021	978
Isle of Man	136	166	159	157	75	147	183	152	153	157	147
Orkneys & Shetlands ⁴	104	125	155	156	163	170	196	206	208	234	235
Channel Islands	162	179	128	111	104	90	89	94	103	101	95
Other	39	42	44	48	48	47	49	49	67	68	68
All coastwise routes ³	1,520	1,594	1,591	1,611	1,444	1,461	1,605	1,526	1,555	1,581	1,522
All cars	6,631	6,939	6,804	6,818	6,305	6,388	6,677	6,498	6,405	6,448	6,188
(b) Buses and coaches											
Overseas route:											
Belgium	2	1	4	4	4	3	4	3	2	3	3
Denmark	-	-	-	1	-	-	-	-	-	-	-
France	153	155	141	152	128	114	110	106	89	90	87
Germany	-	-	-	1	-	-	-	-	-	-	-
Irish Republic	16	17	16	16	17	15	15	14	12	13	12
Netherlands	6	8	7	5	8	7	7	5	5	7	7
Scandinavia and Baltic	-	1	1	1	1	-	-	1	-	-	-
Spain	1	1	1	1	1	1	1	1	-	1	1
All overseas routes	178	183	169	181	159	142	137	131	109	113	111
Channel Tunnel ⁵	75	72	72	63	77	67	65	61	55	57	56
Coastwise route ³											
Northern Ireland ⁴	14	16	17	17	15	15	15	10	28	30	31
Isle of Man	1	1	1	-	-	-	-	-	-	-	-
Orkneys & Shetlands ⁴	-	-	1	1	1	1	1	2	2	2	3
Channel Islands	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	1	-	-	-	-	-	-
All coastwise routes ³	16	17	19	18	16	18	16	12	31	33	34
All buses and coaches	194	201	188	199	175	159	153	143	139	146	145

1 Includes estimates for vehicles at minor ports.

2 Passenger cars (including minibuses with up to 16 seats) on shuttles for comparison, but numbers not included in totals

3 Excludes traffic to the Isle of Wight.

4 Includes vehicles counted at ports at both GB mainland and island ends of routes.

5 Passenger buses and coaches (excluding minibuses with less than 16 seats) on shuttles for comparison, but numbers not included in totals.

Information on methodology and quality can be found in the Technical Note:

<https://www.gov.uk/government/organisations/department-for-transport/series/sea-passengers-statistics>

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The figures in this table are National Statistics

Source: DfT Port Statistics

Last updated: October 2012

Next update: September 2013

Department for Transport Statistics

[Domestic Waterborne Freight Statistics](#)

Table dwf0101 (tsgb0508)

Waterborne transport within the United Kingdom, 2001-2011

a) Goods lifted											Million tonnes
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
UK inland waters traffic											
Non-seagoing traffic											
Internal	4.3	4.0	3.2	2.6	3.4	3.6	3.4	3.7	3.3	2.9	3.0
Seagoing traffic (by route)											
Coastwise	8.8	6.8	7.4	7.2	8.6	8.5	8.0	7.7	6.6	6.0	6.4
Foreign	33.4	32.0	31.8	30.1	32.0	34.0	34.9	35.2	27.5	31.3	30.3
One-port	7.0	6.2	5.0	4.7	4.8	4.9	5.7	5.4	4.1	3.0	3.6
Total	53.5	49.0	47.4	44.6	48.7	51.0	52.0	51.9	41.4	43.3	43.3
Coastwise traffic between UK ports	58.5	59.5	58.5	59.8	65.1	58.1	58.8	58.1	54.6	51.3	49.0
One-port traffic of UK ports	35.1	43.7	39.0	34.8	32.3	30.6	28.9	26.0	24.1	20.3	21.6
All traffic¹	131.3	139.1	132.5	127.2	132.8	126.3	125.9	123.0	109.5	105.8	103.9
b) Goods moved											Billion tonne-kilometres
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
UK inland waters traffic											
Non-seagoing traffic											
Internal	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.1	0.1	0.1
Seagoing traffic (by route)											
Coastwise	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Foreign	1.1	1.1	1.0	1.0	1.1	1.1	1.2	1.1	0.8	1.0	0.9
One-port	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
Total	1.8	1.7	1.6	1.5	1.6	1.7	1.7	1.7	1.3	1.4	1.4
Coastwise traffic between UK ports¹	34	35	33	35	39	32	35	35	35	30	31.3
One-port traffic of UK ports¹	23.3	30.8	26.4	22.9	20.3	18.2	15.0	13.3	12.8	10.8	10.3
All traffic¹	58.8	67.2	60.9	59.4	60.9	51.8	50.8	49.7	48.6	41.9	43.0

1. The 'All traffic' figures in table 1(a) for all years and in table 1(b) from 2000 onwards are calculated by the addition of the totals for coastwise traffic and one-port traffic together with the internal and foreign components of inland waters traffic. See Technical Notes for more details.

[Technical Note](#)

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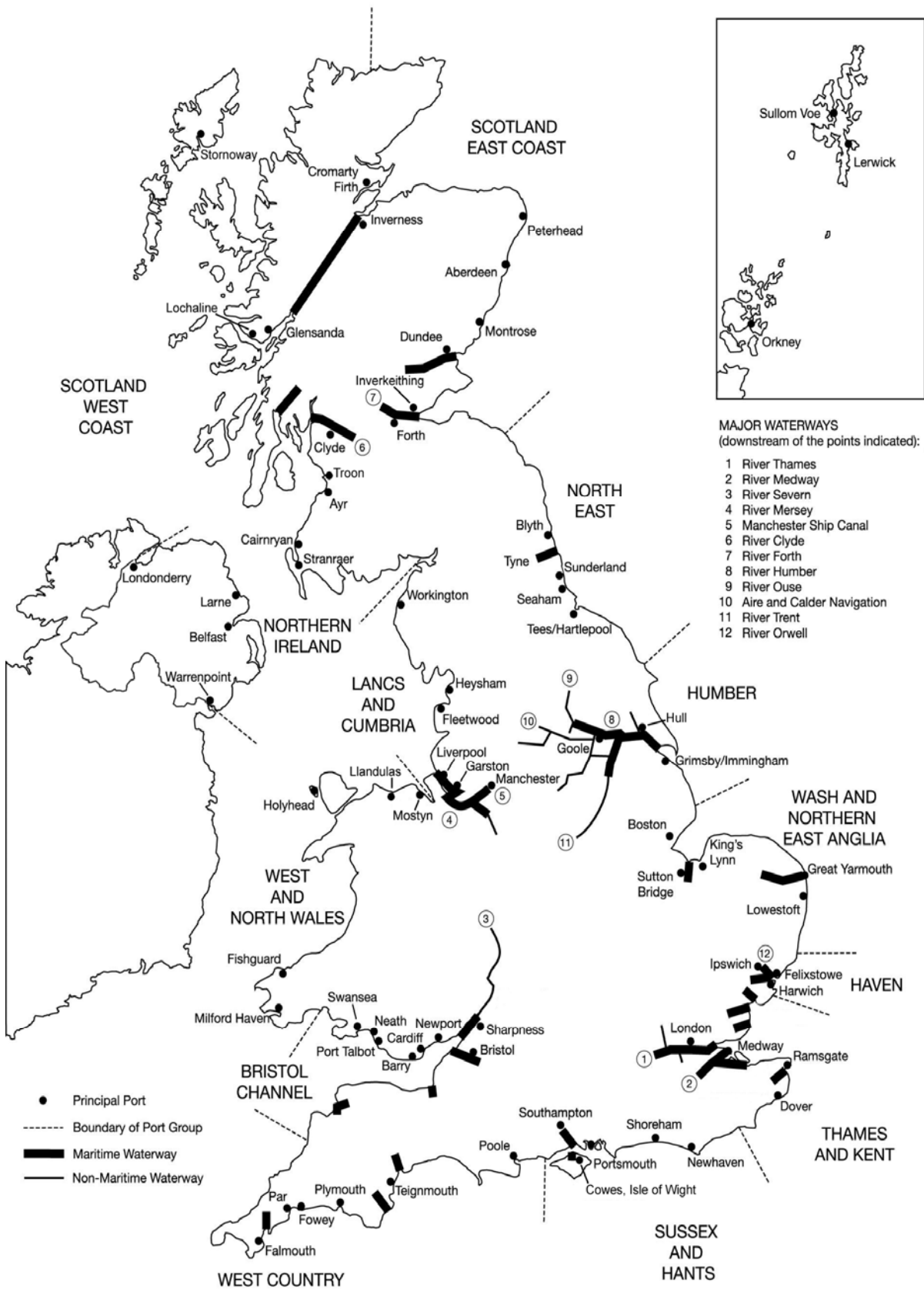
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Source: DfT Port Statistics and Barge Survey

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Department for Transport Statistics

[Domestic Waterborne Freight Statistics](#)

Table dwf0207 (tsgb0510)

Major inland waterway routes, goods lifted¹, 2001 - 2011

	Million tonnes										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
River Thames	1.95	2.09	2.02	1.54	1.81	2.09	1.94	2.18	2.19	1.84	1.33
River Medway	0.47	0.58	0.56	0.37	0.44	0.35	0.24	0.55	0.45	0.42	0.17
River Severn	-	-	-	-	0.21	0.19	0.26	0.23	0.16	0.19	0.24
Manchester Ship Canal / River Mersey	0.28	0.23	0.22	0.23	0.24	0.32	0.30	0.33	0.22	0.23	0.33
River Clyde	-	0.01	-	-	-	-	-	-	-	-	-
River Forth	-	-	-	-	-	-	-	-	-	-	-
River Humber	0.22	0.40	0.35	0.44	0.58	0.44	0.34	0.29	0.25	0.24	0.45
River Ouse	0.37	0.41	0.43	0.37	0.52	0.43	0.29	0.29	0.16	0.22	0.33
Aire and Calder	1.57	1.06	0.50	0.37	0.40	0.39	0.30	0.29	0.19	0.37	0.27
River Trent	0.33	0.30	0.26	0.26	0.25	0.24	0.17	0.18	0.10	0.16	0.22
River Orwell	-	-	-	-	-	-	-	-	-	-	-
All waterways	4.26	3.96	3.18	2.60	3.40	3.56	3.36	3.69	3.27	2.94	2.96

	Million tonnes										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
River Thames	18.50	17.16	16.03	14.19	17.13	18.67	20.06	19.49	14.20	13.83	15.40
River Medway	2.01	2.38	2.74	2.02	1.45	2.13	2.22	1.77	1.57	1.70	1.45
River Severn	0.54	0.56	0.55	0.54	0.50	0.46	0.49	0.47	0.44	0.41	0.51
Manchester Ship Canal / River Mersey	6.99	5.51	5.08	5.63	6.13	6.57	6.42	5.78	4.80	5.34	5.05
River Clyde	1.61	1.29	1.34	1.29	1.59	1.53	2.08	2.53	1.46	2.34	2.56
River Forth	9.59	8.53	8.58	8.52	8.47	8.49	8.28	9.52	8.52	8.22	7.99
River Humber	6.11	5.53	5.29	5.51	5.79	5.32	5.67	5.50	3.91	4.52	4.12
River Ouse	2.83	2.45	2.15	2.41	2.84	2.45	2.56	2.39	1.83	2.18	2.03
Aire and Calder	-	-	-	-	-	-	-	-	-	-	-
River Trent	2.61	2.35	2.31	2.33	1.92	2.06	2.21	1.98	1.10	1.36	1.28
River Orwell	2.92	3.34	3.90	3.56	3.58	3.51	2.80	2.57	2.81	2.87	2.54
All waterways	49.23	44.99	44.21	42.02	45.33	47.42	48.65	48.22	38.17	40.32	40.38

	Million tonnes										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
River Thames	20.45	19.25	18.05	15.74	18.93	20.77	22.00	21.67	16.39	15.68	16.73
River Medway	2.48	2.96	3.30	2.39	1.89	2.48	2.46	2.32	2.03	2.12	1.62
River Severn	0.54	0.56	0.55	0.54	0.71	0.65	0.75	0.70	0.60	0.60	0.76
Manchester Ship Canal / River Mersey	7.27	5.74	5.30	5.86	6.37	6.88	6.72	6.11	5.02	5.57	5.39
River Clyde	1.61	1.30	1.34	1.29	1.59	1.53	2.08	2.53	1.46	2.34	2.56
River Forth	9.59	8.53	8.58	8.52	8.47	8.49	8.28	9.52	8.52	8.22	7.99
River Humber	6.33	5.93	5.63	5.94	6.37	5.75	6.01	5.79	4.16	4.77	4.57
River Ouse	3.20	2.86	2.58	2.78	3.35	2.88	2.85	2.68	1.99	2.40	2.36
Aire and Calder	1.57	1.06	0.50	0.37	0.40	0.39	0.30	0.29	0.19	0.37	0.27
River Trent	2.94	2.65	2.57	2.59	2.17	2.30	2.38	2.16	1.19	1.52	1.50
River Orwell	2.92	3.34	3.90	3.56	3.58	3.51	2.80	2.57	2.81	2.87	2.54
All waterways	53.49	48.95	47.39	44.62	48.72	50.97	52.01	51.91	41.44	43.26	43.34

1. Where goods are carried on more than one inland waterway route, the tonnage lifted is counted on each route travelled. The 'All waterways' figures exclude all such double counting.

[Technical Note](#)

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The figures in this table are National Statistics

Source: DfT Port Statistics and Barge Survey

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Department for Transport Statistics

[Sea passenger statistics](#)

Table spas103 (tsgb0511)

UK international short sea passenger movements by overseas country: 2001 - 2011

	Thousands										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Belgium	1379	1129	740	739	778	748	751	676	566	614	495
Denmark	156	132	88	97	91	89	96	90	99	98	105
France	19485	20555	19077	18565	16834	16925	17377	16844	16,002	15,869	15,537
Germany	164	161	92	117	98	1	1	1	1	2	2
Irish Republic ¹	3882	3880	3802	3656	3380	3221	3291	3069	2,930	3,102	2,921
Netherlands	2026	2209	2094	2002	1848	1897	1636	1667	1,685	1,794	1,792
Norway	230	241	235	231	200	149	153	120	1	1	1
Spain	355	341	308	310	378	372	357	370	340	401	293
Sweden	73	73	81	75	79	59	5	4	3	4	4
Others	4	3	7	7	8	6	1	-	-	-	-
All short sea routes	27,753	28,726	26,523	25,799	23,693	23,465	23,668	22,840	21,626	21,883	21,149

¹ Includes passengers between Irish Rep & IOM until 1982

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Department for Transport Statistics

[Sea passenger statistics](#)

Table spas0101 (tsgb0512)

UK international sea passenger movements, by port and port area: 2001-2011

	Thousands										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Ro-ro ferry passengers on short sea routes											
Thames & Kent											
London ¹	14	13	11	14	13	12	11	7	8	12	14
Medway	..	..	..	..	..	..	..	..	..	..	..
Ramsgate	88	117	137	148	193	214	233	222	171	186	110
Dover	15,857	16,329	14,631	14,275	13,359	13,799	14,258	13,783	13,067	13,125	12,769
Folkestone	5	-	-	-	-	-	-	-	-	-	-
All Thames & Kent	15,964	16,459	14,780	14,437	13,566	14,025	14,503	14,012	13,246	13,323	12,893
South Coast											
Newhaven	337	379	397	361	167	270	329	284	244	253	258
Brighton	..	..	..	..	..	..	..	..	..	..	..
Portsmouth	3,344	3,406	3,116	3,077	2,631	2,166	2,084	2,087	2,139	2,212	2,065
Southampton	-	-	-	5	3	-	-	-	-	-	-
Poole	586	620	623	520	398	479	469	474	391	189	253
Weymouth	-	8	15	20	21	18	19	15	11	7	7
Plymouth	583	631	603	617	636	564	575	571	491	484	478
All South Coast	4,851	5,044	4,754	4,600	3,856	3,498	3,476	3,431	3,276	3,145	3,060
West Coast											
Bristol	..	..	..	..	..	..	..	..	..	..	..
Swansea	122	121	118	116	100	81	-	-	-	94	59
Milford Haven	388	387	384	378	321	333	379	345	315	325	313
Fishguard	687	662	645	614	590	584	597	554	501	419	410
Holyhead	2,380	2,371	2,333	2,262	2,173	2,057	2,138	1,996	1,942	2,073	2,020
Mostyn	5	44	48	10	-	-	-	-	-	-	-
Liverpool	298	291	269	270	190	162	173	172	171	190	118
Fleetwood	..	..	..	..	..	..	..	..	..	..	..
Glasgow	..	..	..	..	..	..	..	..	..	..	..
Other ports	3	4	5	5	5	4	3	2	1	2	2
All West Coast	3,882	3,880	3,802	3,656	3,380	3,221	3,291	3,069	2,930	3,102	2,921
East Coast											
Lerwick	6	7	13	14	11	10	1	-	-	-	-
Forth	-	105	195	192	183	112	110	74	31	54	1
Tyne	745	816	829	767	699	648	638	595	536	604	606
Hull	1,006	1,041	994	976	964	1,017	1,010	966	936	950	970
Grimsby & Immingham	13	38	43	43	44	49	63	81	71	73	69
Great Yarmouth	-	-	-	-	-	-	-	-	-	-	-
Ipswich	6	6	6	7	8	8	4	2	4	2	1
Felixstowe	80	58	19	19	19	16	15	15	9	8	6
Harwich	1,196	1,268	1,085	1,085	959	857	553	593	585	620	617
Other ports	4	3	3	3	4	4	4	4	3	2	3
All East Coast	3,056	3,342	3,188	3,106	2,891	2,722	2,398	2,329	2,175	2,313	2,275
All short-sea routes	27,753	28,726	26,523	25,799	23,693	23,465	23,668	22,840	21,626	21,883	21,149
Passengers on long sea journeys (including cruise passengers 1950 - 1969)											
All ports of the United Kingdom	27	32	25	40	52	58	68	72	55	55	57
Passengers on cruises beginning or ending at UK ports²											
All ports of the United Kingdom	469	540	702	767	935	1,013	1,064	1,341	1,347	1,557	1,618
of which:											
Southampton	295	331	438	476	637	658	716	889	925	1,167	1,315
Dover	100	120	139	154	141	188	175	223	198	237	148
Harwich	68	69	97	91	84	104	104	126	127	61	57
Other ports	4	20	28	46	71	64	69	103	97	93	97
All international passengers³	28,249	29,298	27,250	26,605	24,680	24,537	24,800	24,254	23,028	23,495	22,824

¹ Including long sea and cruise passengers for most years between 1957 and 1982

² Cruise passengers, like other passengers, are included at both departure and arrival if their journey begins and ends at a UK seaport.

³ Excluding cruise passengers in 1997 and 1998.

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Source: DfT Port Statistics

Last updated: February 2012

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The figures in this table are National Statistics

Department for Transport statistics

[World Fleet Statistics](#)

Table fle0301 (tsqb0513)

United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over:
1950- 2011

End of year ¹	Passenger 000 Gt	Cargo liners 000 Gt	Container 000 Gt	Tramps 000 Gt	Bulk carriers 000 Gt	Tankers 000 Gt	Total 000 Gt	Vessels number
1950	2,936	5,949	-	..	4,366	3,946	17,198	3,092
1951	2,992	5,933	-	..	4,084	4,187	17,196	3,056
1952	2,935	6,063	-	..	3,836	4,430	17,264	3,014
1953	2,825	6,066	-	..	3,939	4,637	17,467	3,016
1954	2,998	6,007	-	..	3,965	5,046	18,016	3,041
1955	3,012	6,080	-	..	3,979	5,138	18,208	3,041
1956	3,013	6,300	-	..	3,841	5,329	18,484	3,041
1957	2,958	6,540	-	..	3,696	5,638	18,833	3,031
1958	2,843	6,545	-	..	3,837	6,021	19,245	3,007
1959	2,749	6,605	-	..	3,706	6,745	19,805	2,950
1960	2,814	6,568	-	..	3,762	7,058	20,202	2,902
1961	2,771	6,294	-	..	4,143	7,288	20,497	2,808
1962	2,495	6,133	-	..	4,441	7,486	20,554	2,689
1963	2,342	5,939	-	..	4,328	7,788	20,396	2,538
1964	2,244	5,936	-	..	4,444	7,804	20,428	2,473
1965	2,115	5,894	-	..	4,687	7,685	20,382	2,401
1966	1,971	5,898	..	2,666	2,130	7,857	20,522	2,319
1967	1,709	5,576	..	2,521	2,661	7,908	20,375	2,181
1968	1,605	5,398	..	2,173	2,974	8,580	20,730	2,058
1969	1,245	5,452	194	1,904	3,265	10,215	22,274	2,002
1970	1,230	5,233	418	1,621	3,710	11,849	24,061	1,977
1971	1,101	4,444	683	1,425	4,219	13,304	25,177	1,875
1972	1,010	3,895	1,162	1,222	6,152	13,500	26,940	1,798
1973	920	3,749	1,346	1,060	7,366	14,665	29,106	1,776
1974	855	3,656	1,365	1,027	7,694	16,199	30,795	1,767
1975	748	3,330	1,363	958	8,022	17,069	31,489	1,682
1976	661	3,148	1,349	910	8,030	15,742	29,839	1,573
1977	654	2,923	1,624	882	8,181	15,797	30,061	1,545
1978	614	2,546	1,827	743	7,174	15,173	28,078	1,421
1979	606	2,248	1,651	613	6,555	13,558	25,232	1,305
1980	617	1,992	1,600	554	6,428	14,578	25,769	1,275
1981	604	1,589	1,600	470	5,985	11,870	22,117	1,118
1982	582	1,340	1,580	409	5,101	10,221	19,233	985
1983	602	1,099	1,543	372	3,911	8,367	15,894	866
1984	636	893	1,572	349	3,398	7,463	14,312	777
1985	616	728	1,489	335	2,851	6,191	12,208	693
1986	588	564	1,369	244	1,864	3,083	7,711	545

End of year	Passenger 000 Gt	Other cargo 000 Gt	Ro-Ro 000 Gt	Container 000 Gt	Specialised carriers 000 Gt	Bulk carriers 000 Gt	Tankers 000 Gt	Total 000 Gt	Vessels number
1986	259	510	561	1,369	95	2,003	3,249	8,046	546
1987	259	410	591	1,335	132	1,322	3,010	7,059	506
1988	259	332	586	1,335	128	1,301	2,661	6,603	482
1989	242	277	510	1,368	122	1,253	2,252	6,025	450
1990	269	257	555	1,275	118	828	2,210	5,512	427
1991	271	242	604	1,091	99	489	2,166	4,963	409
1992	276	174	632	1,015	100	446	2,188	4,831	363
1993	272	145	657	1,017	124	293	2,161	4,670	344
1994	281	212	874	1,236	110	294	2,481	5,488	360
1995	360	282	910	1,326	52	485	2,346	5,761	365
1996	360	269	1,068	1,110	49	819	2,383	6,057	377
1997	361	254	1,093	1,113	49	831	3,407	7,108	392
1998	358	307	1,123	1,379	49	854	2,977	7,048	416
1999	363	293	1,161	1,502	103	761	3,253	7,436	421
2000	762	321	1,332	2,140	151	844	3,971	9,521	471
2001	746	502	1,431	2,362	151	946	4,516	10,653	534
2002	945	570	1,617	3,303	100	1,491	4,472	12,497	610
2003	1,130	825	1,637	4,548	121	1,729	5,991	15,982	723
2004	711	830	1,608	5,072	165	2,302	6,214	16,902	754
2005	539	885	1,589	5,539	345	2,926	6,978	18,801	795
2006	472	936	1,466	5,900	604	2,839	7,536	19,753	814
2007	627	763	1,534	6,304	925	3,050	7,401	20,603	816
2008	592	707	1,531	7,503	1,072	3,081	8,187	22,673	842
2009	519	737	1,689	9,108	1,357	3,453	8,951	25,814	880
2009	520	738	1,692	9,108	1,356	3,454	8,944	25,813	884
2010	539	710	1,870	8,892	1,370	4,409	9,494	27,284	861
2011	210	854	1,854	9,663	1,425	5,632	9,690	29,328	871

1 See Technical Notes for an explanation of changes in classification in 1986 and 2009.

<https://www.gov.uk/government/organisations/department-for-transport/series/shipping-fleet-statistics>

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Source: DfT analysis of IHS Global data; DfT data prior to 1986

Last updated: September 2012

Next update: September 2013

The figures in this table are outside the scope of National Statistics.

Department for Transport statistics

[World Fleet Statistics](#)

Table fle0304 (tsgb0514)

United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over, by type: 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009 ¹	2009	2010	2011
Number:												
Tankers	166	195	224	244	263	273	268	275	289	286	276	278
Bulk carriers	28	34	38	49	60	58	63	64	66	67	82	102
Specialised carriers	16	13	13	14	16	21	26	30	33	32	34	34
Fully cellular container	71	99	137	146	160	170	177	202	216	216	198	183
Ro-Ro (passenger & cargo)	110	118	120	118	113	108	110	110	117	121	117	114
Other general cargo	127	131	169	169	172	174	160	150	148	149	142	151
Passenger 16		20	22	14	11	10	12	11	11	13	12	9
All trading vessels	534	610	723	754	795	814	816	842	880	884	861	871
Gross tonnage (thousand):												
Tankers	4,516	4,472	5,991	6,214	6,978	7,536	7,401	8,187	8,951	8,944	9,494	9,690
Bulk carriers	946	1,491	1,729	2,302	2,926	2,839	3,050	3,081	3,453	3,454	4,409	5,632
Specialised carriers	151	100	121	165	345	604	925	1,072	1,357	1,356	1,370	1,425
Fully cellular container	2,362	3,303	4,548	5,072	5,539	5,900	6,304	7,503	9,108	9,108	8,892	9,663
Ro-Ro (passenger & cargo)	1,431	1,617	1,637	1,608	1,589	1,466	1,534	1,531	1,689	1,692	1,870	1,854
Other general cargo	502	570	825	830	885	936	763	707	737	738	710	854
Passenger 746		945	1,130	711	539	472	627	592	519	520	539	210
All trading vessels	10,653	12,497	15,982	16,902	18,801	19,753	20,603	22,673	25,814	25,813	27,284	29,328
Thousand deadweight tonnes:												
Tankers 7,885		7,567	9,446	9,660	11,112	11,920	11,540	12,655	14,164	14,153	15,310	16,115
Bulk carriers	1,738	2,782	3,245	4,375	5,580	5,409	5,791	5,823	6,507	6,508	8,276	10,610
Specialised carriers	65	44	48	59	109	181	272	314	410	409	431	446
Fully cellular container	2,597	3,691	5,124	5,663	6,241	6,673	7,160	8,569	10,231	10,231	9,884	10,562
Ro-Ro (passenger & cargo)	522	607	605	591	574	535	554	556	603	604	654	650
Other general cargo	706	799	1,121	1,126	1,193	1,265	1,039	976	1,020	1,020	996	1,220
Passenger	95	111	131	92	76	70	82	77	61	61	56	22
All trading vessels	13,608	15,602	19,719	21,566	24,885	26,053	26,438	28,971	32,995	32,987	35,607	39,624

¹ See Technical Notes for explanation of slight definitional changes in 2009

<https://www.gov.uk/government/organisations/department-for-transport/series/shipping-fleet-statistics>

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The figures in this table are outside the scope of National Statistics.

Source: DFT analysis of IHS Global data

Last updated: September 2012

Next update: September 2013

Department for Transport statistics

[World Fleet Statistics](#)

Table fle0204B (tsgb0515)

United Kingdom owned trading vessels of 500 gross tons and over: by type, number and tonnage: 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009 ¹	2009	2010	2011
Number:												
Tankers	114	113	124	145	144	149	143	145	153	150	138	139
Dry bulk	38	35	43	51	60	60	63	70	65	66	65	74
Specialised carriers	10	10	9	9	11	17	19	23	26	25	28	28
Fully cellular container	77	72	92	78	75	91	101	104	108	108	116	114
Ro-Ro (passenger & cargo)	103	105	109	106	102	98	105	107	106	110	111	106
Other general cargo	116	115	124	138	146	146	158	157	116	118	116	116
Passenger	18	20	26	15	19	18	23	25	25	27	33	34
All trading vessels	476	470	527	542	557	579	612	631	599	604	607	611
Gross tonnage (thousand tons):												
Tankers	2,579	2,620	3,601	4,497	4,139	4,668	5,246	5,827	6,374	6,367	5,647	5,536
Dry bulk	1,845	1,772	1,913	2,287	2,753	2,614	2,786	3,214	3,185	3,184	3,060	3,378
Specialised carriers	100	100	82	81	261	594	798	960	1,250	1,249	1,306	1,376
Fully cellular container	2,525	2,509	3,552	3,035	3,297	4,254	4,893	4,886	5,341	5,341	6,172	6,125
Ro-Ro (passenger & cargo)	1,355	1,423	1,589	1,472	1,404	1,334	1,445	1,450	1,535	1,538	1,693	1,761
Other general cargo	409	570	793	940	912	963	1,070	1,095	685	687	644	664
Passenger	636	725	1,092	588	919	915	1,088	1,360	1,207	1,208	1,626	1,586
All trading vessels	9,449	9,720	12,622	12,900	13,685	15,341	17,327	18,792	19,577	19,576	20,149	20,425
Thousand deadweight tonnes:												
Tankers	4,646	4,690	5,529	6,687	6,054	6,080	6,474	7,265	7,640	7,628	6,440	6,247
Dry bulk	3,495	3,377	3,594	4,300	5,345	4,922	5,228	5,994	5,876	5,875	5,651	7,240
Specialised carriers	45	45	42	40	90	189	241	293	394	393	428	453
Fully cellular container	2,734	2,785	3,993	3,349	3,708	4,758	5,491	5,523	5,969	5,969	6,878	6,834
Ro-Ro (passenger & cargo)	414	454	543	514	504	478	513	531	572	574	616	634
Other general cargo	569	807	1,113	1,323	1,233	1,296	1,464	1,499	927	931	853	885
Passenger	82	87	130	64	117	114	139	153	129	129	175	170
All trading vessels	11,985	12,245	14,945	16,277	17,052	17,836	19,551	21,257	21,507	21,499	21,041	22,464

¹ See Technical Notes for explanation of slight definitional changes in 2009

<https://www.gov.uk/government/organisations/department-for-transport/series/shipping-fleet-statistics>

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Source: DfT analysis of IHS Global data
Last updated: September 2012
Next update: September 2013

The figures in this table are outside the scope of National Statistics.

Department for Transport Statistics

Table tsqb0516

United Kingdom shipping industry: international revenue and expenditure: 2001 - 2011

£ Million

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
(a) Revenue											
Dry cargo and passenger vessels: (including ferries)											
Freight on:											
Imports	541	534	501	547	619	390	423	436	369	481	555
Exports	406	481	525	444	544	530	552	636	538	644	639
Cross-trades	1,609	1,844	2,069	3,180	3,874	3,132	2,924	3,262	2,860	2,821	2,908
Total freight revenue	2,556	2,859	3,095	4,171	5,037	4,052	3,899	4,334	3,767	3,946	4,102
Charter receipts	106	129	196	676	963	1,086	1,564	2,014	2,185	2,385	2,799
Passenger revenue	488	569	993	846	608	444	430	469	621	887	1,449
Total revenue	3,150	3,557	4,284	5,693	6,608	5,582	5,893	6,817	6,573	7,218	8,350
Wet (tankers and liquefied gas carriers):											
Freight on:											
Imports	46	47	44	48	52	79	87	86	73	64	58
Exports	82	96	126	173	174	130	142	219	120	135	116
Cross-trades	497	420	742	1,305	1,194	1,222	1,395	2,530	1,315	1,446	1,311
Total freight revenue	625	563	912	1,526	1,420	1,431	1,624	2,835	1,508	1,645	1,485
Charter receipts	336	162	247	472	748	603	554	763	580	413	437
Total revenue	961	725	1,159	1,998	2,168	2,034	2,178	3,598	2,088	2,058	1,922
All vessels:											
Freight on:											
Imports	587	581	545	595	671	469	510	522	442	545	613
Exports	488	577	651	617	718	660	694	855	658	779	755
Cross-trades	2,106	2,264	2,811	4,485	5,068	4,354	4,319	5,792	4,175	4,267	4,219
Total freight revenue	3,181	3,422	4,007	5,697	6,457	5,483	5,523	7,169	5,275	5,591	5,587
Charter receipts	442	291	443	1,148	1,711	1,689	2,118	2,777	2,765	2,798	3,236
Passenger revenue	488	569	993	846	608	444	430	469	621	887	1,449
Total revenue	4,111	4,282	5,443	7,691	8,776	7,616	8,071	10,415	8,661	9,276	10,272
(b) Expenditure											
Dry cargo operations:											
Bunkers	321	377	429	537	701	463	255	409	302	387	835
Other disbursements	1,284	1,618	1,646	1,962	2,759	1,405	1,373	1,646	1,564	2,033	2,543
Charter payments	335	255	236	692	577	317	106	185	267	214	518
Total expenditure	1,940	2,250	2,311	3,191	4,037	2,185	1,734	2,240	2,133	2,634	3,896
Wet cargo operations:											
Bunkers	146	134	171	195	319	278	399	749	447	577	691
Other disbursements	141	135	284	276	523	236	408	385	393	304	289
Charter payments	176	140	184	359	636	655	721	1,257	1,099	915	640
Total expenditure	463	409	639	830	1,478	1,169	1,528	2,391	1,939	1,796	1,620
All cargo operations:											
Bunkers	467	511	600	732	1,020	741	654	1,158	749	964	1,526
Other disbursements	1,425	1,753	1,930	2,238	3,282	1,641	1,781	2,031	1,957	2,337	2,832
Charter payments	511	395	420	1,051	1,213	972	827	1,442	1,366	1,129	1,158
Total expenditure	2,403	2,659	2,950	4,021	5,515	3,354	3,262	4,631	4,072	4,430	5,516

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Source: Office for National Statistics

Last updated: November 2012
Next update: November 2013

The figures in this table are outside the scope of National Statistics.

Department for Transport Statistics

Table tsgb0517

Marine accident fatalities and injuries reported: 2001-2011

	Number										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
(a) United Kingdom registered merchant vessels of 100 gross tons and over, any location											
Deaths of passengers, crew members and others by cause											
Deaths from accidents to vessels	0	1	0	0	1	1	3	1	0	0	1
Deaths from accidents on board	1	5	1	3	1	3	9	5	3	7	4
Deaths from persons overboard	4	0	2	1	2	2	0	2	4	0	1
Total	5	6	3	4	4	6	12	8	7	7	6
Deaths and injuries to passengers by type of injury											
Deaths 1		0	0	0	1	1	0	2	1	2	1
Fractures	111	109	138	115	79	82	79	90	74	71	84
Other injuries	26	24	48	32	29	31	27	78	40	20	24
Total	138	133	186	147	109	114	106	170	115	93	109
Deaths and injuries to crew members by type of injury											
Deaths	3	5	3	4	2	3	12	5	6	3	5
Fractures	71	80	81	68	61	57	65	57	50	57	49
Other injuries	222	219	205	237	183	171	166	162	143	163	128
Total	296	304	289	309	246	231	243	224	199	223	182
Deaths and injuries to others (e.g. pilots, surveyors)											
Deaths	1	1	0	0	1	2	0	1	0	2	0
Fractures	0	1	1	1	3	4	2	2	2	5	3
Other injuries	5	3	4	3	2	2	3	6	4	6	4
Total	6	5	5	4	6	8	5	9	6	13	7
(b) Deaths of passengers, crew members and others, any vessels in UK waters¹											
By location											
Coastal waters	8	16	19	14	25	31	35	15	16	13	23
Port/harbour area	4	9	5	4	7	6	5	10	6	7	9
River/canal	5	2	4	1	4	13	12	7	6	7	11
Non-tidal waters	2	4	0	0	5	2	11	1	9	0	3
Total	19	31	28	19	41	52	63	33	37	27	46
By vessel type											
UK merchant vessel 100gt & over	2	3	2	1	2	1	5	2	3	0	4
UK merchant vessel under100gt	3	2	4	3	2	6	5	1	1	3	6
UK fishing vessel	6	8	9	9	6	12	5	7	11	5	6
UK pleasure craft (non-commercial) ²	3	8	10	3	23	26	46	19	20	16	22
UK other (non-commercial)	0	0	0	0	0	0	1	0	0	0	0
Non UK merchant vessel 100gt & over	5	5	2	2	4	5	0	4	0	3	8
Non UK other	0	5	1	1	4	2	1	0	2	0	0
Total	19	31	28	19	41	52	63	33	37	27	46
Deaths of passengers, crew members and others by cause											
Deaths from accidents to vessels	3	11	15	10	21	17	30	8	14	5	14
Deaths from accidents on board	6	7	5	3	5	9	9	6	4	3	8
Deaths from persons overboard	10	13	8	6	15	26	24	19	19	19	24
Total	19	31	28	19	41	52	63	33	37	27	46

1 Marine accidents recorded by the MAIB. The requirement on vessels to report accidents to the MAIB varies by vessel type and location (see Notes). However, the MAIB will record details of, and may investigate, significant accidents of which they are notified by bodies such as the Coastguard.

2 A special exercise in 2005-2007 to research pleasure craft deaths resulted in higher recording of deaths.

Source: Maritime Accidents Investigation Branch (MAIB), DfT

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Last updated: October 2012

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The figures in this table are outside the scope of National Statistics.

Department for Transport Statistics

Table tsgb0518

UK HM Coastguard statistics, search and rescue operations: ^{1,2} 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Incidents involving vessels											
where assistance rendered:											
Commercial vessels	569	597	512	961	1,207	672	..	..	..	..	..
Fishing vessels	670	627	589	521	624	360	..	..	..	..	..
Pleasure craft	3,529	3,679	3,748	3,924	4,101	2,933	..	..	..	..	..
Incidents involving persons											
where assistance rendered:											
Incidents involving persons	1,872	2,241	2,436	2,169	3,237	2,169	..	..	..	..	..
Medical evacuations	473	460	585	481	513	458	..	..	..	..	..
Reports received:											
Distress reports	2,208	2,357	..	..	..	..	..	..	..	..	..
Hoaxes	206	260	232	301	406	529	691	475	591	536	441
Number of persons involved in incidents where assistance rendered:											
Persons assisted	16,487	19,984	25,118	21,929	22,477	23,113	..	..	..	..	..
Persons rescued	4,852	5,851	5,689	4,947	4,790	4,809	..	..	..	..	..
Lives lost ³	284	319	316	364	376	360	313	314	403	353	402
Total number of incidents where assistance rendered	7,242	7,604	8,070	8,056	7,252	6,592	..	..	..	..	..
Total number of incidents	12,514	13,395	13,849	14,240	16,754	17,185	18,180	18,759	21,195	20,880	21,516

1 HM Coastguard revised its statistical collection and collation procedures in 1998 and again in a phased programme between 2003 and 2005. Continuing ongoing refinements to the data collection, recording and analyses may make comparisons with previous years difficult. e.g. A change to data collection procedures in 2006 has resulted in a fall in the number of vessels recorded as 'assisted'.

2 Due to industrial action by some HM Coastguard staff, figures for 2007 to 2010 are incomplete.

3 Lives lost figures include all fatalities recorded by HM Coastguard (eg maritime, land based, natural causes, etc).

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Source: Maritime Accidents Investigation Branch (MAIB), DfT
Last updated: September 2012
Next update: September 2013

The figures in this table are outside the scope of National Statistics



Public Transport

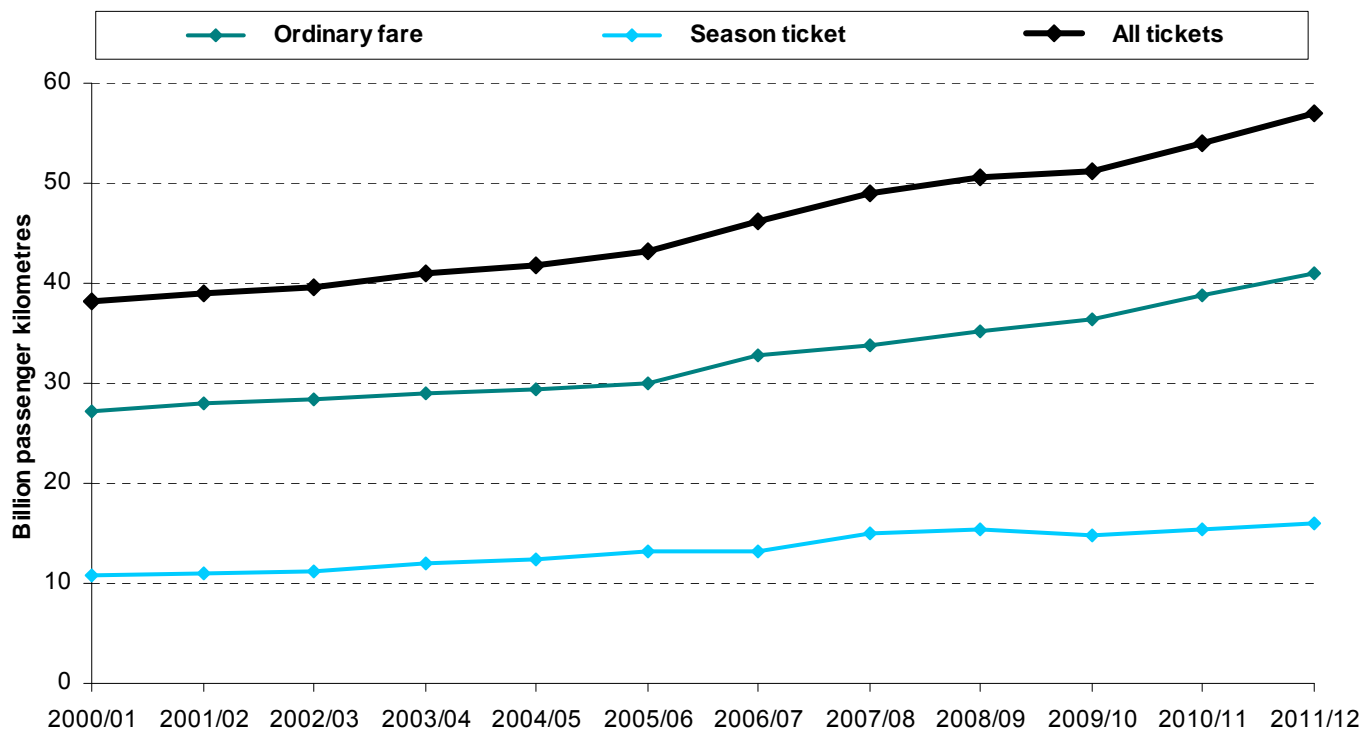
This section looks at the use of public transport in Great Britain and related data about public transport from Transport Statistics Great Britain published in December 2012.

Public Transport includes:

- National Rail
- Underground systems
- Light Rail and Tram systems
- Buses and Concessionary Travel
- Taxis

National Rail

Passenger kilometres on national railways, by ticket type: Great Britain, annual from 2000/01 (Table RAI0103)



-
- Since privatisation (1994/95), the number of journeys made by national rail has doubled, from 0.7 billion to 1.5 billion in 2011/12 (52 per cent since 2001/02). During this period the number of journeys has risen every year apart from a slight drop between 2008/09 and 2009/10, which was likely a result of the recession. Between 2010/11 and 2011/12 the number of journeys rose again, by 7.8 per cent.
 - Passenger kilometres travelled by national rail follow a similar trend to passenger journeys, and have doubled since 1994/95, increasing from 28.7 billion to 57.3 billion passenger kilometres in 2011/12. The effects of the Hatfield crash in October 2000 briefly caused an interruption in the steady upward trend, but usage has increased again since then.
 - Punctuality and reliability are measured through the Public Performance Measure (PPM), which combines figures for punctuality and reliability into a single performance measure, measuring the proportion of trains that arrive at their destinations on time. In 2011/12, 91.6 per cent of all services arrived on time, which is higher than all previous years since records began in 1997/98. PPM fell sharply as a result of the speed restrictions imposed following the Hatfield crash in October 2000, dropping to a low of 78.0 per cent in 2001/02. Long distance services were particularly affected. Since the Hatfield crash, PPM for all the sectors has been improving gradually.
 - National railways revenue for all franchised operators has increased by 104 per cent between 2001/02 and 2011/12, from £3.5 billion to £7.2 billion. To take into account inflation, the figures have also been adjusted to 2011/12 prices and these figures show that over the same period revenue has increased by 60 per cent.

Detailed statistics on national rail and the channel tunnel can be found on the [DfT Rail Statistics website](#)

Underground Systems

- There were 1.2 billion passenger journeys on the London Underground and 13 million journeys on the Glasgow Subway in 2011/12.

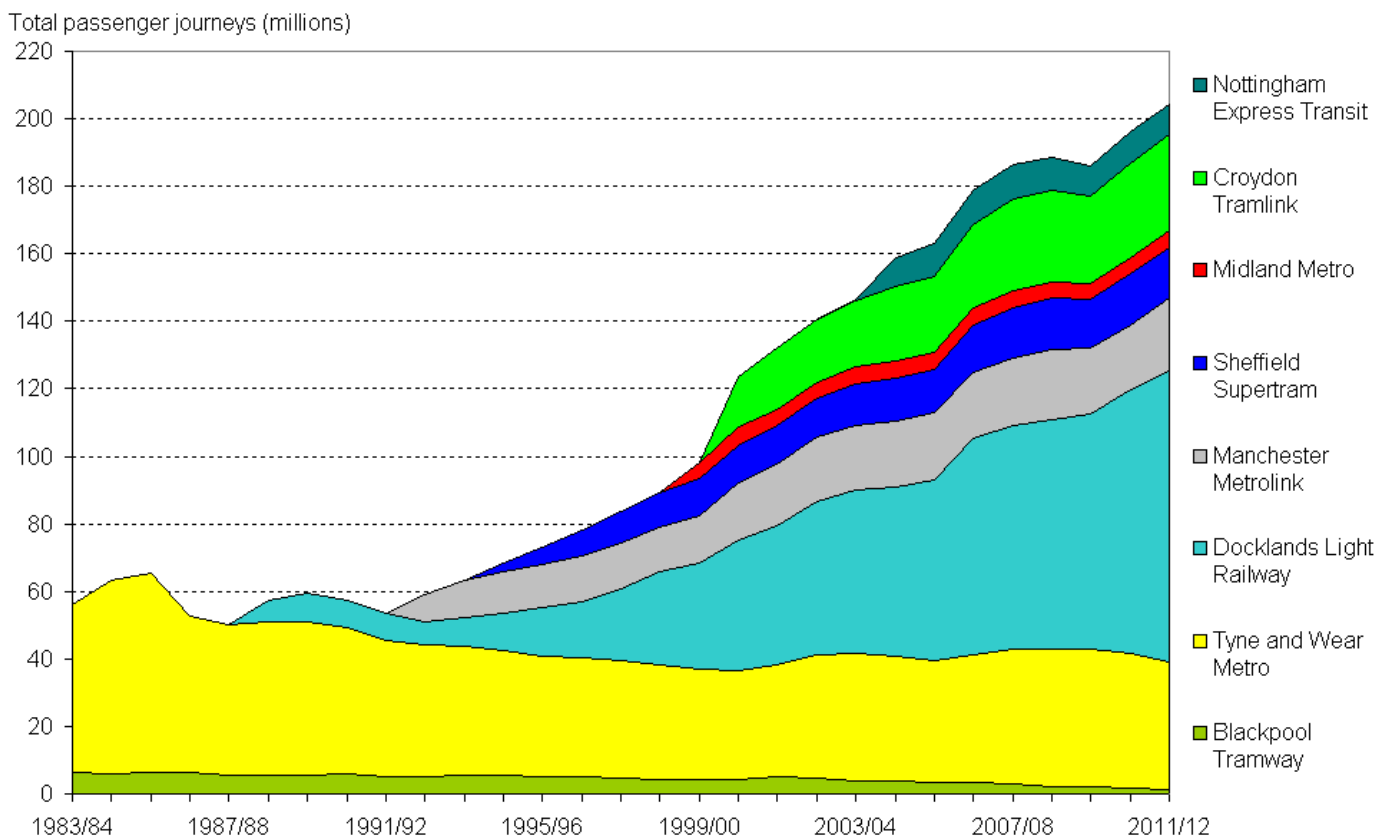
Detailed statistics (tables and charts) on Underground Systems can be found on the [DfT Light Rail Statistics website](#), table numbers LRT9901 and LRT9902.

Light Rail and Tram Systems

- Light rail and tram passenger journeys in England increased by 4 per cent between 2010/11 and 2011/12. In 2011/12, there were 204 million passenger journeys. This represents the highest number of passenger journeys to date.
- Light rail and tram vehicle miles in England increased by 4 per cent between 2010/11 and 2011/12. In 2011/12 there were 14.5 million vehicle miles.

Annual Share of Passenger Journeys: England, 1983/84 onwards

(Table LRT0101)



- Light rail and tram passenger revenue in England increased by 9.1 per cent in real terms between 2010/11 and 2011/12.
- At March 2012, there were 406 passenger cars on light rail systems in England, a slight increase on March 2011 due to an increase in passenger cars on the Manchester Metrolink from 47 to 56. Since 2004/05, there has been an increase of around 9 per cent, with increases on the DLR and Metrolink partially offset by a large fall in the number of Blackpool trams where the old fleet has been largely replaced by a smaller number of higher capacity, accessible vehicles as part of the refurbishment work.

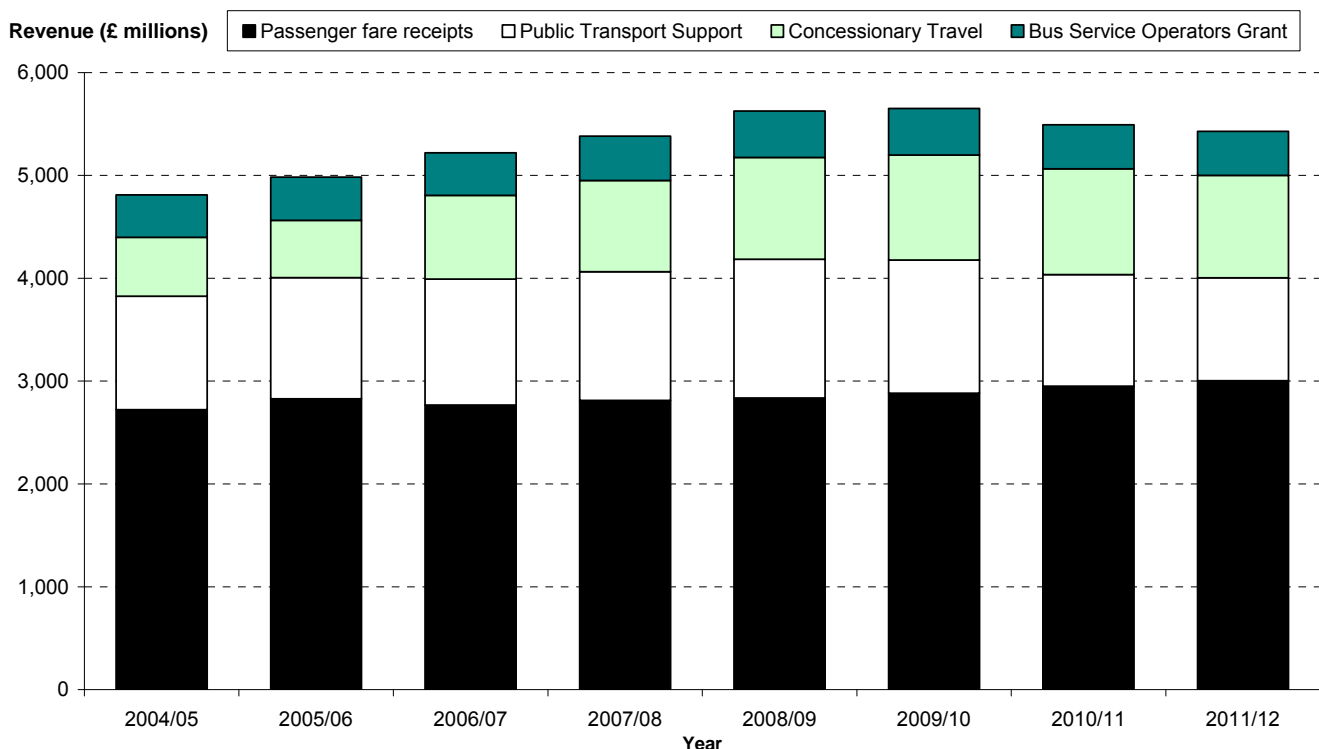
Detailed statistics (tables and charts) on Light Rail and Tram Systems can be found on the [DfT Light Rail Statistics website](#), table numbers LRT0101 to LRT0302.

Buses and Concessionary Travel

- There were 4.7 billion bus passenger journeys in England in 2011/12. This is a 0.5 per cent increase from the 2010/11 level. Journeys in London increased by 2.4 per cent over this period and now account for half of all bus passenger journeys in England.
- Bus vehicle miles in England increased by 0.8 per cent between 2010/11 and 2011/12, with 21 per cent of mileage outside London on local authority supported services in 2011/12.
- Bus fares in England increased by 6 per cent between March 2011 and March 2012. The all items Retail Prices Index rose by 4 per cent over the same period.
- 55 per cent of operating revenue for local bus services came from passenger fare receipts in 2011/12 (54 per cent in 2010/11).
- Net public funding support for local bus services in England decreased by 5 per cent in real terms between 2010/11 and 2011/12.

Estimated operating revenue for local bus services by revenue type, England (at 2011/12 prices) 2004/05 to 2011/12 (in £ millions)

(Table BUS0501)



- In 2011/12, there were 53 thousand Public Service Vehicles (PSVs) in use by local bus operators in Great Britain, of which 42 thousand (80 per cent) were buses and the remainder minibuses and coaches.

-
- In 2011/12, there were around 9.8m older and disabled concessionary bus passes in England, with an average of 109 bus journeys per pass per year.

Detailed statistics (tables and charts) on buses and concessionary travel can be found on the [DfT Bus Statistics website](#), table numbers BUS0101 to BUS1003.

Taxis

- There were 78,000 licensed taxis in England and Wales as at 31 March 2011. Of these 73,000 were in England, an increase of 3% from 2009, the last time that this information was collected.
- There were 155,100 licensed Private Hire Vehicles (PHVs) in England and Wales as at 31 March 2011. 150,900 of these were in England, an increase of 3% compared with 2009.
- Overall, there were 299,200 licensed taxi or PHV drivers in England and Wales, with 287,300 of these in England (an increase of 5% compared with 2009).

Detailed statistics (tables and charts) on taxis can be found on the [DfT Taxi Statistics website](#), table numbers TAXI0101 to TAXI0104.

Background notes

Full guidance on the methods used to compile these statistics and their sources can be accessed from the [Transport Statistics Great Britain Page](#).

Department for Transport Statistics

Rail Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>)

Table RAI0101 (TSGB0601)

Length of national railway route at year end, and passenger travel by national railway and London Underground: annual from 1900

Year	<u>Length of National Rail route (kilometres)¹</u>			<u>National Rail</u>		<u>London Underground</u>	
	Total route	Electrified route ²	Open to Passenger traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1900	29,783	..	..	..	...	..	..
1919	32,420	1,321	..	2,064	...	..	..
1923	32,462	1,122	..	1,772	...	..	..
1928	32,565	1,901	..	1,250	...	..	..
1933	32,345	2,403	..	1,159	...	..	..
1938	32,081	3,378	..	1,237	30.6	492	..
1946	31,963	..	..	1,266	47.0	569	..
1947	31,950	1,455	..	1,140	37.0	554	5.4
1948	31,593	1,455	..	1,024	34.2	720	6.2
1949	31,500	1,489	..	1,021	34.0	703	6.1
1950	31,336	1,489	..	1,010	32.5	695	6.0
1951	31,152	1,487	..	1,030	33.5	702	5.6
1952	31,022	1,508	..	1,017	33.3	670	5.4
1953	30,935	1,508	..	1,015	33.5	672	5.4
1954	30,821	1,577	..	1,020	33.3	671	5.7
1955	30,676	1,577	23,820	994	32.7	676	5.6
1956	30,618	1,624	23,612	1,029	34.0	678	5.5
1957	30,521	1,621	23,532	1,101	36.4	666	5.4
1958	30,333	1,622	23,621	1,090	35.0	692	5.3
1959	29,877	1,799	22,632	1,069	35.8	669	5.1
1960	29,562	2,034	22,314	1,037	34.7	674	5.2
1961	29,313	2,234	22,043	1,025	33.9	675	5.1
1962	28,117	2,511	20,785	965	31.8	668	4.9
1963	27,330	2,556	20,328	938	31.5	674	4.9
1964	25,735	2,659	18,781	928	32.0	674	4.9
1965 ³	24,011	2,886	17,516	865	30.1	657	4.7
1966	22,082	3,064	16,359	835	29.7	667	4.8
1967	21,198	3,241	15,904	837	29.1	661	4.8
1968	20,080	3,182	15,242	831	28.7	655	4.7
1969	19,470	3,169	15,088	806	29.6	676	5.0
1970	18,989	3,162	14,637	824	30.4	672	5.1
1971	18,738	3,169	14,484	816	30.1	654	5.2
1972	18,417	3,178	14,499	754	28.3	655	5.3
1973	18,227	3,462	14,375	728	29.8	644	5.2
1974	18,168	3,647	14,373	733	30.9	636	5.2
1975	18,118	3,655	14,431	730	30.3	601	4.8
1976	18,007	3,735	14,407	702	28.6	546	4.4
1977	17,973	3,767	14,413	702	29.3	545	4.3
1978	17,901	3,716	14,396	724	30.7	568	4.5
1979	17,735	3,718	14,412	748	32.0	594	4.5
1980	17,645	3,718	14,394	760	30.3	559	4.2
1981	17,431	3,729	14,394	719	29.7	541	4.1
1982	17,229	3,753	14,371	630	27.2	498	3.7
1983	16,964	3,750	14,375	694	29.5	563	4.3
1984/85	16,816	3,798	14,304	701	29.5	672	5.4
1985/86	16,752	3,809	14,310	686	30.4	732	6.0
1986/87 ³	16,670	4,156	14,304	738	30.8	769	6.2

Length of national railway route at year end, and passenger travel by national railway and London Underground: annual from 1900

Year	<u>Length of National Rail route (kilometres)¹</u>			<u>National Rail</u>		<u>London Underground</u>	
	Total route	Electrified route ²	Open to Passenger traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1987/88	16,633	4,207	14,302	798	32.4	798	6.3
1988/89	16,599	4,376	14,309	822	34.3	815	6.3
1989/90	16,587	4,546	14,318	812	33.3	765	6.0
1990/91	16,584	4,912	14,317	810	33.2	775	6.2
1991/92	16,588	4,886	14,291	792	32.5	751	5.9
1992/93	16,528	4,910	14,317	770	31.7	728	5.8
1993/94	16,536	4,968	14,357	740	30.4	735	5.8
1994/95 ⁴	16,542	4,970	14,359	735	28.7	764	6.1
1995/96	16,666	5,163	15,002	761	30.0	784	6.3
1996/97	16,666	5,176	15,034	801	32.1	772	6.2
1997/98	16,656	5,166	15,024	846	34.7	832	6.5
1998/99	16,659	5,166	15,038	892	36.3	866	6.7
1999/00 ³	16,649	5,167	15,038	931	38.5	927	7.2
2000/01	16,652	5,167	15,042	957	38.2	970	7.5
2001/02	16,652	5,167	15,042	960	39.1	953	7.5
2002/03	16,670	5,167	15,042	976	39.7	942	7.4
2003/04	16,493	5,200	14,883	1,012	40.9	948	7.3
2004/05 ³	16,116	5,200	14,328	1,040	41.7	976	7.6
2005/06	15,810	5,205	14,356	1,076	43.1	970	7.6
2006/07	15,795	5,250	14,353	1,145	46.2	1,040	7.9
2007/08 ³	15,814	5,250	14,484	1,218	48.9	1,096	8.4
2008/09	15,814	5,250	14,494	1,266	50.6	1,089	8.6
2009/10 ^{5,R}	15,753	5,239	14,482	1,259	51.4	1,059	8.5
2010/11 ^R	15,777	5,262	14,506	1,356	54.5	1,107	8.9
2011/12 ^P	15,742	5,261	14,506	1,462	57.3	1,171	9.5

1. The length of route is that managed by Network Rail (formerly Railtrack). It does not include track managed by private companies or Passenger Transport Executive services operating on separately managed track.
 2. Pre-1947 figures refer to track length, not route length, and include electrified sidings. In 1947 electrified track kilometres totalled 3,370.
 3. Break in series due to a change in methodology (see Notes and Definitions).
 4. Break in series. From 1994/95 figures include an element of double counting, as a journey involving more than one train is counted for each train. This contrasts with former British Rail data for which a through ticket journey was counted only once.
 5. Break in series. From 2009/10 National Rail passenger journeys and passenger kilometres figures include non-franchised train operators. Figures prior to this include franchised operators only. In 2009/10 there were 1,258 million franchised passenger journeys and 51.1 billion passenger kilometres.
- P. 2011/12 passenger journeys and kilometres are provisional.

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Sources: ORR, London Underground
 Last updated: December 2012
 Next updated: December 2013

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Department for Transport Statistics

[Rail Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics)

Table RAI0301 (TSGB0602)

National railways: passenger revenue¹, annual from 2000/01

	2000/01	2001/02	2002/03	2003/04 ³	2004/05	2005/06	2006/07	2007/08 ³	2008/09	2009/10	2010/11	2011/12
Ordinary fares	2,463	2,585	2,693	2,890	3,088	3,323	3,714	4,120	4,443	4,608	4,965	5,447
Season tickets	950	964	970	1,011	1,071	1,170	1,298	1,434	1,561	1,571	1,654	1,782
All tickets (current prices)	3,413	3,548	3,663	3,901	4,158	4,493	5,012	5,555	6,004	6,179	6,620	7,229
All tickets (2011/12 prices) ²	4,433	4,522	4,555	4,746	4,914	5,191	5,639	6,098	6,416	6,505	6,774	7,229

1. Franchised operators only.

2. Adjusted to 2011/12 prices using the GDP market price deflator.

3. Break in series due to change in methodology (see Notes and Definitions).

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Table RAI0103 (TSGB0603)
Passenger kilometres and timetabled train kilometres on national railways: annual from 2000/01

	Billions											
	2000/01	2001/02	2002/03	2003/04 ²	2004/05	2005/06	2006/07	2007/08 ²	2008/09	2009/10	2010/11	2011/12 ^P
(a) Passenger kilometres¹												
All franchised operators:												
Ordinary fare	27.2	28.1	28.4	28.9	29.3	29.9	32.9	33.8	35.1	36.4	38.7	41.0
Season ticket	10.9	11.0	11.3	12.0	12.4	13.2	13.3	15.1	15.5	14.7	15.3	15.9
All tickets	38.2	39.1	39.7	40.9	41.7	43.1	46.2	48.9	50.6	51.1	54.1	56.9
(b) Timetabled train kilometres³												
All franchised and non-franchised operators	427.2	435.9	443.3	448.4	450.4	459.5	464.0	469.7	480.0	500.0	509.1	517.7

1. Estimates of passenger kilometres are derived from ticket sales.

2. Break in series due to change in methodology (see Notes and Definitions).

3. The number of kilometres each train company would achieve according to the winter and summer train timetable if they were operating at full capacity.

P. 2011/12 passenger kilometres are provisional.

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Table RA10104 (TSGB0604)

National railways: route¹ and stations open for traffic at end of year, annual from 2000/01

	2000/01	2001/02	2002/03	2003/04	2004/05 ³	2005/06	2006/07	2007/08 ³	2008/09	2009/10	2010/11	2011/12
Route open for traffic:												
Electrified	5,167	5,167	5,167	5,200	5,200	5,205	5,250	5,250	5,250	5,239	5,262	5,261
Non-electrified	11,485	11,485	11,503	11,293	10,916	10,605	10,545	10,564	10,564	10,514	10,515	10,481
All routes:	16,652	16,652	16,670	16,493	16,116	15,810	15,795	15,814	15,814	15,753	15,777	15,742
Open for passenger traffic	15,042	15,042	15,042	14,883	14,328	14,356	14,353	14,484	14,494	14,482	14,506	14,506
Open for freight traffic only	1,610	1,610	1,610	1,610	1,788	1,454	1,442	1,330	1,320	1,271	1,271	1,236
Passenger stations ²	2,508	2,508	2,508	2,507	2,508	2,510	2,520	2,516	2,516	2,516	2,532	2,535

1. The length of route open for rail traffic is that managed by Network Rail (formerly Railtrack).

2. The number of stations shown are those on the national network.

3. Break in series due to change in methodology (see Notes and Definitions).

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Source: Network Rail

Last updated: December 2012

Next updated: December 2013

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Department for Transport Statistics

[Rail Statistics \(https://www.gov.uk/government/organisations/departments-for-transport/series/rail-statistics\)](https://www.gov.uk/government/organisations/departments-for-transport/series/rail-statistics)

Table RAI0105 (TSGB0605)

National railways: Public Performance Measure, annual from 2002/03

Public Performance Measure (PPM) ¹	Percentage										
	2002/03	2003/04	2004/05	2005/06	2006/07 ²	2007/08	2008/09	2009/10	2010/11 ^R	2011/12	
Long distance operators	70.6	73.4	79.1	82.2	84.9	86.2	87.3	88.9	87.9	89.2	
London and South East operators	79.1	80.5	84.7	87.9	88.8	90.6	91.0	91.4	91.1	91.7	
Regional operators	80.4	82.8	82.6	85.0	87.6	89.6	90.6	92.0	91.1	92.0	
All franchised operators	79.2	81.2	83.5	86.4	88.1	89.9	90.6	91.5	90.8	91.6	

1. PPM is a measure of the percentage of trains arriving on time. A train is defined as on time if it arrives at its destination within five minutes of the planned arrival time for London and South East and regional operators, or within ten minutes for long-distance operators.

2. Break in the series due to change in methodology (see Notes and Definitions).

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Source: Office of Rail Regulation
Last updated: December 2012
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[Rail Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics)

Table RA10106 (TSGB0606)
Average age of national rail rolling stock: annual from 2000/01

	Years											
Average age of rolling stock ¹	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08 ²	2008/09	2009/10	2010/11	2011/12
Long distance operators	25.97	23.51	22.13	19.03	16.92	15.45	16.15	17.02	18.50	19.56	20.56	21.19
London and South East operators	20.36	20.48	19.89	17.55	14.29	11.97	12.73	13.70	14.65	14.65	15.41	15.90
Regional operators	16.42	15.56	15.73	15.30	15.67	16.56	15.88	17.01	18.05	19.03	19.96	19.74
All operators	20.34	19.86	19.33	17.05	14.68	13.20	13.70	15.13	16.15	16.51	17.34	17.73

1. Average age at the end of the financial year.

2. Break in the series due to change in methodology (see Notes and Definitions).

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Source: Office of Rail Regulation
 Last updated: December 2012
 Next updated: December 2013

Department for Transport statistics

Rail Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>)

Table RAI0210 (TSGB0607)

Passengers in excess of capacity (PiXC)¹ on a typical autumn weekday on London & South East train operators' services^{2,3}: annual from 1990

Percentage of passengers in excess of capacity; 3-hour peaks; all London & South East operators

	Percentage		
Year	AM peak (07:00-09:59)	PM peak (16:00-18:59)	Both peaks
1990	4.3%	2.2%	3.3%
1991	3.8%	2.1%	3.0%
1992	3.7%	1.5%	2.7%
1993	3.3%	1.4%	2.5%
1994	3.2%	1.0%	2.1%
1995	3.0%	1.0%	2.1%
1996	2.6%	1.2%	1.9%
1997	3.9%	2.1%	3.1%
1998	3.7%	1.4%	2.7%
1999	3.8%	1.6%	2.8%
2000	5.1%	1.8%	3.6%
2001	5.0%	1.7%	3.6%
2002	3.7%	2.1%	2.9%
2003	3.8%	1.5%	2.7%
2004	4.1%	1.5%	2.9%
2005	4.0%	1.6%	2.9%
2006	4.7%	1.9%	3.4%
2007	4.2%	1.5%	3.0%
2008	4.0%	1.8%	3.0%
2009	2.9%	1.4%	2.2%
2010	4.0%	1.9%	3.0%
2011 ^R	4.0%	2.2%	3.2%

R 2011 figures were revised in December 2012. Details of this revision can be found in the correction note on the publication release page at the following link:

<https://www.gov.uk/government/publications/rail-passenger-numbers-and-crowding-on-weekdays-in-major-cities-in-england-and-wales-2011>

- 1 Percentage of standard class passengers in excess of the capacity on their train service. See Notes and definitions for more information.
- 2 Applies to autumn weekday commuter services on a typical weekday arriving in London during the AM peak, and those departing during the PM peak. The measure is derived from the number of passengers travelling in excess of capacity on all services, divided by the total number of people travelling, and expressed as a percentage.
- 3 Several different methods have been used to calculate the standing allowances included in the capacities for different types of rolling stock over this period, so earlier figures may not be directly comparable with more recent ones.

[Notes and definitions \(https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9078/rail-notes-definitions.pdf\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9078/rail-notes-definitions.pdf)

Source: Passenger counts; Department for Transport and Transport for London

Last updated: 6 December 2012

Next updated: July 2013

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Department for Transport Statistics

[Rail Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics)

**Table RAI0108 (TSGB0608)
Channel Tunnel: traffic to and from Europe, annual from 2000**

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles carried on Le Shuttle: ¹												
Passenger vehicles	2,864	2,605	2,408	2,351	2,165	2,124	2,089	2,207	1,963	1,971	2,182	2,319
Freight vehicles	1,133	1,198	1,231	1,285	1,281	1,309	1,296	1,415	1,254	769	1,089	1,263
All vehicles	3,997	3,803	3,639	3,636	3,446	3,433	3,385	3,622	3,218	2,740	3,271	3,582
Passengers on Eurostar ² and Le Shuttle ³	17,018	16,313	15,252	14,699	15,064	15,527	15,501	16,164	16,102	16,128	17,044	17,248
Through-train freight tonnes ⁴	2,947	2,447	1,487	1,743	1,889	1,588	1,569	1,214	1,239	1,181	1,128	1,325

1. Includes commercial and non-commercial traffic (see Notes and Definitions).

2. Only Eurostar passengers travelling through the Channel Tunnel are included; journeys between Paris-Calais and Brussels-Lille are excluded.

3. Le Shuttle passenger numbers exclude non-commercial traffic.

4. Rail freight services by train operators (DB Schenker on behalf of BRB, the SNCF and its subsidiaries, and Europorte) using the Tunnel.

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The figures in this table are outside the scope of National Statistics

Sources: Eurotunnel, Eurostar and EWS International/DB Schenker

Last updated: December 2012

Next updated: December 2013

Department for Transport Statistics

Rail Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>)

Table RAI0302 (TSGB0625)

Government support to the rail industry: annual from 1985/86

£ Million

Financial year	Central Government grants ¹	Passenger Transport Executive (PTE) grants	Direct rail support ²	Other Government support ³	Total government support	Freight grants
1985/86	849	78	0	61	988	7
1986/87	755	70	0	22	847	6
1987/88	796	68	0	-251	613	2
1988/89	551	70	0	-175	446	2
1989/90	479	84	0	232	795	1
1990/91	637	115	0	440	1,192	4
1991/92	902	120	0	562	1,584	1
1992/93	1,194	107	0	870	2,171	2
1993/94	926	166	0	535	1,627	4
1994/95	1,815	346	0	-464	1,697	3
1995/96 ⁴	1,712	362	0	-1,643	431	4
1996/97 ⁴	1,809	291	0	-1,044	1,056	15
1997/98	1,429	375	0	25	1,829	29
1998/99	1,196	337	0	53	1,586	29
1999/00	1,031	312	0	75	1,418	23
2000/01	847	283	0	84	1,214	36
2001/02	731	306	684	105	1,826	57
2002/03	935	304	1,166	183	2,588	49
2003/04	1,359	414	1,670	179	3,622	32
2004/05	878	389	2,370	154	3,791	26
2005/06	879	332	3,366	24	4,602	23
2006/07	1,456	313	4,463	76	6,308	30
2007/08	1,123	310	3,673	187	5,293	18
2008/09	273	317	4,266	356	5,213	21
2009/10	467	316	3,798	38	4,619	20
2010/11	-51	207	3,680	125	3,960	20
2011/12	-133	214	3,744	76	3,901	17

1. Central Government grants involve payments to train operating companies and performance receipts received from train companies. Negative values reflect where the Government was in receipt of payments.
2. Direct rail support comprises Network Grant payments to Network Rail, and includes payments to London and Continental Railways during the construction of the High Speed 1 route.
3. Other Government support includes DfT support to the British Transport Police, Rail Pensions, Passenger Focus, the Rail Heritage Committee and a grant to British Rail to finance its residual activities.
4. Following privatisation, the proceeds from the sales of rolling stock operating companies (ROSCOs) and British Rail non-passenger business in 1995-96 and 1996-97 are included in the Other Government support category.

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Source: Department for Transport, Transport Scotland and Welsh Assembly
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[Rail Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics)

Table RAI0303 (TSGB0626)

Private investment in the rail industry ^{1,2}: annual from 2006/07

	£ Million					
	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Track and Signalling	106	8	2	-4	0	1
Rolling Stock	326	400	345	423	274	369
Stations	155	78	28	12	28	33
Other Investment	156	79	79	29	74	99
Total Investment	743	566	455	460	377	503

1. These figures exclude Network Rail investment.

2. Negative numbers reflect the disposal of rail assets.

Source: Office for National Statistics

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Table LRT9901a [miles] (TSGB0609) London Underground statistics, annual from 2000/01

	Passenger Journeys (millions)			Receipts (£ million)										Receipts per journey at 2011/12 prices ²
	Ordinary ¹	Season ticket	All journeys	Passenger miles (millions)	Loaded train miles	Stations	Rail carriages	Route miles	Ordinary ¹	Season ticket	Traffic receipts	Traffic receipts at 2011/12 prices ²	Receipts per journey (£)	
2000/01	486	484	970	4,642	40	274	3,954	254	610	519	1,129	1,467	1.16	
2001/02	491	462	953	4,630	40	274	3,954	254	636	515	1,151	1,467	1.21	
2002/03	495	446	942	4,578	41	274	3,954	254	628	510	1,138	1,415	1.21	
2003/04	491	457	948	4,561	43	274	3,959	254	625	536	1,161	1,413	1.22	
2004/05	486	490	976	4,726	43	274	3,959	254	663	578	1,241	1,467	1.27	
2005/06	460	510	970	4,714	43	274	4,070	254	678	630	1,308	1,511	1.35	
2006/07	519	521	1,040	4,938	43	273	4,070	254	782	635	1,417	1,595	1.36	
2007/08	581	515	1,096	5,190	43	268	4,070	254	880	645	1,525	1,674	1.39	
2008/09	616	473	1,089	5,372	44	270	4,070	254	962	654	1,615	1,726	1.48	
2009/10	634	425	1,059	5,255	43	270	4,078	249	840	612	1,635	1,722	1.54	
2010/11	660	447	1,107	5,515	43	270	4,134	249	1,087	672	1,759	1,801	1.59	
2011/12	685	486	1,171	5,915	45	270	4,127	249	1,208	774	1,982	1,982	1.69	

1. Ordinary journeys include daily travelcards and those where concessionary fares apply.

2. Adjustment to values using the HM Treasury GDP Deflator (as at 28 June 2012). 'Other' income no longer available on the same basis as previously published.

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Table LRT9901b [kilometres] (TSGB0609)
London Underground statistics, annual from 2000/01

	Passenger Journeys (millions)				Receipts (£ million)									
	Season ticket		All journeys	Passenger kilometres (millions)	Loaded train kilometres (millions)	Stations	Rail carriages	Route kilometres	Ordinary ¹	Season ticket	Traffic receipts	Traffic receipts at 2011/12 prices ²	Receipts per journey (£)	Receipts per journey at 2011/12 prices ²
	Ordinary ¹	486													484
2000/01	486	484	970	7,470	64	274	3,954	408	610	519	1,129	1,467	1.16	1.51
2001/02	491	462	953	7,451	65	274	3,954	408	636	515	1,151	1,467	1.21	1.54
2002/03	495	446	942	7,367	66	274	3,954	408	628	510	1,138	1,415	1.21	1.50
2003/04	491	457	948	7,340	69	274	3,959	408	625	536	1,161	1,413	1.22	1.49
2004/05	486	490	976	7,606	69	274	3,959	408	663	578	1,241	1,467	1.27	1.50
2005/06	460	510	970	7,586	69	274	4,070	408	678	630	1,308	1,511	1.35	1.56
2006/07	519	521	1,040	7,947	70	273	4,070	408	782	635	1,417	1,595	1.36	1.53
2007/08	581	515	1,096	8,352	70	268	4,070	408	880	645	1,525	1,674	1.39	1.53
2008/09	616	473	1,089	8,646	71	270	4,070	408	962	654	1,615	1,726	1.48	1.58
2009/10	634	425	1,059	8,457	69	270	4,078	400	840	612	1,635	1,722	1.54	1.63
2010/11	660	447	1,107	8,875	69	270	4,134	400	1,087	672	1,759	1,801	1.59	1.63
2011/12	685	486	1,171	9,519	72	270	4,127	400	1,208	774	1,982	1,982	1.69	1.69

1. Ordinary journeys include daily travelcards and those where concessionary fares apply.

2. Adjustment to values using the HM Treasury GDP Deflator (as at 28 June 2012). 'Other' income no longer available on the same basis as previously published.

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Light rail statistics <https://www.gov.uk/government/organisations/department-for-transport/series/light-rail-and-tram-statistics>

Table LRT9902a [miles] (TSGB0610)
Glasgow Underground statistics, annual from 1982/83

	Passenger journeys (millions)	Passenger miles (millions)	Loaded train or tram miles [also referred to as vehicle miles] (millions)	Stations or stops served	Passenger carriages or tramcars	Route miles open for passenger traffic	Passenger revenue at 2011/12 prices (£ millions)
1982/83	11.8	20.3	0.7	15	33	6.8	6.8
1983/84	12.3	21.5	0.7	15	33	6.8	8.2
1984/85	12.7	21.7	0.7	15	33	6.8	8.3
1985/86	13.1	22.5	0.7	15	33	6.8	7.9
1986/87	13.7	23.6	0.7	15	33	6.8	8.5
1987/88	13.6	24.3	0.7	15	33	6.8	8.5
1988/89	13.6	24.5	0.7	15	33	6.8	9.2
1989/90	13.5	24.3	0.7	15	33	6.8	8.9
1990/91	13.7	24.6	0.7	15	33	6.8	9.4
1991/92	13.6	24.4	0.7	15	33	6.8	9.4
1992/93	13.5	24.3	0.7	15	41	6.8	9.5
1993/94	14.3	25.7	0.7	15	41	6.8	10.1
1994/95	14.7	26.5	0.7	15	41	6.8	10.4
1995/96	14.3	25.7	0.7	15	41	6.8	11.3
1996/97	13.7	24.7	0.7	15	41	6.8	11.2
1997/98	14.1	28.1	0.7	15	41	6.8	11.7
1998/99	14.6	29.0	0.7	15	41	6.8	12.3
1999/00	14.7	29.2	0.7	15	41	6.8	13.0
2000/01	14.4	28.6	0.7	15	41	6.8	13.0
2001/02	13.8	27.4	0.7	15	41	6.8	12.9
2002/03	13.4	26.6	0.7	15	41	6.8	12.6
2003/04	13.3	26.5	0.7	15	41	6.8	12.6
2004/05	13.3	26.5	0.7	15	41	6.8	12.9
2005/06	13.2	26.2	0.7	15	41	6.5	12.9
2006/07	13.5	26.8	0.7	15	41	6.5	13.9
2007/08	14.5	28.8	0.8	15	41	6.5	14.2
2008/09	14.1	28.1	0.8	15	41	6.5	15.7
2009/10	13.1	26.0	0.7	15	41	6.5	14.8
2010/11	13.0	25.9	0.7	15	41	6.5	14.5
2011/12	12.9	25.6	0.8	15	41	6.5	14.3

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Source: DfT Light Rail and Tram Survey

Last updated: 19 July 2012

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Light rail statistics <https://www.gov.uk/government/organisations/department-for-transport/series/light-rail-and-tram-statistics>

Table LRT9902b [kilometres] (TSGB0610)
Glasgow Underground statistics, annual from 1982/83

	Passenger journeys (millions)	Passenger kilometres (millions)	Loaded train or tram kilometres [also referred to as vehicle kilometres] (millions)	Stations or stops served	Passenger carriages or tramcars	Route kilometres open for passenger traffic	Passenger revenue at 2011/12 prices (£ millions)
1982/83	11.8	32.7	1.1	15	33	11.0	6.8
1983/84	12.3	34.6	1.1	15	33	11.0	8.2
1984/85	12.7	34.9	1.1	15	33	11.0	8.3
1985/86	13.1	36.2	1.1	15	33	11.0	7.9
1986/87	13.7	38.0	1.1	15	33	11.0	8.5
1987/88	13.6	39.1	1.1	15	33	11.0	8.5
1988/89	13.6	39.4	1.2	15	33	11.0	9.2
1989/90	13.5	39.1	1.2	15	33	11.0	8.9
1990/91	13.7	39.6	1.1	15	33	11.0	9.4
1991/92	13.6	39.3	1.1	15	33	11.0	9.4
1992/93	13.5	39.1	1.1	15	41	11.0	9.5
1993/94	14.3	41.4	1.1	15	41	11.0	10.1
1994/95	14.7	42.6	1.1	15	41	11.0	10.4
1995/96	14.3	41.4	1.1	15	41	11.0	11.3
1996/97	13.7	39.8	1.1	15	41	11.0	11.2
1997/98	14.1	45.2	1.1	15	41	11.0	11.7
1998/99	14.6	46.7	1.1	15	41	11.0	12.3
1999/00	14.7	47.0	1.2	15	41	11.0	13.0
2000/01	14.4	46.1	1.2	15	41	11.0	13.0
2001/02	13.8	44.1	1.2	15	41	11.0	12.9
2002/03	13.4	42.8	1.1	15	41	11.0	12.6
2003/04	13.3	42.7	1.1	15	41	11.0	12.6
2004/05	13.3	42.6	1.1	15	41	11.0	12.9
2005/06	13.2	42.1	1.2	15	41	10.4	12.9
2006/07	13.5	43.2	1.2	15	41	10.4	13.9
2007/08	14.5	46.3	1.2	15	41	10.4	14.2
2008/09	14.1	45.2	1.2	15	41	10.4	15.7
2009/10	13.1	41.8	1.2	15	41	10.4	14.8
2010/11	13.0	41.6	1.1	15	41	10.4	14.5
2011/12	12.9	41.2	1.3	15	41	10.4	14.3

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Source: DfT Light Rail and Tram Survey

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Table LRT0101 (TSGB0611)

Passenger journeys on light rail and trams by system¹: England - annual from 1983/84

Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink ²	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	49.8	.	6.2	56.0
1984/85	.	.	.	.	.	57.2	.	6.0	63.2
1985/86	.	.	.	.	.	59.1	.	6.2	65.3
1986/87	.	.	.	.	.	46.4	.	6.2	52.6
1987/88	.	.	.	.	.	44.9	.	5.4	50.3
1988/89	6.6	.	.	.	.	45.4	.	5.4	57.4
1989/90	8.5	.	.	.	.	45.5	.	5.6	59.6
1990/91	8.0	.	.	.	.	43.6	.	5.8	57.4
1991/92	7.9	.	.	.	.	40.6	.	5.0	53.5
1992/93	6.9	.	.	.	.	38.9	8.1	5.2	59.1
1993/94	8.3	.	.	.	.	38.3	11.3	5.5	63.4
1994/95	11.3	.	.	.	2.2	37.0	12.3	5.4	68.2
1995/96	14.5	.	.	.	5.3	35.9	12.6	4.9	73.2
1996/97	16.7	.	.	.	7.8	35.4	13.4	4.9	78.2
1997/98	21.0	.	.	.	9.2	35.0	13.8	4.7	83.7
1998/99	27.6	.	.	.	10.4	33.8	13.2	4.4	89.3
1999/00	31.3	.	.	4.8	10.9	32.7	14.2	4.3	98.2
2000/01	38.4	15.0	.	5.4	11.1	32.5	17.2	4.1	123.6
2001/02	41.3	18.2	.	4.8	11.4	33.4	18.2	4.9	132.2
2002/03	45.7	18.7	.	4.9	11.5	36.6	18.8	4.5	140.7
2003/04	48.5	19.8	0.4	5.1	12.3	37.9	18.9	3.7	146.5
2004/05	50.1	22.0	8.5	5.0	12.8	36.8	19.7	3.9	158.7
2005/06	53.5	22.5	9.8	5.1	13.1	35.8	19.9	3.6	163.4
2006/07	63.9	24.6	10.1	4.9	14.0	37.9	19.8	3.4	178.6
2007/08	66.6	27.2	10.2	4.8	14.8	39.8	20.0	2.9	186.2
2008/09	67.8	27.2	9.8	4.7	15.0	40.6	21.1	2.3	188.6
2009/10	69.4	25.8	9.0	4.7	14.7	40.8	19.6	2.2	186.2
2010/11	78.3	27.9	9.7	4.8	15.0	39.9	19.2	1.6	196.5
2011/12	86.1	28.6	9.0	4.9	15.0	37.9	21.8	1.1	204.3

1 For further information on these systems including network and infrastructure changes that may affect the figures, please refer to the technical information.

2 Manchester Metrolink have revised their method for calculation of passenger boardings so the figures from 2010/11 are not directly comparable with previous years.

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Source: DfT Light Rail and Tram Survey

Last updated: 19 July 2012

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Table LRT0104 (TSGB0612)

Passenger miles on light rail and trams by system¹: England - annual from 1983/84

Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink ²	Blackpool Tramway ³	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	171.4	.	11.8	183.2
1984/85	.	.	.	.	.	192.7	.	11.4	204.1
1985/86	.	.	.	.	.	187.4	.	11.8	199.2
1986/87	.	.	.	.	.	184.1	.	11.8	195.9
1987/88	.	.	.	.	.	176.6	.	10.3	186.9
1988/89	19.9	.	.	.	.	191.4	.	10.2	221.5
1989/90	23.5	.	.	.	.	198.1	.	10.7	232.3
1990/91	20.5	.	.	.	.	180.2	.	11.0	211.7
1991/92	20.1	.	.	.	.	172.4	.	9.6	202.0
1992/93	20.2	.	.	.	.	168.6	32.9	9.9	231.7
1993/94	24.5	.	.	.	.	169.4	45.1	10.4	249.4
1994/95	34.2	.	.	.	9.4	168.1	48.8	10.3	270.8
1995/96	43.7	.	.	.	23.1	162.3	50.2	9.3	288.5
1996/97	53.4	.	.	.	33.9	158.0	53.2	9.4	308.0
1997/98	63.9	.	.	.	40.0	154.6	54.8	9.0	322.3
1998/99	89.7	.	.	.	45.0	147.8	72.7	8.3	363.4
1999/00	106.9	.	.	31.0	47.3	142.9	78.3	8.1	414.6
2000/01	124.3	59.7	.	34.7	48.1	142.4	94.6	7.8	511.6
2001/02	128.5	61.5	.	31.1	49.7	148.1	100.2	9.3	528.5
2002/03	144.2	62.1	.	31.1	50.0	170.8	103.5	8.5	570.3
2003/04	146.3	65.2	1.2	33.3	53.5	176.4	105.0	7.0	588.0
2004/05	152.5	69.7	23.0	32.5	55.7	176.0	126.8	7.4	643.7
2005/06	160.0	72.7	25.9	33.5	57.0	173.4	128.0	6.9	657.4
2006/07	186.8	79.5	26.9	31.9	60.9	183.2	129.0	6.5	704.7
2007/08	202.8	87.9	27.3	31.4	64.4	194.4	130.5	5.4	744.1
2008/09	197.5	89.2	26.1	31.0	65.2	198.5	137.1	4.4	749.0
2009/10	226.5	83.5	23.6	30.8	64.0	203.2	128.1	4.1	763.8
2010/11	257.2	90.0	25.7	31.3	60.5	195.8	124.8	3.1	788.4
2011/12 ^R	283.0	92.2	24.9	31.7	60.3	188.8	141.7	2.1	824.7

1 For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

2 Manchester Metrolink have revised their approach calculation of passenger boardings so the figure for 2010-11 is not directly comparable with previous years.

3 1983/84 to 1998/99 Blackpool Tramway data are imputed. The figures use passenger journeys data and an assumed average distance.

R The figure for Manchester Metrolink has been revised to reflect a corrected figure supplied by the operator. This also affects the England total.

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Source: DfT Light Rail and Tram Survey

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Table LRT0106 (TSGB0613)

Vehicle miles on light rail and trams by system¹: England - annual from 1983/84

Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	3.2	.	0.8	3.9
1984/85	.	.	.	.	.	3.9	.	0.8	4.7
1985/86	.	.	.	.	.	3.6	.	0.8	4.4
1986/87	.	.	.	.	.	3.7	.	0.8	4.4
1987/88	.	.	.	.	.	3.5	.	0.8	4.3
1988/89	0.5	.	.	.	.	3.4	.	0.8	4.7
1989/90	0.4	.	.	.	.	3.6	.	0.8	4.8
1990/91	0.5	.	.	.	.	3.7	.	0.8	5.0
1991/92	0.6	.	.	.	.	3.7	.	0.8	5.1
1992/93	0.7	.	.	.	.	3.5	1.2	0.9	6.3
1993/94	0.7	.	.	.	.	3.4	1.2	0.9	6.2
1994/95	0.9	.	.	.	0.7	3.5	1.3	0.8	7.2
1995/96	1.2	.	.	.	1.6	3.4	1.3	0.8	8.3
1996/97	1.4	.	.	.	1.7	3.1	1.4	0.8	8.4
1997/98	1.5	.	.	.	1.7	3.0	2.0	0.8	8.9
1998/99	1.6	.	.	.	1.5	3.0	2.1	0.8	9.0
1999/00	1.8	.	.	1.1	1.5	3.0	2.3	0.7	10.3
2000/01	1.8	1.3	.	1.2	1.5	2.9	2.7	0.8	12.2
2001/02	1.8	1.5	.	1.0	1.5	2.9	2.8	0.8	12.4
2002/03	2.0	1.5	.	1.1	1.6	3.9	2.9	0.7	13.7
2003/04	2.1	1.6	0.0	1.0	1.5	3.6	2.8	0.6	13.2
2004/05	2.0	1.5	0.6	1.0	1.5	3.5	2.8	0.5	13.5
2005/06	2.1	1.5	0.7	1.0	1.5	3.4	2.8	0.5	13.5
2006/07	2.7	1.6	0.7	1.0	1.5	3.6	2.3	0.6	14.1
2007/08	2.8	1.4	0.7	1.0	1.5	3.8	2.5	0.5	14.1
2008/09	2.5	1.4	0.7	1.0	1.5	3.5	2.4	0.5	13.5
2009/10	2.8	1.6	0.7	1.0	1.5	3.5	2.1	0.4	13.6
2010/11	2.9	1.6	0.7	1.0	1.5	3.5	2.3	0.3	13.9
2011/12	3.1	1.7	0.7	1.0	1.5	3.5	2.9	0.1	14.5

¹ For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

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Table LRT0201 (TSGB0614)

Number of stations or stops on light rail and trams by system¹: England - annual from 1995/96

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway ²	England
			Express Transit	Midland Metro					
1995/96	28	.	.	.	45	46	26	62	207
1996/97	28	.	.	.	45	46	26	62	207
1997/98	29	.	.	.	46	46	26	62	209
1998/99	29	.	.	.	47	46	26	62	210
1999/00	34	.	.	23	47	46	36	62	248
2000/01	34	38	.	23	47	46	36	62	286
2001/02	34	38	.	23	48	58	36	62	299
2002/03	34	38	.	23	48	58	37	62	300
2003/04	34	38	23	23	48	58	37	62	323
2004/05	34	38	23	23	48	58	37	62	323
2005/06	38	39	23	23	48	59	37	62	329
2006/07	34	39	23	23	48	59	37	61	324
2007/08	39	38	23	23	48	60	37	61	329
2008/09	40	39	23	23	48	60	37	61	331
2009/10	40	39	23	23	48	60	37	59	329
2010/11	40	39	23	23	48	60	38	59	330
2011/12	45	39	23	23	48	60	42	31	311

1 For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

2 The number of stops has been shown for one direction of the route (as is the case with the other systems). In publications prior to 2011/12 the figures shown covered both directions.

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Table LRT0202 (TSGB0615)

Passenger carriages or tram cars on light rail and trams by system¹: England annual from 1983/84

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	88	.	75	163
1984/85	.	.	.	.	.	88	.	75	163
1985/86	.	.	.	.	.	88	.	75	163
1986/87	.	.	.	.	.	88	.	75	163
1987/88	.	.	.	.	.	90	.	76	166
1988/89	11	.	.	.	.	90	.	79	180
1989/90	11	.	.	.	.	90	.	79	180
1990/91	21	.	.	.	.	90	.	81	192
1991/92	40	.	.	.	.	90	.	79	209
1992/93	38	.	.	.	.	90	26	81	235
1993/94	86	.	.	.	.	90	26	81	283
1994/95	86	.	.	.	25	90	26	81	308
1995/96	70	.	.	.	25	90	26	76	287
1996/97	70	.	.	.	25	90	26	76	287
1997/98	70	.	.	.	25	90	26	76	287
1998/99	70	.	.	.	25	90	26	76	287
1999/00	70	.	.	16	25	90	32	75	308
2000/01	79	24	.	16	25	90	32	81	347
2001/02	74	24	.	16	25	90	32	75	336
2002/03	94	24	.	16	25	90	32	76	357
2003/04	94	24	15	16	25	90	32	76	372
2004/05	94	24	15	16	25	90	32	76	372
2005/06	94	24	15	16	25	90	32	76	372
2006/07	94	24	15	16	25	90	32	75	371
2007/08	94	24	15	16	25	90	32	74	370
2008/09	110	24	15	16	25	90	32	73	385
2009/10	149	24	15	16	25	90	44	73	436
2010/11	149	24	15	16	25	90	47	31	397
2011/12	149	24	15	16	25	90	56	31	406

¹ For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

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Table LRT0204 (TSGB0616)

Route miles open for passenger traffic on light rail and trams by system ¹: England - annual from 1995/96

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink ²	Blackpool Tramway	England
			Express Transit	Midland Metro					
1995/96	14	.	.	.	18	37	19	11	99
1996/97	14	.	.	.	18	37	19	11	99
1997/98	14	.	.	.	18	37	19	11	99
1998/99	14	.	.	.	18	37	19	11	99
1999/00	17	.	.	13	18	37	24	11	119
2000/01	17	18	.	13	18	37	24	11	137
2001/02	17	18	.	13	18	48	24	11	149
2002/03	17	18	.	13	18	48	24	11	149
2003/04	17	18	9	13	18	48	24	11	157
2004/05	17	18	9	13	18	48	24	11	157
2005/06	19	18	9	13	18	48	24	11	160
2006/07	19	17	9	13	18	48	24	11	160
2007/08 ^R	20	17	9	13	18	48	24	11	160
2008/09	21	17	9	13	18	48	24	11	161
2009/10	21	17	9	13	18	48	24	11	161
2010/11	21	17	9	13	18	48	25	11	162
2011/12	24	17	9	13	18	48	26	5	159

1 For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

2 The figure for Manchester Metrolink for 2007/08 has been corrected.

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Table LRT0301 (TSGB0617)

Passenger revenue at 2011/12 prices¹ on light rail and trams by system²: England - annual from 1983/84

£ Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	24.1	.	5.1	29.3
1984/85	.	.	.	.	.	25.3	.	4.9	30.2
1985/86	.	.	.	.	.	26.2	.	5.3	31.5
1986/87	.	.	.	.	.	27.6	.	5.1	32.7
1987/88	.	.	.	.	.	28.2	.	5.5	33.7
1988/89	4.7	.	.	.	.	28.9	.	5.8	39.4
1989/90	5.7	.	.	.	.	29.0	.	5.9	40.6
1990/91	5.0	.	.	.	.	27.1	.	5.7	37.8
1991/92	4.5	.	.	.	.	27.6	.	5.5	37.7
1992/93	5.2	.	.	.	.	28.3	10.6	5.6	49.7
1993/94	6.7	.	.	.	.	28.5	14.1	6.2	55.6
1994/95	9.4	.	.	.	2.3	28.3	14.5	6.4	60.9
1995/96	13.4	.	.	.	5.2	28.1	15.8	6.5	69.0
1996/97	16.6	.	.	.	6.5	28.7	18.3	6.2	76.2
1997/98	19.0	.	.	.	8.1	30.1	19.4	6.3	82.9
1998/99	26.6	.	.	.	8.1	30.0	20.6	5.6	90.9
1999/00	27.4	.	.	3.3	8.8	30.4	22.2	5.6	97.7
2000/01	37.4	15.8	.	4.0	9.2	31.3	23.6	5.6	126.9
2001/02	41.1	16.5	.	4.9	9.7	31.9	25.7	6.0	135.8
2002/03	44.3	18.6	.	6.2	12.7	35.7	26.1	5.7	149.3
2003/04	45.3	19.6	.	6.3	11.2	38.2	25.5	4.8	150.9
2004/05	47.8	21.3	6.9	6.4	13.1	38.5	26.1	5.1	165.2
2005/06	53.3	21.8	8.5	6.8	12.1	39.7	26.2	5.0	173.3
2006/07	60.6	21.3	8.4	7.1	14.0	39.6	26.6	5.0	182.6
2007/08	69.3	22.9	8.7	6.9	15.1	40.9	24.6	4.4	192.7
2008/09	68.4	19.3	9.2	7.1	16.2	44.1	24.0	3.7	192.0
2009/10	78.8	17.1	8.3	6.8	15.8	42.9	24.7	3.1	197.7
2010/11	90.9	19.6	9.2	7.2	15.6	42.6	28.1	2.5	215.7
2011/12	105.3	21.2	8.4	7.4	15.4	42.2	33.7	1.7	235.3

¹ Adjusted for inflation using the GDP market price deflator (as at 28 June 2012).

² For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

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Table BUS0103 (TSGB0618)

Passenger journeys on local bus services by metropolitan area status and country: Great Britain, annual from 1970

	Millions								
Estimation method ¹	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London	
1970	1,502	2,986	..	..	..	..	8,643	..
1971	1,479	..	..	..	..	..	8,128	..
1972	1,412	..	..	..	..	..	7,901	..
1973	1,438	..	..	..	..	..	7,866	..
1974	1,472	..	..	..	..	..	7,706	..
1975	1,453	2,599	..	..	891	..	7,524	..
1976	1,421	2,459	..	..	881	..	7,141	..
1977	1,372	2,356	..	..	824	..	6,856	..
1978	1,300	2,269	..	..	794	..	6,617	..
1979	1,232	2,245	..	..	786	..	6,463	..
1980	1,181	2,207	..	..	763	..	6,216	..
1981	1,079	2,033	..	..	716	..	5,688	..
1982	1,041	1,981	1,615	4,637	694	181	5,512	3,596	
1983	1,087	2,011	1,623	4,721	680	180	5,581	3,634	
1984	1,162	2,047	1,598	4,807	669	168	5,644	3,645	
1985/86	1,152	2,068	1,582	4,801	671	163	5,635	3,650	
1986/87 ²	1,164	1,810	1,565	4,538	644	152	5,335	3,375	
1987/88	1,207	1,732	1,545	4,484	647	156	5,287	3,277	
1988/89	1,211	1,695	1,496	4,402	647	161	5,210	3,191	
1989/90	1,188	1,648	1,468	4,304	613	151	5,068	3,116	
1990/91	1,178	1,547	1,390	4,115	585	145	4,845	2,937	
1991/92	1,149	1,478	1,328	3,956	571	133	4,660	2,806	
1992/93	1,129	1,383	1,302	3,814	532	129	4,475	2,685	
1993/94	1,117	1,337	1,268	3,722	525	133	4,381	2,605	
1994/95	1,155	1,330	1,273	3,758	513	132	4,403	2,603	
1995/96	1,193	1,358	1,303	3,853	506	130	4,489	2,661	
1996/97	1,230	1,310	1,304	3,844	478	133	4,455	2,614	
1997/98	1,281	1,292	1,286	3,859	448	122	4,430	2,578	
1998/99	1,266	1,256	1,286	3,808	424	118	4,350	2,542	
1999/00	1,294	1,213	1,297	3,804	455	117	4,376	2,510	
2000/01	1,347	1,203	1,292	3,842	458	119	4,420	2,495	
2001/02	1,422	1,196	1,263	3,881	466	108	4,455	2,459	
2002/03	1,527	1,182	1,255	3,964	471	115	4,550	2,437	
2003/04	1,692	1,162	1,233	4,087	478	116	4,681	2,395	
2004/05	Old	1,128	1,210	4,140	479	118	4,737	2,338	
2004/05 ^R	New	1,802	1,069	1,177	4,049	123	4,631	2,246	
2005/06 ^R		1,881	1,070	1,184	4,135	120	4,721	2,254	
2006/07 ^R		1,993	1,073	1,253	4,320	119	4,915	2,326	
2007/08 ^R		2,160	1,099	1,297	4,556	121	5,165	2,396	
2008/09 ^R		2,228	1,105	1,330	4,663	125	5,272	2,435	
2009/10 ^R		2,238	1,086	1,315	4,639	116	5,214	2,401	
2010/11 ^R		2,269	1,070	1,317	4,656	116	5,203	2,387	
2011/12		2,324	1,041	1,314	4,678	116	5,233	2,355	

1 Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2 Deregulation of the bus market took place in October 1986. For more information see the technical information (link below)

R Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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Source: DfT Public Service Vehicle Survey, Transport for London

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Table BUS0203a (TSGB0619)

Vehicle miles on local bus services by metropolitan area status and country: Great Britain, annual from 1970

Millions

Year	Estimation method ¹	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1970		199	427	..	..	..	..	1,630	..
1971		197	..	..	..	..	..	1,616	..
1972		190	..	..	..	..	..	1,560	..
1973		180	..	..	..	..	..	1,529	..
1974		174	..	..	..	..	..	1,499	..
1975		176	416	..	..	210	..	1,520	..
1976		181	408	..	..	204	..	1,510	..
1977		180	391	..	..	191	..	1,456	..
1978		173	384	..	..	185	..	1,430	..
1979		165	378	..	..	184	..	1,391	..
1980		173	382	..	..	188	..	1,406	..
1981		175	365	..	..	183	..	1,331	..
1982		165	364	539	1,068	178	66	1,312	903
1983		164	362	544	1,069	180	66	1,315	906
1984		167	363	548	1,077	178	65	1,320	911
1985/86		170	357	528	1,054	177	59	1,290	885
1986/87 ²		173	346	577	1,096	188	58	1,342	923
1987/88		172	383	631	1,186	204	65	1,455	1,014
1988/89		177	394	638	1,209	202	73	1,485	1,032
1989/90		181	407	647	1,234	209	74	1,517	1,054
1990/91		189	404	643	1,236	209	77	1,521	1,047
1991/92		196	411	643	1,251	221	75	1,546	1,054
1992/93		205	422	646	1,273	216	74	1,563	1,068
1993/94		213	431	658	1,302	224	81	1,606	1,089
1994/95		221	447	671	1,339	229	78	1,647	1,118
1995/96		219	432	685	1,336	219	76	1,631	1,117
1996/97		213	430	693	1,336	229	75	1,639	1,123
1997/98		225	433	673	1,331	229	73	1,633	1,106
1998/99		222	425	698	1,345	223	73	1,642	1,123
1999/00		225	411	720	1,356	226	77	1,659	1,131
2000/01		230	406	704	1,341	229	78	1,649	1,110
2001/02		237	401	685	1,323	228	78	1,629	1,086
2002/03		251	392	676	1,319	232	77	1,628	1,068
2003/04		276	370	664	1,310	229	70	1,609	1,034
2004/05	Old	..	357	669	1,318	222	72	1,612	1,026
2004/05	New	292	368	659	1,319	223	81	1,622	1,027
2005/06	R	286	366	665	1,318	232	79	1,629	1,031
2006/07	R	289	366	662	1,317	239	77	1,632	1,028
2007/08	R	289	372	663	1,324	242	77	1,643	1,035
2008/09	R	294	367	669	1,330	240	78	1,648	1,036
2009/10	R	297	355	664	1,317	234	78	1,628	1,019
2010/11	R	299	354	666	1,319	215	77	1,611	1,020
2011/12		302	351	656	1,308	210	73	1,591	1,007

1 Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2 Deregulation of the bus market took place in October 1986. For more information see the technical information (link below)

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Table BUS0203b (TSGB0619)

Vehicle kilometres on local bus services by metropolitan area status and country: Great Britain, annual from 1970

Millions									
Year	Estimation method ¹	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1970		320	687	..	..	..	..	2,623	..
1971		317	..	..	..	..	..	2,601	..
1972		306	..	..	..	..	..	2,511	..
1973		290	..	..	..	..	..	2,461	..
1974		280	..	..	..	..	..	2,413	..
1975		284	670	..	..	338	..	2,447	..
1976		292	656	..	..	328	..	2,430	..
1977		289	629	..	..	308	..	2,343	..
1978		278	618	..	..	297	..	2,301	..
1979		265	609	..	..	296	..	2,238	..
1980		279	615	..	..	302	..	2,263	..
1981		281	587	..	..	294	..	2,142	..
1982		265	585	868	1,718	287	106	2,111	1,453
1983		264	582	875	1,721	290	106	2,117	1,457
1984		268	584	882	1,734	286	105	2,125	1,466
1985/86		273	574	849	1,696	285	95	2,077	1,423
1986/87 ²		278	557	929	1,764	302	94	2,160	1,486
1987/88		276	616	1,015	1,908	329	105	2,342	1,631
1988/89		285	634	1,027	1,946	325	118	2,390	1,661
1989/90		292	654	1,041	1,987	336	119	2,442	1,695
1990/91		304	650	1,035	1,989	336	123	2,448	1,685
1991/92		316	662	1,035	2,013	355	120	2,488	1,697
1992/93		330	679	1,040	2,049	347	119	2,515	1,719
1993/94		343	693	1,058	2,095	361	130	2,585	1,751
1994/95		356	720	1,080	2,156	369	125	2,650	1,800
1995/96		353	695	1,102	2,150	352	123	2,625	1,797
1996/97		342	692	1,116	2,150	368	120	2,638	1,808
1997/98		362	697	1,083	2,142	368	117	2,628	1,780
1998/99		358	684	1,123	2,165	358	118	2,642	1,807
1999/00		362	661	1,160	2,183	363	123	2,670	1,821
2000/01		371	654	1,134	2,158	369	126	2,653	1,788
2001/02		381	646	1,102	2,129	368	126	2,622	1,748
2002/03		404	630	1,088	2,122	374	123	2,619	1,718
2003/04		444	596	1,069	2,109	369	113	2,590	1,665
2004/05	Old	..	575	1,077	2,122	357	116	2,594	1,652
2004/05	New	470	593	1,060	2,122	359	130	2,611	1,653
2005/06	R	461	589	1,070	2,121	374	128	2,622	1,660
2006/07	R	465	589	1,065	2,119	384	124	2,627	1,654
2007/08	R	465	598	1,067	2,131	389	124	2,644	1,666
2008/09	R	474	591	1,076	2,141	386	126	2,652	1,667
2009/10	R	479	571	1,069	2,119	376	125	2,620	1,640
2010/11	R	481	569	1,072	2,122	346	125	2,593	1,641
2011/12		485	565	1,055	2,105	338	117	2,560	1,620

1 Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2 Deregulation of the bus market took place in October 1986. For more information see the technical information (link below)

R Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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Source: DfT Public Service Vehicle Survey, Transport for London
Last updated: 15 November 2012

[Notes & definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

Next update: Autumn 2013

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Table BUS0205a (TSGB0620)

Vehicle miles on local bus services by metropolitan area status and country, and service type: Great Britain, annual from 1987/88

Millions

Year	Estimation method ¹	London ²	English metropolitan areas	English non-metropolitan areas	England excluding London	Scotland	Wales	Great Britain excluding London
Commercial								
1987/88		..	318	524	842	175	50	1,067
1988/89		..	327	532	859	175	55	1,089
1989/90		..	340	534	874	180	58	1,112
1990/91		..	345	534	879	181	61	1,121
1991/92		..	354	528	882	189	58	1,129
1992/93		..	363	533	896	187	57	1,140
1993/94		..	377	541	918	191	61	1,170
1994/95		..	392	552	944	198	61	1,203
1995/96		..	373	564	937	183	62	1,182
1996/97		..	374	577	951	193	59	1,203
1997/98		..	375	557	932	193	57	1,182
1998/99		..	373	570	943	185	55	1,183
1999/00		..	360	592	952	191	58	1,201
2000/01		..	356	574	930	195	60	1,185
2001/02		..	349	538	887	190	59	1,136
2002/03		..	341	523	864	193	55	1,112
2003/04		..	316	511	827	188	53	1,068
2004/05		..	305	499	804	187	52	1,043
2004/05	Old	..	317	487	804	187	56	1,046
2005/06	New	..	315	488	804	192	55	1,050
2006/07	R	..	313	481	794	191	52	1,037
2007/08	R	..	319	482	801	193	51	1,044
2008/09	R	..	311	481	792	193	52	1,038
2009/10	R	..	296	483	779	188	50	1,017
2010/11	R	..	295	488	783	174	50	1,006
2011/12		..	296	495	791	174	51	1,016
Local authority supported								
1987/88		..	65	107	172	30	15	217
1988/89		..	66	106	172	27	18	217
1989/90		..	66	112	178	29	16	223
1990/91		..	59	109	168	27	16	211
1991/92		..	58	116	174	32	16	222
1992/93		..	59	114	173	29	17	219
1993/94		..	54	117	171	34	20	225
1994/95		..	55	118	173	32	17	222
1995/96		..	58	120	178	34	15	227
1996/97		..	56	116	172	35	16	223
1997/98		..	58	116	174	36	16	226
1998/99		..	52	128	180	37	19	236
1999/00		..	50	128	178	35	18	231
2000/01		..	50	130	180	35	18	233
2001/02		..	53	147	200	39	19	258
2002/03		..	51	153	204	39	22	265
2003/04		..	54	153	207	42	17	266
2004/05		..	53	170	223	35	20	278
2004/05	Old	..	51	171	223	37	25	284
2005/06	New	..	51	177	227	41	24	292
2006/07	R	..	53	181	234	48	25	307
2007/08	R	..	53	181	234	49	26	310
2008/09	R	..	56	187	243	46	26	316
2009/10	R	..	59	181	240	46	27	313
2010/11	R	..	59	178	237	41	28	306
2011/12		..	55	160	215	36	22	274

1 Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2 Buses in London operate under a different regulatory model to the rest of the country, and comparisons on a service type basis would have little meaning. London figures are therefore excluded from this table.

R Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

The figures in this table are National Statistics

Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 15 November 2012

Next update: Autumn 2013

Department for Transport statistics

Bus statistics <https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics>

Table BUS0205b (TSGB0620)

Vehicle kilometres on local bus services by metropolitan area status and country, and service type: Great Britain, annual from 1987/88

Millions								
Year	Estimation method ¹	London ²	English metropolitan areas	English non-metropolitan areas	England excluding London	Scotland	Wales	Great Britain excluding London
Commercial								
1987/88		..	512	844	1,356	281	81	1,718
1988/89		..	527	856	1,383	281	89	1,753
1989/90		..	547	859	1,406	289	94	1,789
1990/91		..	555	859	1,414	292	98	1,804
1991/92		..	569	849	1,418	304	94	1,816
1992/93		..	584	857	1,441	301	91	1,833
1993/94		..	606	870	1,476	307	98	1,881
1994/95		..	631	889	1,520	318	98	1,936
1995/96		..	601	908	1,509	295	99	1,903
1996/97		..	602	929	1,531	311	95	1,937
1997/98		..	604	897	1,501	310	92	1,903
1998/99		..	601	918	1,519	298	88	1,905
1999/00		..	580	953	1,533	307	94	1,934
2000/01		..	573	923	1,496	314	97	1,907
2001/02		..	561	866	1,427	306	95	1,828
2002/03		..	549	841	1,390	311	89	1,790
2003/04		..	509	823	1,332	302	85	1,719
2004/05	Old	..	491	803	1,294	301	84	1,679
2004/05	New	..	510	784	1,295	300	89	1,684
2005/06		..	508	786	1,294	308	88	1,691
2006/07		..	504	774	1,277	307	84	1,668
2007/08		..	513	776	1,289	310	82	1,681
2008/09		..	500	775	1,275	311	84	1,670
2009/10		..	476	778	1,254	302	81	1,637
2010/11		..	474	785	1,259	280	80	1,620
2011/12		..	476	797	1,274	279	82	1,635
Local authority supported								
1987/88		..	105	172	277	48	24	349
1988/89		..	107	171	278	44	29	351
1989/90		..	107	181	288	47	26	361
1990/91		..	95	176	271	44	25	340
1991/92		..	93	186	279	51	26	356
1992/93		..	95	183	278	46	27	351
1993/94		..	87	188	275	54	32	361
1994/95		..	89	190	279	51	27	357
1995/96		..	94	193	287	54	24	365
1996/97		..	90	187	277	57	25	359
1997/98		..	93	186	279	58	25	362
1998/99		..	84	206	290	60	30	380
1999/00		..	81	206	287	56	29	372
2000/01		..	81	210	291	56	29	376
2001/02		..	85	236	321	62	31	414
2002/03		..	82	247	329	63	35	427
2003/04		..	87	246	333	67	28	428
2004/05	Old	..	85	274	359	56	32	447
2004/05	R New	..	82	276	358	59	40	457
2005/06	R	..	82	284	366	66	39	471
2006/07	R	..	85	291	377	77	40	494
2007/08	R	..	85	292	377	79	42	498
2008/09	R	..	90	302	392	74	42	509
2009/10	R	..	95	291	386	74	44	504
2010/11	R	..	95	287	382	66	44	492
2011/12		..	88	258	346	58	35	440

¹ Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

² Buses in London operate under a different regulatory model to the rest of the country, and comparisons on a service type basis would have little meaning. London figures are therefore excluded from this table.

R Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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The figures in this table are National Statistics

Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 15 November 2012

Next update: Autumn 2013

Department for Transport statistics

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Table BUS0405a (TSGB0621)

Local bus fares index (at current prices²) by metropolitan area status and country: Great Britain, annual from 1995

March 2005=100

Local bus fares index									
Year ¹	All items Retail Prices Index	London	English metropolitan areas	English non- metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1995 ^R	77.4	71.1	61.8	61.8	63.9	70.2	63.5	64.6	63.1
1996 ^R	79.5	74.3	65.2	64.7	67.0	72.4	64.5	67.6	66.0
1997 ^R	81.6	77.0	69.0	67.9	70.2	77.8	67.2	71.1	69.8
1998 ^R	84.4	80.0	72.6	71.4	73.6	84.1	71.8	74.9	73.7
1999 ^R	86.1	83.3	75.8	74.9	77.0	87.5	75.3	78.3	77.2
2000 ^R	88.4	83.2	79.1	78.4	79.6	89.6	80.3	80.9	80.5
2001 ^R	90.4	83.9	83.3	82.7	82.9	92.2	84.7	84.1	84.4
2002 ^R	91.6	81.5	87.3	86.6	85.3	93.5	88.6	86.4	87.9
2003 ^R	94.4	81.8	90.3	90.8	88.0	96.1	91.6	89.2	91.5
2004 ^R	96.9	86.9	94.7	95.3	92.7	97.1	95.8	93.4	95.4
2005	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2006	102.4	105.7	111.9	107.8	108.3	105.1	105.0	107.9	109.6
2007	107.3	116.6	113.6	102.0	110.2	111.4	111.5	110.4	106.9
2008	111.3	111.2	121.6	106.7	112.8	116.7	117.5	113.4	113.0
2009	110.9	120.0	136.5	113.9	122.5	126.5	125.3	123.1	123.2
2010	115.9	135.2	137.6	115.6	128.8	129.5	128.7	129.0	124.7
2011	122.0	144.5	146.4	119.4	135.7	132.2	130.1	135.2	130.3
2012	126.4	152.3	156.2	127.0	144.0	139.1	137.8	143.4	138.9

1 Index as at March.

2 Not adjusted for inflation.

R Previously published figures for England (total), Wales and Scotland have been revised to correct a calculation error.

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Source: DfT Fares Survey, Office for National Statistics

Last updated: 20 September 2012 (corrected November 2012)

Next update: Autumn 2013

[Notes and Definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

The figures in this table are National Statistics

Department for Transport statistics

[Bus Statistics \(www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](http://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

Table BUS0405b (TSGB0621)

Local bus fares index (at 2011/12 prices²) by metropolitan area status and country: Great Britain, annual from 1995

March 2005=100

Year ¹	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1995	91.8	79.9	79.8	82.5	90.7	82.0	83.5	81.5
1996	93.4	82.0	81.4	84.3	91.1	81.1	85.0	83.0
1997	94.4	84.6	83.3	86.1	95.3	82.3	87.2	85.5
1998	94.8	86.0	84.5	87.2	99.7	85.1	88.7	87.4
1999	96.7	88.0	87.0	89.4	101.6	87.5	90.9	89.6
2000	94.1	89.4	88.7	90.0	101.4	90.9	91.5	91.0
2001	92.8	92.1	91.5	91.7	102.0	93.7	93.1	93.4
2002	89.0	95.3	94.6	93.1	102.1	96.8	94.3	96.0
2003	86.6	95.6	96.1	93.2	101.7	97.0	94.4	96.8
2004	89.6	97.8	98.3	95.7	100.2	98.9	96.4	98.4
2005	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2006	103.2	109.3	105.3	105.8	102.7	102.6	105.4	107.0
2007	108.7	105.9	95.1	102.7	103.8	103.9	102.9	99.7
2008	99.9	109.2	95.9	101.3	104.8	105.6	101.8	101.5
2009	108.2	123.1	102.7	110.5	114.0	113.0	111.0	111.0
2010	116.7	118.8	99.8	111.2	111.8	111.0	111.3	107.6
2011	118.4	119.9	97.8	111.2	108.3	106.6	110.8	106.8
2012	120.5	123.6	100.5	114.0	110.1	109.0	113.4	109.8

1 Index as at March.

2 Adjusted for inflation using the RPI.

Source: DfT Fares Survey, ONS Retail Prices Index

Last updated: 20 September 2012

Next update: Autumn 2013

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The figures in this table are National Statistics

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Bus Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics>)

Table BUS0501a (TSGB0622)

Estimated operating revenue¹ (at current prices²) for local bus services by revenue type and metropolitan area status: England, annual from 2004/05

£ Millions

Area / Financial Year	Passenger fare receipts ³	Gross Public Transport Support ⁴	Concessionary Travel ⁵	Bus Service Operators Grant ⁶	Total estimated operating revenue ¹
England					
2004/05 R	2,303	934	485	348	4,070
2005/06 R	2,447	1,021	481	363	4,312
2006/07 R	2,460	1,088	724	367	4,639
2007/08 R	2,562	1,140	807	392	4,901
2008/09 R ⁸	2,653	1,263	926	423	5,266
2009/10 R ⁹	2,738	1,229	970	430	5,368
2010/11 R	2,884	1,061	1,004	420	5,369
2011/12 P	3,005	994	995	430	5,425
London⁷					
2004/05 R	727	556	138	91	1,512
2005/06 R	788	596	151	95	1,630
2006/07 R	840	617	162	97	1,716
2007/08 R	872	662	176	103	1,813
2008/09 R ⁸	882	725	181	113	1,900
2009/10 R ⁹	941	692	183	112	1,928
2010/11 R	1,058	564	191	108	1,922
2011/12	1,117	519	210	111	1,956
English metropolitan areas					
2004/05 R	661	105	215	92	1,073
2005/06 R	695	117	191	95	1,099
2006/07 R	679	131	251	96	1,157
2007/08 R	692	134	265	104	1,195
2008/09 R ⁸	717	140	288	110	1,254
2009/10 R ⁹	726	137	310	111	1,284
2010/11 R	744	127	309	108	1,289
2011/12 P	763	129	302	111	1,306
English non-metropolitan areas					
2004/05 R	914	273	133	165	1,485
2005/06 R	964	308	139	173	1,583
2006/07 R	940	341	311	174	1,766
2007/08 R	998	343	366	185	1,893
2008/09 R ⁸	1,054	399	458	200	2,111
2009/10 R ⁹	1,071	400	477	207	2,156
2010/11 R	1,081	369	504	204	2,158
2011/12	1,125	346	483	208	2,163

1. Excludes capital receipts, and other streams of bus operator revenue that are not directly related to the provision of local bus services (e.g. income from advertising, private hire work, etc.)

2. These figures are not adjusted for inflation.

3. Only includes fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.

4. Public Transport Support is the total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services (including non-local services in some case). However, the figures also include administration costs and some inter-authority transfers, meaning that a small proportion of the sums shown will not reach bus operators. In London it will also include depreciation on capital.

5. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel.

Discretionary concessionary travel is decided by local authorities, and can include travel for those that not included within the statutory concession, travel within the peak or travel on other modes. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail, and Light Rail Systems, however they do include funding for taxi tokens. Table bus0811 shows the total including all discretionary elements excluded here. Although gross local authority costs would normally be the best measure of operators' revenue, net costs have been used in preference to gross costs in this table. This is because the latter figures include double-counting as a result of substantial inter-authority funding transfers, where one local authority administers a concessionary travel scheme on behalf of several others. The figures include administration costs, meaning that a small proportion of the sums shown will not reach bus operators.

6. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

The distribution of BSOG payments between English Metropolitan areas and English non-Metropolitan areas is an estimate.

These figures include payments for the BSOG AVL and smartcard incentives from April 2010, but not the coach concession.

7. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care. For example concessionary travel is available on other modes than buses. Concessionary Fare Reimbursement in London includes funding from London Councils, received through special grant. The figures are supplied by London Councils and will not necessarily equal RSG Funding plus London Councils' Special Grant.

8. Until 2009/10 figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10 they are on a non-FRS17 basis. For 2010/11 onwards they are on a non-International Accounting Standard 19 (IAS19) basis.

9. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

R Minor revisions have been made to earlier years data.

P We are expecting a revision to the 2011/12 "public transport support" figure in one metropolitan transport authority. The revised figure is not yet available so, as an interim step, we have used an estimate for this authority based on published budget data.

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Notes and definitions (<https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics>)

Source: DfT Public Service Vehicle Survey, CLG RO forms, DfT BSOG returns, London Councils

Last updated: December 2012

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The figures in this table are National Statistics

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Bus Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics>)

Table BUS0501b (TSGB0622)

Estimated operating revenue¹ (at 2011/12 prices²) for local bus services by revenue type and metropolitan area status: England, annual from 2004/05

£ Millions

Area / Financial Year	Passenger fare receipts ³	Gross Public Transport Support ⁴	Concessionary Travel ⁵	Bus Service Operators Grant ⁶	Total estimated operating revenue ¹
England					
2004/05	R 2,722	1,103	574	411	4,809
2005/06	R 2,827	1,180	555	420	4,982
2006/07	R 2,767	1,224	815	413	5,219
2007/08	R 2,813	1,251	886	431	5,380
2008/09	R ⁸ 2,835	1,350	990	452	5,627
2009/10	R ⁹ 2,883	1,294	1,021	453	5,651
2010/11	R 2,951	1,085	1,027	430	5,494
2011/12	P 3,005	994	995	430	5,425
London⁷					
2004/05	R 859	656	163	107	1,786
2005/06	R 911	689	174	110	1,884
2006/07	R 946	694	182	109	1,930
2007/08	R 957	727	193	113	1,990
2008/09	R ⁸ 942	775	193	121	2,031
2009/10	R ⁹ 990	729	193	118	2,030
2010/11	R 1,083	578	195	110	1,967
2011/12	1,117	519	210	111	1,956
English metropolitan areas					
2004/05	R 782	124	254	109	1,268
2005/06	R 803	136	221	110	1,269
2006/07	R 764	147	282	108	1,302
2007/08	R 760	148	291	114	1,312
2008/09	R ⁸ 766	149	307	117	1,340
2009/10	R ⁹ 765	145	326	117	1,352
2010/11	R 762	130	316	111	1,319
2011/12	P 763	129	302	111	1,306
English non-metropolitan areas					
2004/05	R 1,080	323	157	195	1,755
2005/06	R 1,113	356	160	200	1,829
2006/07	R 1,058	383	350	196	1,987
2007/08	R 1,096	377	402	203	2,078
2008/09	R ⁸ 1,127	426	489	214	2,256
2009/10	R ⁹ 1,128	421	503	218	2,270
2010/11	R 1,107	377	516	209	2,209
2011/12	1,125	346	483	208	2,163

1. Excludes capital receipts, and other streams of bus operator revenue that are not directly related to the provision of local bus services (e.g. income from advertising, private hire work, etc.)

2. Adjusted for inflation using GDP deflator (as at 27 September 2012).

3. Only includes fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.

4. Public Transport Support is the total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services (including non-local services in some case). However, the figures also include administration costs and some inter-authority transfers, meaning that a small proportion of the sums shown will not reach bus operators. In London it will also include depreciation on capital.

5. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel.

Discretionary concessionary travel is decided by local authorities, and can include travel for those that not included within the statutory concession, travel within the peak or travel on other modes. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail and Light Rail Systems, however they do include funding for taxi tokens. Table bus0811 shows the total including all discretionary elements excluded here.

Although gross local authority costs would normally be the best measure of operators' revenue, net costs have been used in preference to gross costs in this table. This is because the latter figures include double-counting as a result of substantial inter-authority funding transfers, where one local authority administers a concessionary travel scheme on behalf of several others. The figures include administration costs, meaning that a small proportion of the sums shown will not reach bus operators.

6. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

The distribution of BSOG payments between English Metropolitan areas and English non-Metropolitan areas is an estimate.

These figures include payments for the BSOG AVL and smartcard incentives from April 2010, but not the coach concession.

7. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care. For example concessionary travel is available on other modes than buses. Concessionary Fare Reimbursement in London includes funding from London Councils, received through special grant. The figures are supplied by London Councils and will not necessarily equal RSG Funding plus London Councils' Special Grant.

8. Until 2009/10 figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10 they are on a non-FRS17 basis. For 2010/11 onwards they are on a non-International Accounting Standard 19 (IAS19) basis.

9. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

R Minor revisions have been made to earlier years data.

P We are expecting a revision to the 2011/12 "public transport support" figure in one metropolitan transport authority. The revised figure is not yet available so, as an interim step, we have used an estimate for this authority based on published budget data.

Source: DfT Public Service Vehicle Survey, CLG RO forms, DfT BSOG returns, London Councils, HM Treasury GDP deflator

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Table BUS0502a (TSGB0623)

Estimated net support¹ paid by central and local government (at current prices²) for local bus services and concessionary travel by area type: England, annual from 1996/97

£ Millions

Area / Financial Year	Net Public Transport Support ³	Concessionary Travel ⁴	Bus Service Operators Grant ⁵	Total estimated net support ¹
England				
1996/97	201	406	190	797
1997/98	185	402	187	774
1998/99	221	419	222	862
1999/00	229	420	277	926
2000/01	290	421	301	1,012
2001/02	454	430	304	1,188
2002/03	691	421	317	1,430
2003/04	859	427	332	1,618
2004/05	R 853	485	348	1,686
2005/06	R 939	481	363	1,783
2006/07	R 968	724	367	2,059
2007/08	R 1,027	807	392	2,227
2008/09	R 7 1,106	926	423	2,455
2009/10	R 8 1,072	970	430	2,472
2010/11	R 934	1,004	420	2,358
2011/12	P 865	995	430	2,289
London⁶				
1996/97	12	130	29	171
1997/98	1	122	30	153
1998/99	1	123	37	161
1999/00	1	119	46	166
2000/01	57	117	47	221
2001/02	201	111	56	368
2002/03	420	108	66	594
2003/04	560	105	80	745
2004/05	R 549	138	91	778
2005/06	R 595	151	95	841
2006/07	R 616	162	97	875
2007/08	R 661	176	103	940
2008/09	R 7 723	181	113	1,017
2009/10	R 8 690	183	112	985
2010/11	R 564	191	108	862
2011/12	518	210	111	838
English metropolitan areas				
1996/97	106	174	62	342
1997/98	98	176	62	336
1998/99	110	193	70	373
1999/00	101	195	84	380
2000/01	104	196	93	393
2001/02	110	197	92	398
2002/03	106	191	92	389
2003/04	113	191	90	394
2004/05	R 104	215	92	411
2005/06	R 116	191	95	403
2006/07	R 130	251	96	478
2007/08	R 134	265	104	502
2008/09	R 7 139	288	110	537
2009/10	R 8 137	310	111	557
2010/11	R 127	309	108	544
2011/12	P 129	302	111	542
English non-metropolitan areas				
1996/97	83	102	99	284
1997/98	86	104	96	286
1998/99	110	103	115	328
1999/00	127	106	147	380
2000/01	129	108	161	399
2001/02	143	122	156	421
2002/03	165	123	159	447
2003/04	187	131	162	480
2004/05	R 200	133	165	497
2005/06	R 228	139	173	539

Estimated net support¹ paid by central and local government (at current prices²) for local bus services and concessionary travel by area type: England, annual from 1996/97

					£ Millions
2006/07	R	221	311	174	707
2007/08	R	233	366	185	784
2008/09	R 7	244	458	200	902
2009/10	R 8	244	477	207	929
2010/11	R	243	504	204	952
2011/12		218	483	208	909

1. Figures reflect net revenue cost to the public purse.

Gross expenditure is offset by income sources, including local authority income from passenger fare receipts on some tendered or supported services. Capital funding support for local bus services is excluded.

2. These figures are not adjusted for inflation.

3. Public Transport Support is the total of all local authorities' net costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services (including non-local services in some cases). However, the figures also include administration costs and inter-authority transfers, meaning that a small proportion of the sums shown will not reach bus operators. In London it will also include depreciation on capital.

4. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel.

Discretionary concessionary travel is decided by local authorities, and can include travel for those that not included within the statutory concession, travel within the peak, or travel on other modes. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail and Light Rail Systems, however they do include funding for taxi tokens. Table bus0811 shows the total including all discretionary elements excluded here.

The figures include administration costs, meaning that a small proportion of the sums shown will not reach bus operators.

5. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

The distribution of BSOG payments between London, English Metropolitan areas and English non-Metropolitan areas is an estimate.

These figures include payments for the BSOG AVL and smartcard incentives from April 2010, but not the coach concession.

6. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care. For example concessionary travel is available on other modes than buses. Concessionary Fare Reimbursement in London includes funding from London Councils, received through special grant. The figures are supplied by London Councils and will not necessarily equal RSG Funding plus London Councils' Special Grant.

7. Until 2009/10 figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10 they are on a non-FRS17 basis. For 2010/11 onwards they are on a non-International Accounting Standard 19 (IAS19) basis.

8. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

R Minor revisions have been made to earlier years data.

P We are expecting a revision to the 2011/12 "public transport support" figure in one metropolitan transport authority. The revised figure is not yet available so, as an interim step, we have used an estimate for this authority based on published budget data.

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The figures in this table are National Statistics

Source: CLG RO forms, DfT BSOG returns, Transport for London, London Councils

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Table BUS0502b (TSGB0623)

Estimated net support¹ paid by central and local government (at 2011/12 prices²) for local bus services and concessionary travel by area type: England, annual from 1996/97

£ Millions

Area / Financial Year	Net Public Transport Support ³	Concessionary Travel ⁴	Bus Service Operators Grant ⁵	Total estimated net support ¹
England				
1996/97	278	562	263	1,103
1997/98	251	545	254	1,051
1998/99	294	557	295	1,146
1999/00	299	548	362	1,210
2000/01	377	546	391	1,315
2001/02	578	548	387	1,514
2002/03	860	524	394	1,778
2003/04	1,045	519	404	1,968
2004/05	R 1,008	574	411	1,992
2005/06	R 1,085	555	420	2,060
2006/07	R 1,089	815	413	2,317
2007/08	R 1,128	886	431	2,444
2008/09	R 7 1,182	990	452	2,623
2009/10	R 8 1,123	1,021	453	2,602
2010/11	R 956	1,027	430	2,413
2011/12	P 865	995	430	2,289
London⁶				
1996/97	17	180	40	237
1997/98	1	166	41	208
1998/99	1	164	49	214
1999/00	1	155	60	217
2000/01	74	152	61	287
2001/02	257	141	71	469
2002/03	522	134	82	739
2003/04	681	128	98	906
2004/05	R 649	163	107	919
2005/06	R 688	174	110	972
2006/07	R 693	182	109	984
2007/08	R 726	193	113	1,032
2008/09	R 7 773	193	121	1,087
2009/10	R 8 727	193	118	1,037
2010/11	R 577	195	110	882
2011/12	518	210	111	838
English metropolitan areas				
1996/97	147	241	85	473
1997/98	133	239	84	455
1998/99	146	257	93	496
1999/00	132	255	110	496
2000/01	135	254	121	510
2001/02	140	251	117	508
2002/03	132	237	115	483
2003/04	137	232	110	479
2004/05	R 123	254	109	486
2005/06	R 134	221	110	465
2006/07	R 147	282	108	537
2007/08	R 147	291	114	552
2008/09	R 7 149	307	117	573
2009/10	R 8 144	326	117	587
2010/11	R 130	316	111	557
2011/12	P 129	302	111	542
English non-metropolitan areas				
1996/97	115	141	137	393
1997/98	117	141	130	388
1998/99	146	137	153	436
1999/00	166	138	192	497
2000/01	168	140	209	518
2001/02	182	156	199	537
2002/03	206	152	198	556
2003/04	227	159	197	584
2004/05	R 236	157	195	587
2005/06	R 263	160	200	623

Estimated net support¹ paid by central and local government (at 2011/12 prices²) for local bus services and concessionary travel by area type: England, annual from 1996/97

					£ Millions
2006/07	R	249	350	196	795
2007/08	R	255	402	203	861
2008/09	R ⁷	260	489	214	963
2009/10	R ⁸	257	503	218	978
2010/11	R	249	516	209	974
2011/12		218	483	208	909

1. Figures reflect net revenue cost to the public purse.

Gross expenditure is offset by income sources, including local authority income from passenger fare receipts on some tendered or supported services. Capital funding support for local bus services is excluded.

2. Adjusted for inflation using GDP deflator (as at 27 September 2012).

3. Public Transport Support is the total of all local authorities' net costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services (including non-local services in some cases). However, the figures also include administration costs and inter-authority transfers, meaning that a small proportion of the sums shown will not reach bus operators. In London it will also include depreciation on capital.

4. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel.

Discretionary concessionary travel is decided by local authorities, and can include travel for those that not included within the statutory concession, travel within the peak, or travel on other modes. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail and Light Rail Systems, however they do include funding for taxi tokens. Table bus0811 shows the total including all discretionary elements excluded here.

The figures include administration costs, meaning that a small proportion of the sums shown will not reach bus operators.

5. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

The distribution of BSOG payments between London, English Metropolitan areas and English non-Metropolitan areas is an estimate.

These figures include payments for the BSOG AVL and smartcard incentives from April 2010, but not the coach concession.

6. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care. For example concessionary travel is available on other modes than buses. Concessionary Fare Reimbursement in London includes funding from London Councils, received through special grant. The figures are supplied by London Councils and will not necessarily equal RSG Funding plus London Councils' Special Grant.

7. Until 2009/10 figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10 they are on a non-FRS17 basis. For 2010/11 onwards they are on a non-International Accounting Standard 19 (IAS19) basis.

8. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

R Minor revisions have been made to earlier years data.

P We are expecting a revision to the 2011/12 "public transport support" figure in one metropolitan transport authority. The revised figure is not yet available so, as an interim step, we have used an estimate for this authority based on published budget data.

Source: CLG RO forms, DfT BSOG returns, Transport for London, London Councils, HM Treasury GDP deflator

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Table BUS0601 (TSGB0624)

Public service vehicle³ stock⁴ by type of vehicle², local bus operators only¹ : Great Britain, annual from 2004/05

Thousands

Year	Buses ⁴	Coaches ⁵	Minibuses ⁶	Total number of vehicles
2004/05 ^R	41.8	8.0	2.4	52.2
2005/06 ^R	42.0	7.8	2.2	52.0
2006/07 ^R	42.8	8.3	2.0	53.0
2007/08 ^R	42.6	8.6	2.2	53.4
2008/09 ^R	42.8	8.8	1.8	53.5
2009/10 ^R	42.7	8.5	1.7	53.0
2010/11 ^R	42.3	8.5	1.9	52.8
2011/12	42.2	8.6	1.9	52.6

1 This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts). Operators who do solely non-local work are excluded.

2 Figures in this table differ from those on buses and coaches published in DfT's Vehicle Licencing Statistics for several reasons. The latter includes vehicles other than those kept by Public Service Vehicle operators, vehicles subject to a Statutory Off Road Notification (SORN) and vehicles operated under a special restricted licence as taxis, none of which are counted here.

3 Public Service Vehicles in the bus and coach taxation class having nine or more seats. Excludes community buses and PSVs operated under a special restricted licence as taxis.

4 Buses are licenced for over 22 passengers (including standing).

5 Coaches have 17 or more seats (with no standing)

6 Minibuses have 8 to 22 passengers (including standing)

R Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

Source: DfT Public Service Vehicle Survey

Last updated: 15 November 2012

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[Bus Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

Table BUS0821 (TSGB0627)

Older and disabled concessionary travel passes^{1,2} and bus concessionary journeys³ per pass by metropolitan area status: England, annual from 2010/11

Thousands / Millions / Number

		London	English metropolitan areas ⁴	English non-metropolitan areas	England	England excluding London
Number of older and disabled concessionary travel passes (thousands)						
2010/11	R	1,152	2,284	6,180	9,617	8,465
2011/12 (outturn)		1,217	2,233	6,305	9,755	8,538
2012/13 (forecast)		1,297	2,232	6,512	10,041	8,744
Number of older and disabled concessionary bus journeys (millions)						
2010/11	R	299	311	449	1,059	760
2011/12 (outturn)		305	304	456	1,064	759
2012/13 (forecast)		315	300	458	1,074	758
Average number of bus concessionary journeys per pass						
2010/11	R	260	136	73	110	90
2011/12 (outturn)		250	136	72	109	89
2012/13 (forecast)		243	134	70	107	87

1. ENCTS passes for older and disabled people meeting the statutory eligibility criteria, plus a small number of discretionary passes offered by individual Travel Concession Authorities to other older and disabled people.

2. Passes are as reported by TCAs and are known to include a small number of inactive passes - e.g. issued to people who are now deceased - so are not an exact proxy for "pass holders". See Notes & Definitions document for more details.

3. All bus journeys by older and disabled people which are subject to reimbursement by the Travel Concession Authority. This covers discretionary concessionary journeys (e.g. pre-0930) as well as those made under the statutory scheme.

4. Refers to the six Former Metropolitan Counties - Tyne & Wear, Merseyside, Greater Manchester, West Midlands, South Yorkshire and West Yorkshire.

5. Passes may not sum to totals due to rounding.

R Some statistics for 2010/11 have been revised in light of information collected for the most recent survey. Further details available in the Notes and Definitions document.

[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

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The figures in this table are outside the scope of National Statistics

Source: DfT Concessionary Travel Survey

Last updated: 15 November 2012

Next update: Autumn 2013

Department for Transport statistics

[Taxi Statistics \(http://www.dft.gov.uk/statistics/series/taxis/\)](http://www.dft.gov.uk/statistics/series/taxis/)

Table TAXI0102

Taxis, Private Hire Vehicles (PHVs) and their drivers: England and Wales, from 2005

Year	Licensed taxis and taxi drivers				Private hire vehicles (PHVs)					Total driver licences issued
	Wheelchair accessible taxis ¹	Other taxis	Total taxis	Taxi only licensed drivers	Wheelchair accessible PHVs ²	Vehicle licences issued	Operator licences issued	PHV only licensed drivers	Dual taxi/PHV driver licences	
England										
2005	36.3	27.8	64.2	68.8	..	120.4	13.8	122.5	50.8	242.1
2007	40.6	28.4	68.9	69.6	..	129.3	14.5	126.6	56.1	252.2
2009	43.0	28.0	71.1	66.9	..	146.2	16.5	147.4	59.0	273.4
2011	44.3	28.8	73.0	66.0	3.6	150.9	15.9	154.1	67.2	287.3
England and Wales										
2005	36.8	31.2	68.0	71.1	..	124.5	14.6	124.1	58.3	253.5
2007	41.5	32.1	73.6	71.6	..	133.0	15.3	128.4	63.5	263.5
2009	44.3	31.6	75.9	68.9	..	150.8	17.4	149.3	67.3	285.6
2011	45.6	32.4	78.0	68.1	3.8	155.1	16.7	155.9	75.3	299.2

¹ Includes purpose built taxis (which are wheelchair accessible) and converted vehicles.

² Information about wheelchair accessible PHVs was collected for the first time in 2011. Response rates for this question were lower than for other parts of the survey and these figures are estimated by scaling those provided by authorities that were able to provide a response. TfL were unable to provide a figure for London so these totals are likely to represent underestimates.

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Source: Taxi Licensing Authorities
Last updated: 15 December 2011
Next update: 2013

The figures in this table are National Statistics



Roads and traffic

This section presents statistics on Roads and traffic in Great Britain from Transport Statistics Great Britain for 2012.

For further information on road traffic, speeds and lengths please email roadtraff.stats@dft.gsi.gov.uk.

For further information on road expenditure and construction, and taxation revenue, please email road.maintenance@dft.gsi.gov.uk.

Roads and traffic includes:

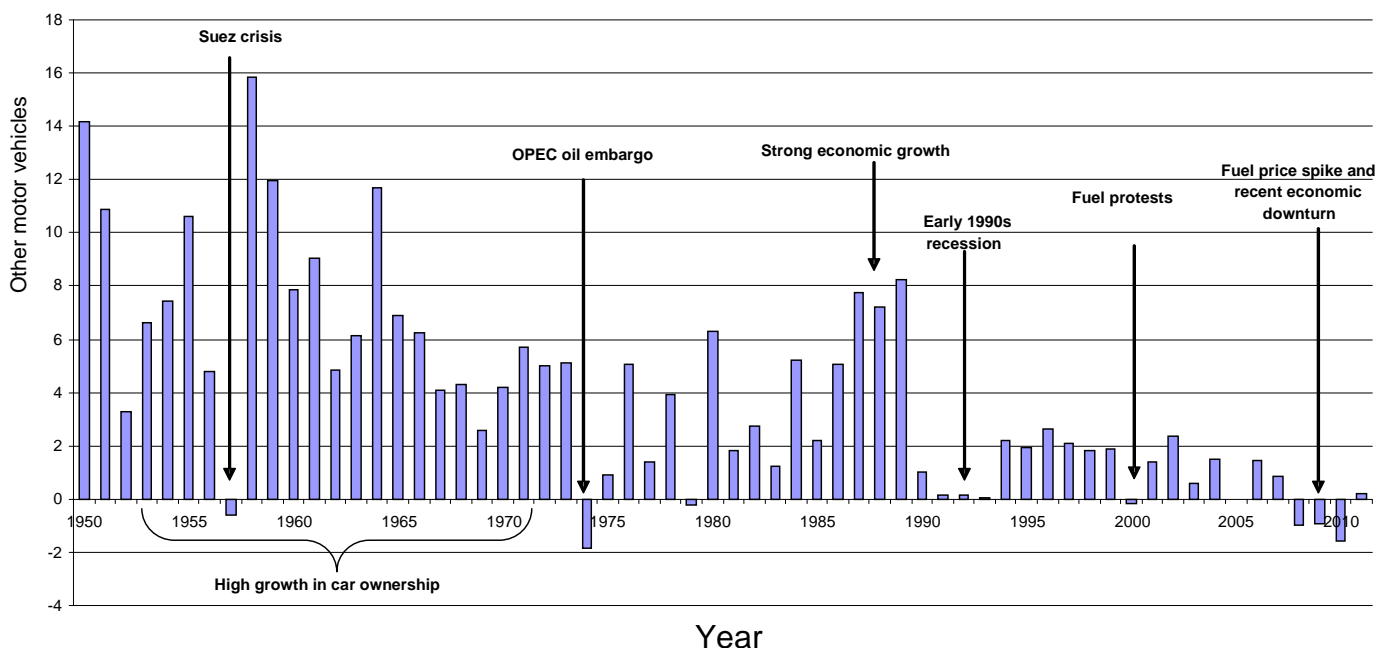
- Road traffic
- Traffic forecasts
- Road lengths
- Vehicle speeds
- Congestion
- Road taxation revenue

Road traffic

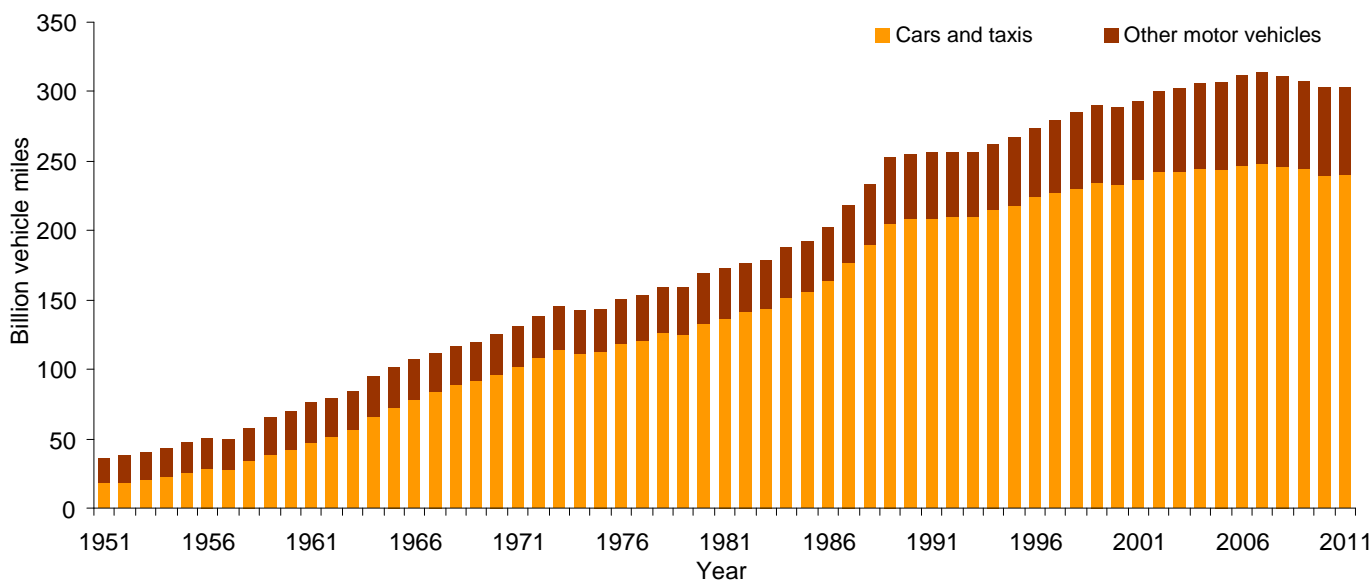
Since the 1950s the long term trend in the volume of road traffic has been one of growth. Fluctuations in road traffic volume tend to coincide with events such as changes in the economy and car ownership.

- In 2011, the overall motor vehicle traffic volume in Great Britain was 303.8 billion vehicle miles. This is similar to traffic volume in 2010 (303.2 billion vehicle miles) and follows three consecutive years of decreases.

Year-on-year growth of motor vehicle road traffic in Great Britain, 1950-2011



Road traffic by vehicle type (cars and all motor vehicles), 1951-2011



- Car traffic increased slightly (0.4 per cent) between 2010 and 2011, from 239.8 to 240.7 billion vehicle miles. This follows a decline for three consecutive years between 2008 and 2010. Longer term, car traffic increased by around 1.6 per cent between 2001 and 2011.
- Light goods vehicle (LGV) traffic grew for the second year in 2011, increasing by 0.8 per cent to 41.4 billion vehicle miles. LGV traffic peaked in 2007, with recent increases not being large enough to cancel out the falls experienced in 2008 and 2009.
- Traffic on rural roads has increased by 6.6 per cent over the past 10 years between 2001 and 2011, whilst traffic on urban roads has decreased by 2.8 per cent.
- Traffic on motorways increased by 1.3 per cent between 2010 and 2011 and traffic on all major roads by 0.7 per cent. Over the past 10 years, the volume of traffic on motorways has grown by 9.5 per cent while traffic on all roads has increased by only 3.5 per cent.

Detailed statistics (tables and charts) on “Annual road traffic by vehicle type” can be found in the Annual Road Traffic Statistics web tables, [TRA0101](#), [TRA0104](#), [TRA0201](#), and [TRA0204](#)

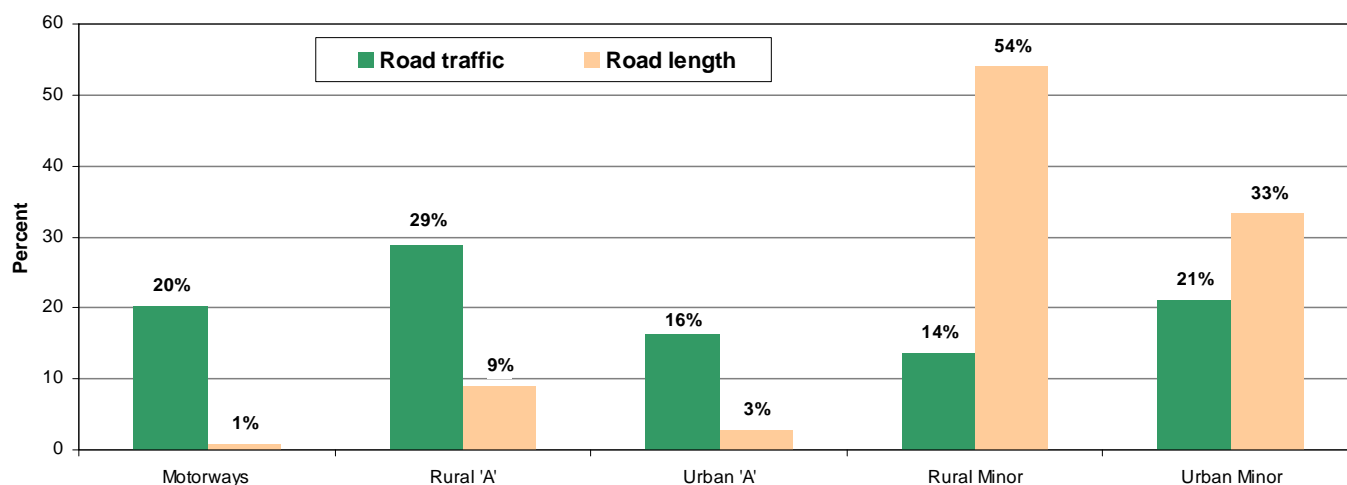
Road traffic forecasts (Table [TRA9905](#))

- Despite the traffic estimates for 2008 to 2010 showing declines in overall traffic levels, and a stabilisation in the latest year, the Department’s forecasts suggest the longer term trend of continual traffic growth will resume.
- Forecasts from the National Transport Model suggest that motor vehicle traffic in 2035 will be 36 per cent higher than in 2003. The greatest growth forecast is in LGV traffic, which is predicted to be 119 per cent higher than in 2003. The only predicted decrease is bus and coach traffic which is forecast to be 14 per cent lower in 2035 than in 2003.

Road lengths

- The total road length in Great Britain in 2011 was estimated to be 245.0 thousand miles. Estimated road length in Great Britain has increased by around 2.1 thousand miles (0.9 per cent) in the decade since 2001.

Percentage of road length and traffic by road class in Great Britain, 2011



- In 2011, motorways and 'A' roads accounted for 0.9 per cent and 11.9 per cent respectively of total road length in Great Britain. In contrast, 20.3 per cent of all motor vehicle traffic was on motorways and 45.1 per cent on 'A' roads.
- Minor road length in Great Britain was estimated to be 213.7 thousand miles in 2011, amounting to 87.3 per cent of the total, however these roads carried 34.6 per cent of all traffic.

Detailed statistics (tables and charts) on Road lengths by road type or by region can be found in the Road Lengths web tables, [RDL0101](#), [RDL0201](#), [RDL0103](#) and [RDL0203](#).

Free flow vehicle speeds (Tables [SPE0101](#) and [SPE0201](#))

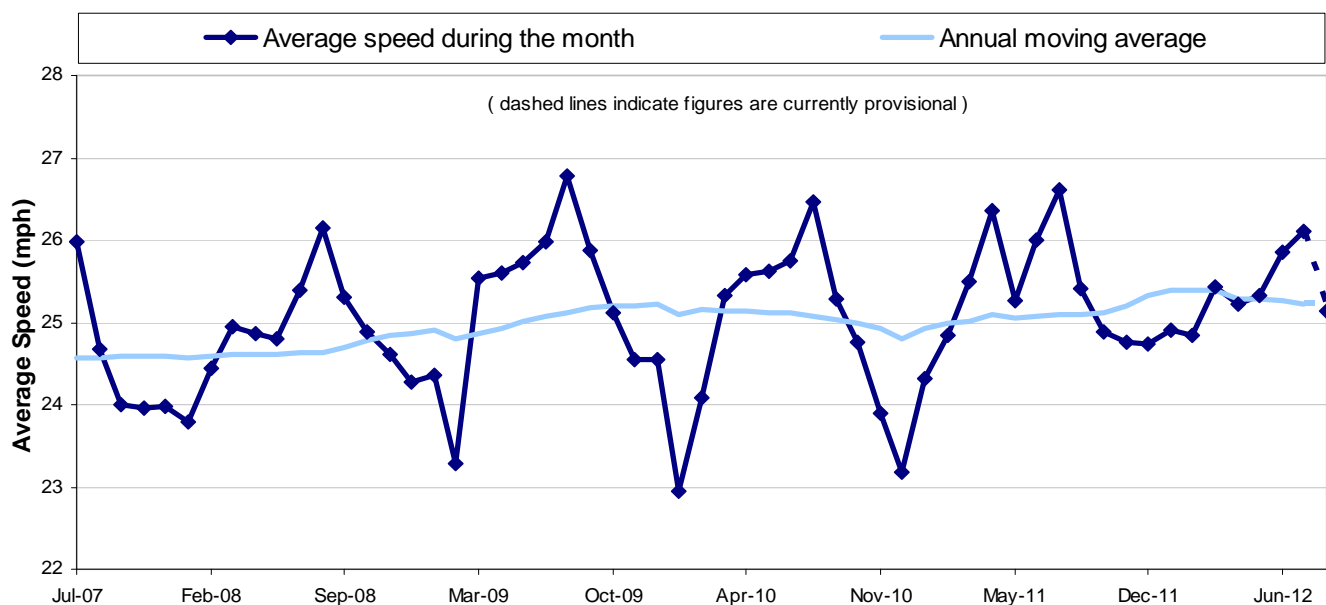
- Forty nine per cent of cars on motorways were travelling at a speed that exceeded the 70 mph limit. In addition, 13 per cent of cars were travelling 10 mph or more above the speed limit.
- Very few rigid and articulated HGVs exceeded their speed limit of 60 mph on motorways, as they are fitted with speed limiters. However, 83 per cent of them exceeded the 50 mph speed limit on dual carriageway non-built-up roads and 69 per cent exceeded the 40 mph limit on single carriageway non-built-up roads.

Road congestion

- The average speed achieved on local authority managed 'A' roads during the morning peak in 2011/12 was 25.3 mph.
- This is 0.8 per cent faster than the average speed observed during 2010/11 (25.1 mph) and

1.8 per cent faster than that observed during 2006/7 (24.6 mph).

Average vehicle speeds (flow-weighted) during the weekday morning peak¹ on locally managed 'A' roads: England, July 2007 to September 2012^P



1. Morning peak defined as 7am to 10am. Weekdays falling within school holiday periods and the month of August are excluded.
P = provisional

Detailed statistics on “Congestion on local authority managed ‘A’ roads” can be found in the Congestion Statistics web table numbers [CGN0201 to CGN0206](#) and [CGN0901 to CGN0903](#).

Road taxation revenue (Table [RDE0103](#))

- Over £5.9 billion was raised through vehicle excise duty (VED) in 2011/12. This was based on over 43 million unique vehicles being licensed during the year and includes refunds for surrendered tax discs.
- About £26.8 billion was raised through fuel tax in 2011/12.

Road expenditure and construction (Tables [RDE0101](#), [RDE0102](#), [RDE0104](#))

- In 2010/11 £8.7 billion was spent on roads in England. Of this, £1.7 billion was spent on the construction, improvement and structural maintenance of motorway and trunk roads and £4.1 billion was spent on new construction, improvement and structural maintenance of local roads.

Background notes

Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 7 – Roads and Traffic page](#)

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0101 (TSGB0701)

Road traffic (vehicle miles) by vehicle type in Great Britain, annual from 1949 to 2011

Billion vehicle miles

Year	Cars and taxis	Motorcycles	Buses & coaches	Light vans ¹	Goods vehicles ²	All motor vehicles	Pedal cycles
1949	12.6	1.9	2.5	4.1	7.8	28.9	14.7
1950	15.9	2.7	2.5	4.8	6.9	33.0	12.4
1951	18.2	3.4	2.6	5.1	7.3	36.6	12.9
1952	19.0	3.7	2.6	5.4	7.0	37.8	14.2
1953	20.7	4.2	2.6	5.6	7.2	40.3	12.9
1954	23.1	4.3	2.6	5.8	7.6	43.3	11.7
1955	26.3	4.7	2.6	6.1	8.2	47.9	11.3
1956	28.7	4.6	2.6	6.2	8.1	50.2	10.1
1957	28.1	5.2	2.5	6.4	7.7	49.9	10.0
1958	34.4	5.2	2.4	7.4	8.4	57.8	8.8
1959	38.6	6.1	2.5	8.5	9.1	64.7	8.5
1960	42.3	6.2	2.4	9.3	9.5	69.8	7.5
1961	47.8	6.0	2.5	10.2	9.6	76.1	6.7
1962	52.0	5.4	2.5	10.3	9.6	79.8	5.8
1963	56.8	4.7	2.5	10.9	9.8	84.7	5.1
1964	65.7	4.7	2.5	11.0	10.8	94.6	5.0
1965	72.0	4.1	2.4	11.8	10.8	101.1	4.4
1966	78.6	3.7	2.4	11.8	10.9	107.4	3.9
1967	84.0	3.2	2.4	11.6	10.7	111.8	3.4
1968	88.6	2.9	2.4	11.7	10.9	116.6	3.1
1969	91.9	2.6	2.4	12.0	10.8	119.6	2.8
1970	96.3	2.5	2.2	12.6	10.9	124.6	2.7
1971	102.6	2.4	2.2	13.2	11.2	131.7	2.6
1972	108.5	2.3	2.2	13.8	11.5	138.3	2.4
1973	114.4	2.4	2.1	14.5	12.0	145.4	2.3
1974	111.8	2.6	2.0	14.7	11.6	142.7	2.4
1975	112.9	3.1	2.0	14.6	11.4	144.0	2.8
1976	118.3	3.9	2.1	15.0	11.9	151.3	3.1
1977	120.6	3.9	2.0	15.2	11.7	153.4	3.8
1978	125.8	3.8	2.1	15.6	12.1	159.4	3.2
1979	125.2	4.0	2.1	15.6	12.2	159.0	2.8
1980	133.6	4.8	2.2	16.2	12.2	169.0	3.2
1981	136.4	5.5	2.2	16.3	11.7	172.1	3.4
1982	141.2	5.7	2.2	16.2	11.4	176.8	4.0
1983	143.7	5.1	2.3	16.2	11.7	179.0	4.0
1984	151.6	5.0	2.4	17.1	12.2	188.3	4.0
1985	155.6	4.6	2.3	17.8	12.2	192.4	3.8
1986	164.3	4.4	2.3	18.6	12.5	202.1	3.4
1987	176.9	4.2	2.5	20.3	13.9	217.8	3.6
1988	189.8	3.7	2.7	22.5	14.8	233.5	3.2
1989	205.8	3.7	2.8	24.7	15.8	252.8	3.2
1990	208.7	3.5	2.8	24.8	15.5	255.3	3.3
1991	208.3	3.4	3.0	25.9	15.2	255.7	3.2
1992	210.0	2.8	2.9	25.6	14.8	256.1	2.9

Department for Transport statistics[Road traffic statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)**Table TRA0101 (TSGB0701)****Road traffic (vehicle miles) by vehicle type in Great Britain, annual from 1949 to 2011**

Billion vehicle miles

Year	Cars and taxis	Motorcycles	Buses & coaches	Light vans ¹	Goods vehicles ²	All motor vehicles	Pedal cycles
1993	³ 210.1	2.3	2.9	25.8	15.1	256.2	2.5
1994	214.4	2.3	2.9	26.9	15.4	261.9	2.5
1995	218.2	2.3	3.0	27.7	15.8	267.0	2.6
1996	223.6	2.3	3.1	28.7	16.3	274.1	2.5
1997	227.3	2.5	3.2	30.2	16.7	279.8	2.5
1998	230.3	2.6	3.3	31.6	17.2	284.9	2.5
1999	234.5	2.8	3.3	32.1	17.5	290.2	2.5
2000	233.7	2.8	3.2	32.4	17.5	289.7	2.6
2001	236.9	3.0	3.2	33.2	17.4	293.7	2.6
2002	242.7	3.1	3.2	34.0	17.6	300.6	2.7
2003	242.3	3.4	3.3	35.7	17.7	302.4	2.8
2004	245.0	3.2	3.2	37.4	18.2	306.9	2.6
2005	244.0	3.3	3.2	38.4	18.0	306.9	2.7
2006	246.9	3.2	3.3	39.9	18.0	311.4	2.8
2007	247.3	3.4	3.4	41.9	18.2	314.1	2.6
2008	245.4	3.1	3.1	41.6	17.8	311.0	2.8
2009	244.8	3.2	3.1	40.7	16.3	308.1	3.0
2010	239.8	2.9	3.1	41.0	16.4	303.2	3.0
2011	240.7	2.9	2.9	41.4	15.9	303.8	3.1

1 Not exceeding 3,500 kgs gross vehicle weight, post 1982

2 Over 3,500 kgs gross vehicle weight, post 1982

3 Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier

4. The 2011 estimates presented here were revised in August 2012 to correct for omitted data for a small number of sections of the major road network in Scotland. Further details are available at [http://dft.gov.uk/statistics/series/traffic/2011 Road Traffic Estimates - Note of Revision Aug 2012.pdf](http://dft.gov.uk/statistics/series/traffic/2011%20Road%20Traffic%20Estimates%20-%20Note%20of%20Revision%20Aug%202012.pdf)

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The figures in this table are National Statistics.

Source: DfT National Road Traffic Survey

Last updated: June 2012

Revised: August 2012

Next update: June 2013

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0201 (TSGB0702)

Road traffic (vehicle kilometres) by vehicle type in Great Britain, annual from 1949 to 2011

Billion vehicle kilometres

Year	Cars and taxis	Motorcycles	Buses & coaches	Light vans ¹	Goods vehicles ²	All motor vehicles	Pedal cycles
1949	20.3	3.1	4.1	6.5	12.5	46.5	23.6
1950	25.6	4.4	4.1	7.8	11.2	53.1	19.9
1951	29.3	5.6	4.2	8.2	11.7	58.9	20.8
1952	30.6	6.0	4.2	8.7	11.3	60.8	22.9
1953	33.4	6.7	4.2	9.1	11.5	64.9	20.8
1954	37.2	6.9	4.2	9.3	12.2	69.7	18.8
1955	42.3	7.5	4.2	9.8	13.2	77.0	18.2
1956	46.2	7.4	4.2	10.0	13.0	80.8	16.2
1957	45.2	8.3	4.0	10.3	12.5	80.3	16.1
1958	55.4	8.4	3.9	11.9	13.5	93.0	14.1
1959	62.2	9.8	4.0	13.7	14.6	104.2	13.6
1960	68.0	10.0	3.9	15.0	15.3	112.3	12.0
1961	76.9	9.7	4.0	16.4	15.5	122.4	10.9
1962	83.7	8.7	4.0	16.6	15.4	128.3	9.3
1963	91.4	7.6	4.0	17.6	15.7	136.3	8.2
1964	105.7	7.5	4.0	17.7	17.4	152.3	8.0
1965	115.8	6.7	3.9	19.0	17.3	162.7	7.0
1966	126.5	6.0	3.9	19.0	17.5	172.9	6.3
1967	135.1	5.2	3.8	18.7	17.2	180.0	5.6
1968	142.7	4.7	3.8	18.9	17.6	187.7	5.0
1969	147.9	4.2	3.8	19.3	17.4	192.5	4.6
1970	155.0	4.0	3.6	20.3	17.6	200.5	4.4
1971	165.1	3.9	3.6	21.3	18.1	212.0	4.3
1972	174.7	3.7	3.6	22.2	18.4	222.5	3.9
1973	184.0	3.9	3.5	23.3	19.3	234.0	3.7
1974	180.0	4.2	3.3	23.6	18.6	229.7	3.8
1975	181.6	5.1	3.2	23.5	18.3	231.7	4.4
1976	190.4	6.3	3.3	24.2	19.2	243.5	5.0
1977	194.1	6.2	3.2	24.5	18.8	246.8	6.1
1978	202.4	6.1	3.3	25.2	19.5	256.5	5.1
1979	201.5	6.4	3.3	25.1	19.6	255.9	4.6
1980	215.0	7.7	3.5	26.1	19.7	271.9	5.1
1981	219.5	8.9	3.5	26.2	18.9	276.9	5.4
1982	227.3	9.2	3.5	26.0	18.4	284.5	6.4
1983	231.2	8.3	3.7	26.1	18.8	288.1	6.4
1984	244.0	8.1	3.9	27.5	19.6	303.1	6.4
1985	250.5	7.4	3.7	28.6	19.6	309.7	6.1
1986	264.4	7.1	3.7	30.0	20.1	325.3	5.5
1987	284.6	6.7	4.1	32.7	22.3	350.5	5.7
1988	305.4	6.0	4.3	36.2	23.8	375.7	5.2
1989	331.3	5.9	4.5	39.7	25.5	406.9	5.2
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 ³	338.1	3.8	4.6	41.6	24.3	412.3	4.0

Department for Transport statisticsRoad traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)**Table TRA0201 (TSGB0702)****Road traffic (vehicle kilometres) by vehicle type in Great Britain, annual from 1949 to 2011**

Billion vehicle kilometres

Year	Cars and taxis	Motorcycles	Buses & coaches	Light vans ¹	Goods vehicles ²	All motor vehicles	Pedal cycles
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	376.0	4.6	5.1	52.2	28.2	466.2	4.1
2001	381.2	4.8	5.1	53.4	28.0	472.6	4.2
2002	390.6	5.0	5.2	54.7	28.3	483.7	4.4
2003	390.0	5.6	5.3	57.4	28.4	486.7	4.4
2004	394.2	5.1	5.1	60.2	29.3	493.9	4.1
2005	392.7	5.3	5.1	61.8	28.9	493.9	4.3
2006	397.4	5.1	5.3	64.3	29.0	501.1	4.5
2007	397.9	5.5	5.4	67.4	29.3	505.4	4.1
2008	395.0	5.0	5.0	66.9	28.6	500.6	4.6
2009	394.0	5.1	5.0	65.5	26.2	495.8	4.8
2010	385.9	4.6	5.0	66.1	26.3	487.9	4.8
2011	387.4	4.6	4.7	66.6	25.6	488.9	4.9

1 Not exceeding 3,500 kgs gross vehicle weight, post 1982

2 Over 3,500 kgs gross vehicle weight, post 1982

3 Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier

4. The 2011 estimates presented here were revised in August 2012 to correct for omitted data for a small number of sections of the major road network in Scotland. Further details are available at <http://dft.gov.uk/statistics/series/traffic/> 2011 Road Traffic Estimates - Note of Revision Aug 2012.pdf

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The figures in this table are National Statistics.

Source: DfT National Road Traffic Survey

Last updated: June 2012

Revision: August 2012

Next update: June 2013

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0102a (TSGB0703)

Motor vehicle traffic (vehicle miles) by road class in Great Britain, from 1950 to 1993

Billion vehicle miles

Year	Major roads				All major roads	Minor roads			All roads
	'A' roads			All minor roads					
	Motorway ²	Non-built-up	Built-up			Non-built-up	Built-up		
1950	.	..	..	..	..	..	..	..	33.0
1955	.	..	..	..	..	..	..	..	47.8
1960	0.4	19.8	20.4	40.1	40.6	12.4	16.8	29.2	69.8
1965	2.4	27.1	29.6	56.7	59.1	..	..	42.0	101.1
1970	5.9	32.2	35.0	67.2	73.1	..	..	51.4	124.6
1975	13.6	37.3	36.8	74.1	87.7	23.5	32.8	56.3	144.0
1980	18.3	43.4	40.2	83.6	101.8	24.2	42.9	67.2	169.0
1985	23.6	53.9	41.3	95.2	118.8	27.0	46.7	73.6	192.4
1990	38.3	71.3	48.7	120.0	158.3	32.1	64.9	97.0	255.3
1991	37.9	72.7	49.3	122.1	159.9	31.5	64.2	95.8	255.8
1992	38.2	72.7	49.4	122.1	160.3	30.9	64.9	95.8	256.1
1993	39.7	73.4	48.5	121.9	161.6	28.3	66.3	94.6	256.1

1 Prior to 1993, 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

Source: DfT National Road Traffic Survey
Last updated: June 2011

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The figures in this table are National Statistics.

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0102b (TSGB0703)

Motor vehicle traffic (vehicle miles) by road class in Great Britain, annual from 1993 to 2011

Billion vehicle miles

Year	Major roads				All major roads	Minor roads			All roads
	Motorway ²	A' roads		Rural		Urban	All minor roads		
		Rural	Urban					All 'A' roads	
1993	42.4	70.4	48.0	118.5	160.8	34.8	60.6	95.4	256.2
1994	44.0	72.4	48.8	121.2	165.2	35.8	61.0	96.8	261.9
1995	45.9	74.3	49.7	124.0	169.9	35.9	61.2	97.1	267.0
1996	48.6	76.7	50.3	127.0	175.6	36.6	61.9	98.5	274.1
1997	51.0	78.7	50.3	129.0	180.0	37.3	62.5	99.8	279.8
1998	53.3	79.9	50.5	130.5	183.7	37.5	63.6	101.1	284.9
1999	54.6	81.2	50.9	132.1	186.7	38.1	65.4	103.5	290.2
2000	54.9	80.8	50.7	131.5	186.4	38.1	65.1	103.2	289.7
2001	56.4	82.8	50.9	133.7	190.1	38.0	65.5	103.6	293.7
2002	57.6	84.7	51.1	135.8	193.4	39.7	67.5	107.2	300.6
2003	57.8	86.5	50.8	137.3	195.1	39.5	67.7	107.3	302.4
2004	60.0	87.8	51.5	139.2	199.3	40.4	67.3	107.7	306.9
2005	60.3	87.8	50.8	138.6	198.9	40.8	67.2	107.9	306.9
2006	61.8	89.2	51.3	140.5	202.3	42.2	66.9	109.1	311.4
2007	62.5	89.2	50.5	139.7	202.2	43.7	68.1	111.8	314.1
2008	62.2	88.7	49.7	138.5	200.7	43.7	66.7	110.3	311.0
2009	61.8	88.2	50.0	138.2	200.0	42.4	65.7	108.1	308.1
2010	61.0	86.9	49.5	136.4	197.4	42.3	63.5	105.8	303.2
2011	61.8	87.7	49.3	137.0	198.8	41.2	63.8	105.0	303.8

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 at: <http://webarchive.nationalarchives.gov.uk/20120919153000/http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

2 Includes trunk motorways and principal motorways

3. The 2011 estimates presented here were revised in August 2012 to correct for omitted data for a small number of sections of the major road network in Scotland. Further details are available at [http://dft.gov.uk/statistics/series/traffic/2011 Road Traffic Estimates - Note of Revision Aug 2012.pdf](http://dft.gov.uk/statistics/series/traffic/2011%20Road%20Traffic%20Estimates%20-%20Note%20of%20Revision%20Aug%202012.pdf)

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The figures in this table are National Statistics.

Source: DfT National Road Traffic Survey

Last updated: June 2012

Revised: August 2012

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Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0202a (TSGB0704)

Motor vehicle traffic (vehicle kilometres) by road class in Great Britain, 1950 to 1993

Billion vehicle kilometres

Year	Major roads				All major roads	Minor roads			All roads
	'A' roads			All 'A' roads		Non-built-up	Built-up	All minor roads	
	Motorway ²	Non-built-up	Built-up						
1950	.	..	..	..	..	..	..	..	53.1
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 Prior to 1993, 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

Source: DfT National Road Traffic Survey
Last updated: June 2011

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)

The figures in this table are National Statistics.

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0202b (TSGB0704)

Motor vehicle traffic (vehicle kilometres) by road class in Great Britain, annual from 1993 to 2011

Billion vehicle kilometres

Year	Major roads					Minor roads				All roads
	Motorway ²	A' roads			All major roads	Rural	Urban	All minor roads		
		Rural	Urban	All 'A' 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	88.3	130.0	81.7	211.7	300.0	61.3	104.8	166.1	466.2	
2001	90.8	133.3	81.8	215.1	305.9	61.2	105.5	166.7	472.6	
2002	92.6	136.4	82.2	218.6	311.2	63.9	108.6	172.5	483.7	
2003	93.0	139.3	81.8	221.0	314.0	63.6	109.0	172.6	486.7	
2004	96.6	141.3	82.8	224.1	320.7	64.9	108.3	173.3	493.9	
2005	97.0	141.4	81.8	223.1	320.2	65.6	108.1	173.7	493.9	
2006	99.5	143.6	82.5	226.1	325.5	67.9	107.6	175.5	501.1	
2007	100.6	143.5	81.3	224.9	325.4	70.3	109.7	180.0	505.4	
2008	100.1	142.8	80.1	222.8	323.0	70.3	107.3	177.6	500.6	
2009	99.5	142.0	80.4	222.4	321.9	68.3	105.7	174.0	495.8	
2010	98.2	139.8	79.7	219.5	317.7	68.1	102.1	170.2	487.9	
2011	99.5	141.2	79.3	220.4	319.9	66.3	102.7	169.0	488.9	

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 at: <http://webarchive.nationalarchives.gov.uk/20120919153000/http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

2 Includes trunk motorways and principal motorways

3. The 2011 estimates presented here were revised in August 2012 to correct for omitted data for a small number of sections of the major road network in Scotland. Further details are available at [http://dft.gov.uk/statistics/series/traffic/2011 Road Traffic Estimates - Note of Revision Aug 2012.pdf](http://dft.gov.uk/statistics/series/traffic/2011%20Road%20Traffic%20Estimates%20-%20Note%20of%20Revision%20Aug%202012.pdf)

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)

The figures in this table are National Statistics.

Source: DfT National Road Traffic Survey

Last updated: June 2012

Revised: August 2012

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0104 (TSGB0705)

Road traffic (vehicle miles) by vehicle type and road class in Great Britain, annual 2011

Billion vehicle miles

	Cars and taxis	Motorcycles	Buses & coaches	Light vans	Goods vehicles	All motor vehicles	Pedal cycles
Motorways ²	46.6	0.2	0.3	7.8	6.9	61.8	-
Rural 'A' roads:	-	-	-	-	-	-	-
Trunk ³	27.5	0.2	0.2	4.9	3.2	36.1	-
Principal	41.1	0.5	0.4	7.1	2.5	51.6	0.1
All rural 'A' roads	68.7	0.7	0.6	12.0	5.7	87.7	0.1
Urban 'A' roads: ¹	-	-	-	-	-	-	-
Trunk ³	2.6	-	-	0.4	0.2	3.3	-
Principal	37.6	0.5	0.7	5.7	1.4	45.9	0.4
All urban 'A' roads	40.2	0.5	0.7	6.2	1.6	49.3	0.4
All major roads ⁴	155.5	1.5	1.6	25.9	14.3	198.8	0.6
Minor roads:	-	-	-	-	-	-	-
Minor rural roads	32.8	0.5	0.3	6.7	0.9	41.2	0.7
Minor urban roads ¹	52.4	0.9	1.0	8.7	0.8	63.8	1.8
All minor roads	85.2	1.4	1.3	15.4	1.6	105.0	2.5
All roads	240.7	2.9	2.9	41.4	15.9	303.8	3.1

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 at:

<http://webarchive.nationalarchives.gov.uk/20120919153000/http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

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. The 2011 estimates presented here were revised in August 2012 to correct for omitted data for a small number of sections of the major road network in Scotland. Further details are available at

<http://dft.gov.uk/statistics/series/traffic/2011/RoadTrafficEstimates-NoteofRevisionAug2012.pdf>

Source: DfT National Road Traffic Survey

Last updated: June 2012

Revised: August 2012

Next update: June 2013

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)

The figures in this table are National Statistics.

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA0204 (TSGB0706)

Road traffic (vehicle kilometres) by vehicle type and road class in Great Britain, annual 2011

Billion vehicle kilometres

	Cars and taxis	Motorcycles	Buses & coaches	Light vans	Goods vehicles	All motor vehicles	Pedal cycles
Motorways ²	75.0	0.4	0.4	12.5	11.2	99.5	-
Rural 'A' roads:							
Trunk ³	44.3	0.4	0.3	7.9	5.2	58.1	-
Principal	66.2	0.8	0.6	11.4	4.1	83.1	0.2
All rural 'A' roads	110.5	1.1	0.9	19.3	9.3	141.2	0.2
Urban 'A' roads: ¹							
Trunk ³	4.3	-	-	0.7	0.3	5.4	-
Principal	60.5	0.8	1.1	9.2	2.3	73.9	0.7
All urban 'A' roads	64.7	0.8	1.2	9.9	2.6	79.3	0.7
All major roads ⁴	250.3	2.4	2.5	41.7	23.0	319.9	0.9
Minor roads:							
Minor rural roads	52.8	0.8	0.5	10.8	1.4	66.3	1.1
Minor urban roads ¹	84.3	1.5	1.7	14.0	1.2	102.7	2.9
All minor roads	137.1	2.3	2.1	24.9	2.6	169.0	4.0
All roads	387.4	4.6	4.7	66.6	25.6	488.9	4.9

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 at:

<http://webarchive.nationalarchives.gov.uk/20120919153000/http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

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. The 2011 estimates presented here were revised in August 2012 to correct for omitted data for a small number of sections of the major road network in Scotland. Further details are available at

[http://dft.gov.uk/statistics/series/traffic/2011 Road Traffic Estimates - Note of Revision Aug 2012.pdf](http://dft.gov.uk/statistics/series/traffic/2011%20Road%20Traffic%20Estimates%20-%20Note%20of%20Revision%20Aug%202012.pdf)

Source: DfT National Road Traffic Survey

Last updated: June 2012

Revised: August 2012

Next update: June 2013

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)

The figures in this table are National Statistics.

Department for Transport statistics

Road traffic statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>)

Table TRA9905 (TSGB0707)

Forecasts of road traffic in England and vehicles in Great Britain ¹

Index: 2003 = 100

	2003	2010	2015	2020	2025	2030	2035
Traffic volume: England:							
Cars and taxis	100	99	102	112	123	130	136
Goods vehicles ²	100	92	106	112	118	123	131
Light goods vehicles	100	117	135	157	177	197	219
Buses and coaches	100	96	93	89	89	89	86
All motor traffic (except two wheelers)	100	101	106	117	129	137	145
Car ownership ³: Great Britain:							
Cars per person	100	107	111	114	117	120	123
Number of cars	100	109	117	124	131	138	146

¹ The traffic forecasts are central forecasts taken from the Department's Road Transport Forecasts for England 2011, which is available on the website at:

<https://www.gov.uk/government/publications/road-transport-forecasts-2011-results-from-the-department-for-transport-national-transport-model>. The published paper also contains a forecast range reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region.

² Over 3.5 tonnes gross vehicle weight

³ Car Ownership Data is taken from the NTEM dataset (Ver 6.1).

More detailed data can be obtained from the TEMPRO website:

www.dft.gov.uk/tempro

Source: Transport Appraisal and Strategic Modelling

Last updated: January 2012

Next update: 2013

Telephone: 020 7944 6197

[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)

The figures in this table are not National Statistics.

Department for Transport statistics

[Road lengths statistics](#)

Table RDL0203 (TSGB0708)

Road lengths (kilometres) by road type in Great Britain, 1914 - 2011

Year	Kilometres											
	Motorways			A roads			All major roads	Minor roads			All minor roads	All roads
	Trunk	Principal	Total	Trunk	Principal	Total		B road	C road	Unclassified		
1914	...	..	..	..	..	..	..	..	..	..	..	284,843
1923	...	..	..	..	37,383	37,383	37,383	23,720	..	224,265	247,985	285,369
1928	...	..	..	..	40,457	40,457	40,457	25,244	..	221,996	247,240	287,697
1933	...	..	..	..	42,784	42,784	42,784	26,786	..	215,842	242,628	285,412
1938	...	..	..	4,953	39,276	44,229	44,229	27,418	..	217,799	245,217	289,446
1943	...	..	..	7,176	37,305	44,481	44,481	28,532	..	..	..	..
1947	...	..	..	13,181	31,410	44,591	44,591	28,498	77,768	143,735	250,001	294,592
1951	...	..	..	13,275	31,435	44,710	44,710	28,481	78,346	145,929	252,756	297,466
1952	...	..	..	13,274	31,484	44,758	44,758	28,471	78,340	147,002	253,813	298,570
1953	...	..	..	13,284	31,464	44,748	44,748	28,485	78,364	148,161	255,010	299,758
1954	...	..	..	13,309	31,519	44,828	44,828	28,469	78,409	149,305	256,183	301,012
1955	...	..	..	13,309	31,553	44,862	44,862	28,479	78,505	150,863	257,847	302,710
1956	...	..	..	13,309	31,656	44,965	44,965	28,398	78,565	152,297	259,260	304,226
1957	...	..	..	13,311	31,762	45,073	45,073	28,333	78,615	153,998	260,946	306,018
1958	...	..	..	13,372	31,714	45,086	45,086	28,329	78,621	155,583	262,533	307,620
1959	13	..	13	13,388	31,744	45,132	45,145	28,329	78,653	158,573	265,555	310,700
1960	153	..	153	13,427	31,765	45,192	45,345	28,334	78,718	160,106	267,158	312,502
1961	209	10	219	13,419	31,770	45,189	45,408	28,357	78,740	161,667	268,764	314,171
1962	233	10	243	13,421	31,787	45,208	45,451	28,349	78,785	163,064	270,198	315,649
1963	312	10	322	13,433	31,850	45,283	45,605	28,337	78,829	166,611	273,777	319,382
1964	470	10	480	13,415	31,892	45,307	45,787	28,368	78,837	168,463	275,668	321,455
1965	557	10	566	13,436	31,961	45,397	45,964	28,392	78,855	170,357	277,604	323,568
1966	616	13	629	13,414	32,040	45,454	46,083	28,376	78,858	171,865	279,099	325,182
1967	747	11	761	13,412	32,532	45,944	46,702	..	..	..	279,479	326,180
1968	869	11	884	..	..	46,006	46,890	..	..	..	281,288	328,178
1969	946	18	964	13,493	32,515	46,008	46,972	..	..	166,089	273,343	320,315
1970	1,022	35	1,057	13,441	32,549	45,990	47,047	..	..	168,152	275,437	322,484
1971	1,235	35	1,270	13,433	32,702	46,135	47,405	..	..	169,872	277,260	324,665
1972	1,609	60	1,669	13,451	32,765	46,216	47,885	..	..	172,428	279,832	327,717
1973	1,660	70	1,730	13,351	32,789	46,140	47,870	27,409	79,791	172,060	279,260	327,131
1974	1,776	92	1,869	13,343	32,850	46,193	48,061	27,500	80,062	173,443	281,005	329,066
1975	1,881	94	1,975	13,359	32,994	46,353	48,328	27,606	80,156	173,949	281,711	330,039
1976	2,062	93	2,155	13,440	33,132	46,572	48,727	27,812	80,512	175,794	284,118	332,846
1977	2,131	106	2,237	13,092	33,492	46,584	48,821	27,875	80,693	177,874	286,442	335,263
1978	2,287	107	2,394	12,533	34,092	46,625	49,019	27,874	80,545	178,826	287,245	336,264
1979	2,340	116	2,456	12,465	34,314	46,779	49,235	27,866	80,599	180,278	288,743	337,978
1980	2,445	111	2,556	12,504	34,076	46,580	49,136	28,151	80,736	181,610	290,497	339,633
1981	2,524	123	2,647	12,391	34,533	46,924	49,571	28,232	80,398	184,119	292,749	342,320
1982	2,561	131	2,692	12,340	34,569	46,909	49,601	28,451	80,358	185,531	294,340	343,942
1983	2,609	132	2,741	12,363	34,687	47,050	49,791	28,537	80,327	187,121	295,985	345,776
1984	2,678	108	2,786	12,379	34,754	47,133	49,919	29,036	80,123	188,511	297,670	347,589
1985	2,705	108	2,813	12,309	34,800	47,109	49,923	29,042	80,460	189,276	298,777	348,699
1986	2,820	101	2,920	12,540	34,868	47,408	50,328	29,121	80,360	191,267	300,748	351,076
1987	2,874	101	2,975	12,520	34,988	47,508	50,483	29,766	80,004	192,442	302,212	352,695
1988	2,891	102	2,992	12,581	34,939	47,520	50,513	29,681	80,165	193,957	303,803	354,315
1989	2,903	92	2,995	12,715	35,039	47,754	50,748	29,706	80,542	195,606	305,854	356,602
1990	2,993	77	3,070	12,674	35,149	47,823	50,893	29,838	80,716	196,588	307,142	358,034
1991	3,033	68	3,102	12,322	35,580	47,903	51,004	30,106	81,073	197,783	308,962	359,966
1992	3,063	71	3,133	12,295	35,641	47,936	51,070	30,227	81,334	199,679	311,240	362,310
1993	3,139	72	3,211	11,680	34,442	46,122	49,333	30,229	83,816	221,461	335,506	384,839
1994	3,170	72	3,242	11,645	34,502	46,147	49,389	30,225	83,931	222,012	336,168	385,557
1995	3,197	72	3,269	11,643	34,660	46,303	49,572	30,221	84,046	222,562	336,829	386,401
1996	3,253	45	3,298	11,714	34,477	46,191	49,489	30,217	84,162	223,115	337,494	386,983
1997	3,333	45	3,378	11,798	34,558	46,356	49,734	30,213	84,277	223,668	338,158	387,893
1998	3,376	44	3,421	11,682	34,714	46,396	49,816	30,209	84,392	224,225	338,826	388,641
1999	3,404	45	3,449	11,698	34,871	46,569	50,018	30,205	84,509	224,783	339,497	389,515
2000	3,422	45	3,467	11,701	34,906	46,607	50,074	30,200	84,624	225,339	340,163	390,237
2001 ¹	3,431	45	3,476	11,369	35,285	46,654	50,130	30,196	84,742	225,901	340,839	390,969
2002	3,433	45	3,478	10,679	35,995	46,674	50,152	30,192	84,858	226,462	341,512	391,663
2003	3,432	46	3,478	9,615	37,037	46,652	50,130	30,188	84,976	227,048	342,212	392,342
2004 ²	3,478	46	3,523	9,147	37,521	46,668	50,192	30,178	84,223	223,082	337,483	387,674
2005 ^R	3,471	48	3,518	8,708	38,019	46,727	50,246	30,189	84,459	223,183	337,830	388,076
2006 ^{R, 2}	3,508	48	3,555	8,706	38,030	46,735	50,291	30,018	84,469	229,605	344,092	394,383
2007 ^R	3,518	41	3,559	8,670	38,073	46,743	50,302	30,265	84,423	229,889	344,577	394,879
2008	3,518	41	3,559	8,634	38,057	46,691	50,249	30,161	84,574	229,482	344,217	394,467
2009	3,519	41	3,560	8,596	38,173	46,770	50,329	30,141	84,813	229,145	344,099	394,428
2010	3,517	41	3,558	8,489	38,218	46,707	50,265	30,192	84,827	228,970	343,989	394,253
2011	3,529	41	3,570	8,508	38,225	46,734	50,304	30,208	84,831	228,953	343,992	394,296

1. Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.
 2. New information from 2004 and from 2006 enabled better estimates of road lengths to be made - see Notes and definitions.

Department for Transport statistics

[Road lengths statistics](#)

Table RDL0103 (TSGB0709)

Road lengths (miles) by road type in Great Britain, 1914 - 2011

Year	Miles											
	Motorways			A roads			All major roads	Minor roads			All minor roads	All roads
	Trunk	Principal	Total	Trunk	Principal	Total		B roads	C roads	Unclassified		
1914	...	...	...	...	...	...	..	...	..	..	..	284,843
1923	...	...	...	...	23,229	14,434	23,229	14,739	..	139,352	154,091	177,320
1928	...	...	...	...	25,139	15,621	25,139	15,686	..	137,942	153,628	178,767
1933	...	...	...	...	26,585	16,519	26,585	16,644	..	134,118	150,762	177,347
1938	...	...	...	3,078	24,405	17,077	27,483	17,037	..	135,334	152,371	179,853
1943	...	...	...	4,459	23,180	17,174	27,639	17,729	..	..	152,371	179,853
1947	...	...	...	8,190	19,517	17,217	27,708	17,708	..	48,323	89,313	183,051
1951	...	...	...	8,249	19,533	17,263	27,782	17,697	..	48,682	90,676	184,837
1952	...	...	...	8,248	19,563	17,281	27,811	17,691	..	48,678	91,343	185,523
1953	...	...	...	8,254	19,551	17,277	27,805	17,700	..	48,693	92,063	186,261
1954	...	...	...	8,270	19,585	17,308	27,855	17,690	..	48,721	92,774	187,040
1955	...	...	...	8,270	19,606	17,321	27,876	17,696	..	48,781	93,742	188,095
1956	...	...	...	8,270	19,670	17,361	27,940	17,646	..	48,818	94,633	189,037
1957	...	...	...	8,271	19,736	17,403	28,007	17,605	..	48,849	95,690	190,151
1958	...	...	...	8,309	19,706	17,408	28,015	17,603	..	48,853	96,675	191,146
1959	8	..	..	8,319	19,725	17,426	28,052	17,603	..	48,873	98,533	193,060
1960	95	..	..	8,343	19,738	17,449	28,176	17,606	..	48,913	99,485	194,180
1961	130	6	136	8,338	19,741	17,448	28,215	17,620	..	48,927	100,455	195,217
1962	145	6	151	8,339	19,752	17,455	28,242	17,615	..	48,955	101,323	196,135
1963	194	6	200	8,347	19,791	17,484	28,338	17,608	..	48,982	103,527	198,455
1964	292	6	298	8,336	19,817	17,493	28,451	17,627	..	48,987	104,678	199,743
1965	346	6	352	8,349	19,860	17,528	28,561	17,642	..	48,998	105,855	201,056
1966	383	8	391	8,335	19,909	17,550	28,635	17,632	..	49,000	106,792	202,059
1967	464	7	473	8,334	20,214	17,739	29,019	..	..	..	..	202,679
1968	540	7	549	..	..	28,587	29,136	..	..	..	..	203,920
1969	588	11	599	8,384	20,204	17,764	29,187	..	..	103,203	169,848	199,035
1970	635	22	657	8,352	20,225	17,757	29,234	..	..	104,485	171,149	200,382
1971	767	22	789	8,347	20,320	17,813	29,456	..	..	105,554	172,281	201,738
1972	1,000	37	1,037	8,358	20,359	17,844	29,754	..	..	107,142	173,880	203,634
1973	1,032	44	1,075	8,296	20,374	17,870	29,745	17,031	..	49,580	106,913	203,270
1974	1,104	57	1,161	8,291	20,412	17,903	29,864	17,088	..	49,748	107,773	204,472
1975	1,169	58	1,227	8,301	20,502	17,928	30,030	17,154	..	49,807	108,087	205,077
1976	1,281	58	1,339	8,351	20,587	17,939	30,278	17,282	..	50,028	109,233	206,821
1977	1,324	66	1,390	8,135	20,811	17,946	30,336	17,321	..	50,140	110,526	208,323
1978	1,421	67	1,488	7,788	21,184	17,971	30,459	17,320	..	50,048	111,117	208,945
1979	1,454	72	1,526	7,745	21,322	17,967	30,593	17,315	..	50,082	112,020	210,010
1980	1,519	69	1,588	7,770	21,174	17,944	30,532	17,492	..	50,167	112,847	211,038
1981	1,568	76	1,645	7,699	21,458	17,957	30,802	17,543	..	49,957	114,406	212,708
1982	1,591	81	1,673	7,668	21,480	17,948	30,821	17,679	..	49,932	115,284	213,716
1983	1,621	82	1,703	7,682	21,554	17,936	30,939	17,732	..	49,913	116,272	214,855
1984	1,664	67	1,731	7,692	21,595	17,927	31,018	18,042	..	49,786	117,135	215,982
1985	1,681	67	1,748	7,649	21,624	17,922	31,020	18,046	..	49,995	117,611	216,672
1986	1,752	63	1,815	7,792	21,666	17,958	31,273	18,095	..	49,933	118,848	218,149
1987	1,786	63	1,849	7,780	21,741	17,950	31,369	18,496	..	49,712	119,578	219,155
1988	1,796	63	1,859	7,818	21,710	17,928	31,387	18,443	..	49,812	120,519	220,161
1989	1,804	57	1,861	7,901	21,772	17,973	31,534	18,458	..	50,046	121,544	221,582
1990	1,860	48	1,908	7,875	21,841	17,976	31,623	18,540	..	50,155	122,154	222,472
1991	1,885	42	1,927	7,657	22,109	17,965	31,693	18,707	..	50,376	122,897	223,672
1992	1,903	44	1,947	7,640	22,147	17,986	31,733	18,782	..	50,539	124,075	225,129
1993	1,951	45	1,995	7,258	21,401	17,959	30,654	18,783	..	52,081	137,610	239,128
1994	1,970	45	2,015	7,236	21,439	17,974	30,689	18,781	..	52,152	137,952	239,574
1995	1,987	45	2,031	7,235	21,537	17,971	30,803	18,779	..	52,224	138,294	240,099
1996	2,021	28	2,049	7,279	21,423	17,972	30,751	18,776	..	52,296	138,637	240,460
1997	2,071	28	2,099	7,331	21,473	17,974	30,903	18,774	..	52,367	138,981	241,026
1998	2,098	27	2,126	7,259	21,570	17,979	30,954	18,771	..	52,439	139,327	241,490
1999	2,115	28	2,143	7,269	21,668	17,937	31,080	18,769	..	52,512	139,674	242,033
2000	2,126	28	2,154	7,271	21,690	17,960	31,115	18,765	..	52,583	140,019	242,482
2001 ¹	2,132	28	2,160	7,064	21,925	17,990	31,149	18,763	..	52,656	140,368	242,937
2002	2,133	28	2,161	6,636	22,366	17,902	31,163	18,760	..	52,728	140,717	243,368
2003	2,133	29	2,161	5,975	23,014	17,988	31,149	18,758	..	52,802	141,081	243,790
2004 ²	2,161	29	2,189	5,684	23,315	17,998	31,188	18,752	..	52,334	138,617	240,890
2005 ^R	2,157	30	2,186	5,411	23,624	17,935	31,221	18,758	..	52,480	138,679	241,139
2006 ^{R, 2}	2,180	30	2,209	5,410	23,631	17,940	31,249	18,652	..	52,487	142,670	245,058
2007 ^R	2,186	26	2,212	5,387	23,658	17,945	31,256	18,806	..	52,458	142,847	245,367
2008	2,186	26	2,212	5,365	23,648	17,912	31,224	18,741	..	52,552	142,594	245,110
2009	2,186	26	2,212	5,341	23,720	17,961	31,273	18,729	..	52,700	142,384	245,086
2010	2,185	26	2,211	5,275	23,748	17,922	31,233	18,760	..	52,709	142,275	244,978
2011	2,193	26	2,218	5,287	23,752	17,939	31,257	18,770	..	52,712	142,265	245,004

1. Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

2. New information from 2004 and from 2006 enabled better estimates of road lengths to be made - see Notes and definitions.

Department for Transport statistics

[Road lengths statistics](#)

Table RDL0201 (TSGB0710)

Road lengths (kilometres) by road type and region and country in Great Britain, 2011

Kilometres

	Major roads				Minor roads			All roads
	Motorways ¹	Rural 'A' ¹	Urban 'A' ¹	All major roads	Minor rural ¹	Minor urban ¹	All minor roads	
(a) Total length								
North East	58	1,272	496	1,826	7,439	6,899	14,338	16,163
North West	646	2,312	1,680	4,638	13,667	18,637	32,305	36,942
Yorkshire and the Humber	384	2,270	1,072	3,725	15,546	12,688	28,234	31,959
East Midlands	195	3,174	689	4,058	18,259	8,997	27,256	31,313
West Midlands	430	2,453	1,094	3,977	16,106	12,768	28,874	32,851
East of England	265	3,068	816	4,149	24,578	10,907	35,486	39,634
London	60	62	1,651	1,773	306	12,721	13,027	14,800
South East	655	3,777	1,456	5,888	22,925	18,804	41,729	47,617
South West	327	4,237	711	5,275	34,339	10,285	44,624	49,899
England	3,019	22,624	9,664	35,307	153,164	112,707	265,871	301,178
Wales	141	3,645	516	4,303	22,668	6,859	29,527	33,830
Scotland	410	9,377	908	10,695	36,848	11,745	48,594	59,288
Great Britain	3,570	35,646	11,088	50,304	212,681	131,311	343,992	394,296
(b) Length which is major road dual carriageway								
North East	58	314	167	539	.	.	.	.
North West	644	293	417	1,355	.	.	.	.
Yorkshire and the Humber	372	293	296	962	.	.	.	.
East Midlands	194	505	165	864	.	.	.	.
West Midlands	412	348	360	1,120	.	.	.	.
East of England	265	846	185	1,296	.	.	.	.
London	60	23	411	495	.	.	.	.
South East	653	893	368	1,913	.	.	.	.
South West	327	546	182	1,055	.	.	.	.
England	2,985	4,062	2,552	9,599	.	.	.	.
Wales	141	426	122	689	.	.	.	.
Scotland	395	547	235	1,176	.	.	.	.
Great Britain	3,521	5,034	2,909	11,464

1. Use controls at top of sheet to expand/collapse selection

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[Notes and definitions](#)

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Source: Department for Transport

Last updated: 28 June 2012

Next update: June 2013

The figures in this table are National Statistics

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Table RDL0101 (TSGB0711)

Road lengths (miles) by road type and region and country in Great Britain, 2011

Miles

	Major roads			All major roads	Minor roads			All roads
	Motorways ¹	Rural 'A' ¹	Urban 'A' ¹		Minor rural ¹	Minor urban ¹	All minor roads	
(a) Total length								
North East	36	790	308	1,134	4,622	4,287	8,909	10,043
North West	401	1,437	1,044	2,882	8,492	11,581	20,073	22,955
Yorkshire and the Humber	238	1,411	666	2,315	9,660	7,884	17,544	19,859
East Midlands	121	1,972	428	2,521	11,345	5,590	16,936	19,457
West Midlands	267	1,524	680	2,471	10,008	7,934	17,942	20,413
East of England	165	1,907	507	2,578	15,272	6,778	22,050	24,628
London	37	38	1,026	1,102	190	7,905	8,095	9,196
South East	407	2,347	905	3,659	14,245	11,684	25,929	29,588
South West	203	2,633	442	3,277	21,337	6,391	27,728	31,006
England	1,876	14,058	6,005	21,939	95,172	70,033	165,205	187,143
Wales	88	2,265	321	2,673	14,085	4,262	18,347	21,021
Scotland	255	5,827	564	6,645	22,897	7,298	30,195	36,840
Great Britain	2,218	22,149	6,890	31,257	132,154	81,593	213,747	245,004
(b) Length which is major road dual carriageway								
North East	36	195	104	335	.	.	.	.
North West	400	182	259	842	.	.	.	.
Yorkshire and the Humber	231	182	184	598	.	.	.	.
East Midlands	120	314	103	537	.	.	.	.
West Midlands	256	216	224	696	.	.	.	.
East of England	165	526	115	805	.	.	.	.
London	37	15	256	307	.	.	.	.
South East	406	555	228	1,189	.	.	.	.
South West	203	339	113	656	.	.	.	.
England	1,855	2,524	1,586	5,964	.	.	.	.
Wales	88	265	76	428	.	.	.	.
Scotland	245	340	146	731	.	.	.	.
Great Britain	2,188	3,128	1,807	7,124

1. Use controls at top of sheet to expand/collapse selection

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Table RDL0202a (TSG0712)

Total road length (kilometres) by road type and local authority in Great Britain, 2011

ONS Area Code	Region	Local authority	Motorways										'A' roads										Minor roads										All roads			
			Trunk motorways		Principal motorways		All motorways		Trunk rural 'A'		Principal rural 'A'		Principal urban 'A'		Rural 'B'		Urban 'B'		Rural 'C'		Urban 'C'		Rural 'U'		Urban 'U'		All minor roads		Major Trunk		Major Principal		Minor roads		Total road length	
			Trunk	Principal	Trunk	Principal	Trunk	Principal	Trunk rural 'A'	Principal rural 'A'	Trunk urban 'A'	Principal urban 'A'	Rural 'B'	Urban 'B'	Rural 'C'	Urban 'C'	Rural 'U'	Urban 'U'	Rural 'C'	Urban 'C'	Rural 'U'	Urban 'U'	Rural 'C'	Urban 'C'	Rural 'U'	Urban 'U'	All minor roads	Trunk	Principal	Minor roads	Trunk	Principal	Minor roads	Total road length		
E06000047	North East	County Durham UA	36.8	0.0	36.8	0.0	35.3	7.0	329.1	33.3	404.7	355.8	46.0	635.9	58.7	1,239.2	892.8	3,228.4	79.1	362.4	3,228.4	892.8	3,228.4	79.1	362.4	3,228.4	79.1	362.4	3,228.4	3,669.9						
E06000048	North East	Derlington UA	9.5	0.0	9.5	0.0	12.2	0.0	37.9	13.9	64.0	19.1	10.1	90.2	18.8	95.3	239.1	472.6	21.7	51.8	472.6	239.1	472.6	21.7	51.8	472.6	21.7	51.8	472.6	546.1						
E06000049	North East	Hartlepool UA	0.0	0.0	0.0	0.0	8.4	0.0	17.6	19.8	45.8	1.3	7.7	11.5	10.9	44.3	279.1	354.8	8.4	37.4	354.8	279.1	354.8	8.4	37.4	354.8	8.4	37.4	354.8	400.6						
E06000050	North East	Middlesbrough UA	0.0	0.0	0.0	0.0	6.3	6.3	3.3	28.8	44.7	6.1	10.4	4.1	22.3	9.8	41.3	465.8	12.6	32.1	465.8	41.3	465.8	12.6	32.1	465.8	12.6	32.1	465.8	510.5						
E06000051	North East	Northumberland UA	0.0	0.0	0.0	0.0	162.6	0.0	405.4	36.8	604.8	612.0	25.3	1,455.4	69.7	1,911.1	485.9	4,559.4	162.6	442.2	4,559.4	485.9	4,559.4	162.6	442.2	4,559.4	162.6	442.2	4,559.4	5,164.2						
E06000052	North East	Redcar and Cleveland UA	0.0	0.0	0.0	0.0	4.4	3.1	64.1	22.0	93.6	15.4	7.4	34.0	12.3	287.8	578.9	7.5	86.1	578.9	287.8	578.9	7.5	86.1	578.9	7.5	86.1	578.9	672.5							
E06000053	North East	Stockton-on-Tees UA	0.0	0.0	0.0	0.0	19.1	9.6	31.3	41.9	101.9	3.4	9.9	69.3	31.7	83.1	553.4	750.8	28.7	73.2	750.8	83.1	553.4	28.7	73.2	750.8	28.7	73.2	750.8	852.7						
E06000054	North East	Gateshead UA	5.3	0.0	5.3	0.0	6.4	6.7	28.3	32.7	74.1	18.5	27.2	34.7	61.0	145.7	535.3	822.4	18.4	61.0	822.4	145.7	535.3	18.4	61.0	822.4	18.4	61.0	822.4	901.8						
E06000055	North East	Newcastle upon Tyne UA	0.0	2.4	2.4	0.0	13.0	8.2	1.3	65.0	97.0	11.0	36.7	14.3	72.3	55.4	689.6	879.3	21.2	68.7	879.3	55.4	689.6	21.2	68.7	879.3	21.2	68.7	879.3	969.2						
E06000056	North East	North Tyneside UA	0.0	0.0	0.0	0.0	7.2	5.3	15.5	62.0	80.5	17.8	17.7	1.6	31.9	51.7	577.3	698.0	12.5	77.5	698.0	51.7	577.3	12.5	77.5	698.0	12.5	77.5	698.0	788.0						
E06000057	North East	South Tyneside UA	0.1	0.0	0.1	0.0	5.9	2.5	16.6	29.2	54.2	6.7	26.4	2.4	31.2	28.5	403.7	498.9	8.5	48.9	498.9	28.5	403.7	8.5	48.9	498.9	8.5	48.9	498.9	553.2						
E06000058	North East	Sunderland UA	3.9	0.0	3.9	0.0	12.9	0.0	27.5	61.8	102.2	18.6	30.1	22.9	46.8	90.5	819.6	1,028.5	16.8	89.3	1,028.5	46.8	90.5	16.8	89.3	1,028.5	16.8	89.3	1,028.5	1,134.6						
E06000059	North West	Blackburn with Darwen UA	8.0	0.0	8.0	0.0	0.0	16.2	38.2	54.4	7.4	10.9	47.6	9.4	42.9	367.8	486.0	8.0	54.4	486.0	42.9	367.8	8.0	54.4	486.0	8.0	54.4	486.0	548.4							
E06000060	North West	Blackpool UA	0.0	0.0	0.0	0.0	0.0	1.9	39.1	41.0	0.3	20.6	0.6	14.6	5.9	373.9	415.9	0.0	41.0	415.9	5.9	373.9	0.0	41.0	415.9	0.0	41.0	415.9	456.9							
E06000061	North West	Cheshire East UA	47.3	0.0	47.3	0.0	6.9	0.0	321.1	94.3	422.3	105.6	35.4	497.0	71.4	849.4	824.7	2,383.5	54.2	415.4	2,383.5	71.4	849.4	54.2	415.4	2,383.5	54.2	415.4	2,383.5	2,853.1						
E06000062	North West	Cheshire West and Chester UA	40.5	0.0	40.5	0.0	30.7	0.0	220.9	61.4	313.0	108.7	32.4	419.7	79.3	711.7	689.2	2,041.0	71.2	282.3	2,041.0	79.3	689.2	71.2	282.3	2,041.0	71.2	282.3	2,041.0	2,394.5						
E06000063	North West	Halton UA	6.4	0.0	6.4	0.0	0.0	0.0	16.7	32.9	49.6	4.8	14.2	19.3	42.7	48.7	389.8	519.5	6.4	40.6	519.5	42.7	48.7	6.4	40.6	519.5	6.4	40.6	519.5	575.5						
E06000064	North West	Warrington UA	33.7	0.0	33.7	0.0	0.0	0.0	42.3	56.6	100.9	26.4	9.4	50.3	29.2	159.4	575.5	850.2	33.7	100.9	850.2	29.2	159.4	33.7	100.9	850.2	33.7	100.9	850.2	984.8						
E10000006	North West	Cumbria 106.9	0.0	106.9	0.0	106.9	0.0	194.1	7.4	740.1	57.0	566.3	18.1	2,070.9	280.7	3,553.9	502.1	6,992.0	308.4	797.1	6,992.0	280.7	3,553.9	308.4	797.1	6,992.0	308.4	797.1	8,097.5							
E06000067	North West	Bolton UA	17.2	0.0	17.2	0.0	0.0	0.0	27.2	74.2	101.4	14.0	34.5	27.3	19.6	65.0	710.4	870.8	17.2	101.4	870.8	19.6	65.0	17.2	101.4	870.8	17.2	101.4	870.8	989.4						
E06000068	North West	Bury UA	20.7	0.0	20.7	0.0	0.0	6.0	49.1	55.1	8.1	25.2	2.4	35.2	54.3	484.9	610.1	20.7	55.1	610.1	54.3	484.9	20.7	55.1	610.1	20.7	55.1	610.1	685.9							
E06000069	North West	Manchester UA	16.5	3.2	19.7	0.0	0.0	2.2	114.4	114.4	0.3	20.6	0.6	14.6	5.9	373.9	415.9	0.0	41.0	415.9	5.9	373.9	0.0	41.0	415.9	0.0	41.0	415.9	456.9							
E06000070	North West	Oldham 8.3	8.3	0.0	8.3	0.0	0.0	0.0	39.5	54.6	98.3	7.9	23.1	3.7	27.9	98.6	555.3	716.5	12.5	94.1	716.5	27.9	98.6	12.5	94.1	716.5	12.5	94.1	716.5	823.1						
E06000071	North West	Rochdale UA	25.8	0.0	25.8	0.0	0.0	0.0	15.5	67.1	82.6	6.1	17.7	25.1	10.5	52.4	563.9	675.7	25.8	82.6	675.7	10.5	52.4	25.8	82.6	675.7	25.8	82.6	675.7	784.1						
E06000072	North West	Salford UA	28.0	0.0	28.0	0.0	0.0	0.0	3.3	84.6	87.9	0.7	29.3	25.2	3.4	0.0	621.9	680.5	28.0	87.9	680.5	3.4	0.0	28.0	87.9	680.5	28.0	87.9	680.5	796.4						
E06000073	North West	Stockport UA	12.9	0.0	12.9	0.0	0.0	10.1	74.0	84.1	5.1	33.3	15.7	27.7	59.7	753.7	895.2	12.9	84.1	895.2	59.7	753.7	12.9	84.1	895.2	12.9	84.1	895.2	992.2							
E06000074	North West	Tameside UA	15.3	0.0	15.3	0.0	2.1	1.1	35.5	59.6	66.3	3.0	28.8	2.0	35.4	55.6	686.1	886.1	15.3	66.3	886.1	2.0	35.4	15.3	66.3	886.1	15.3	66.3	886.1	967.7						
E06000075	North West	Trafford UA	9.5	0.0	9.5	0.0	0.0	0.0	6.9	51.5	58.4	9.5	43.7	11.1	37.4	41.8	592.0	735.5	9.5	58.4	735.5	11.1	37.4	9.5	58.4	735.5	9.5	58.4	735.5	803.4						
E06000076	North West	Wigan UA	18.4	0.0	18.4	0.0	0.0	0.0	30.0	86.6	116.6	19.8	36.4	36.2	31.5	95.8	801.7	1,021.4	18.4	116.6	1,021.4	31.5	95.8	18.4	116.6	1,021.4	18.4	116.6	1,021.4	1,156.4						
E10000017	North West	Lancashire 150.9	162.7	11.8	174.5	0.0	38.6	11.7	437.9	212.6	700.8	308.6	145.8	1,131.7	159.3	1,728.0	2,588.7	6,062.1	201.2	662.3	6,062.1	159.3	1,728.0	201.2	662.3	6,062.1	201.2	662.3	6,925.6							
E06000077	North West	Knowsley 15.8	5.3	21.1	26.4	0.0	0.0	18.0	29.0	47.4	9.3	12.1	19.4	2.3	45.5	394.9	508.5	16.2	52.3	508.5	2.3	45.5	16.2	52.3	508.5	16.2	52.3	508.5	577.0							
E06000078	North West	Liverpool UA	1.0	1.0	2.0	0.0	0.0	0.0	5.3	117.9	123.2	1.4	34.4	0.0	62.2	1.2	1,196.8	1,306.3	0.0	124.2	1,306.3	0.0	62.2	0.0	124.2	1,306.3	0.0	124.2	1,306.3	1,430.5						
E06000079	North West	Sefton UA	8.2	0.0	8.2	0.0	0.3	5.4	12.7	68.4	86.8	9.8	27.9	29.1	36.2	67.3	722.7	893.0	13.9	81.1	893.0	36.2	67.3	13.9	81.1	893.0	13.9	81.1	893.0	988.0						
E06000080	North West	St. Helens UA	14.0	0.0	14.0	0.0	0.0	0.0	39.9	43.2	83.1	27.9	13.2	18.6	5.4	97.7	472.6	635.4	14.0	83.1	635.4	5.4	97.7	14.0	83.1	635.4	14.0	83.1	635.4	732.5						
E06000081	North West	Wirral UA	20.0	0.0	20.0	0.0	0.0	21.9	83.8	105.7	18.5	48.5	10.8	43.2	70.6	892.2	1,083.8	20.0	105.7	1,083.8	43.2	70.6	20.0	105.7	1,083.8	20.0	105.7	1,083.8	1,209.5							
E06000082	Yorkshire and The Humber	East Riding of Yorkshire UA	34.8	0.0	34.8	0.0	18.8	0.8	323.6	22.4	365.6	309.4	23.7	852.0	66.0	1,424.8	363.1	3,039.0	54.4	346.0	3,039.0	66.0	1,424.8	54.4												

Department for Transport statistics

[Road lengths statistics](#)

Table RD10202a (TSGB0712)

Total road length (kilometres) by road type and local authority in Great Britain, 2011

ONS Area Code	Region	Local authority	Motorways										'A' roads										Minor roads										All roads							
			Trunk motorways		Principal motorways		All motorways		Trunk rural 'A'		Trunk urban 'A'		Principal rural 'A'		Principal urban 'A'		Rural 'B'		Urban 'B'		Rural 'C'		Urban 'C'		Rural 'U'		Urban 'U'		All minor roads		Trunk roads		Principal roads		Major roads		Minor roads		Total road length	
			km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%	km	%		
E06000019	West Midlands	Herefordshire, County of UA	7.5	0.0	0.0	0.0	7.5	0.0	349.2	5.0	0.0	0.0	20.4	447.2	297.9	18.1	1,044.1	30.9	1,296.7	199.1	2,886.6	85.1	369.6	2,886.6	3,341.3	2,886.6	85.1	369.6	2,886.6	3,341.3	2,886.6	85.1	369.6	2,886.6	3,341.3					
E06000051	West Midlands	Shropshire UA	12.4	0.0	0.0	0.0	12.4	0.0	405.5	32.2	0.0	0.0	32.2	559.8	535.3	25.4	1,720.1	45.2	2,007.8	292.1	4,625.9	134.5	437.7	4,625.9	5,198.1	4,625.9	134.5	437.7	4,625.9	5,198.1	4,625.9	134.5	437.7	4,625.9	5,198.1					
E06000021	West Midlands	Stoke-on-Trent UA	0.0	0.0	0.0	0.0	0.0	16.0	6.0	6.0	81.7	104.6	16.0	192.6	1.6	19.2	6.4	26.7	20.9	691.8	766.6	16.9	87.7	766.6	871.2	766.6	16.9	87.7	766.6	871.2	766.6	16.9	87.7	766.6	871.2					
E06000020	West Midlands	Telford and Wrekin UA	12.0	0.0	0.0	0.0	12.0	0.0	5.1	27.5	83.4	0.0	0.0	0.0	51.5	16.0	115.6	109.9	215.8	425.0	933.8	16.4	79.0	933.8	1,029.2	933.8	16.4	79.0	933.8	1,029.2	933.8	16.4	79.0	933.8	1,029.2					
E10000028	West Midlands	Staffordshire 100.7	140.2	0.0	0.0	0.0	140.2	0.0	312.9	76.8	478.8	0.0	0.0	0.0	503.1	79.3	1,232.3	222.5	2,046.3	1,612.5	5,445.6	229.3	389.7	5,445.6	6,303.1	5,445.6	229.3	389.7	5,445.6	6,303.1	5,445.6	229.3	389.7	5,445.6	6,303.1					
E06000031	West Midlands	Birmingham	22.0	0.0	0.0	0.0	22.0	0.0	6.1	189.7	195.8	0.0	0.0	0.0	122.9	58.3	768.1	95.7	1,328.1	2,011.0	3,508.6	22.0	199.0	3,508.6	4,127.6	3,508.6	22.0	199.0	3,508.6	4,127.6	3,508.6	22.0	199.0	3,508.6	4,127.6					
E06000025	West Midlands	Birmingham	3.7	0.0	0.0	0.0	3.7	0.0	4.6	46.8	54.4	0.0	0.0	0.0	7.6	52.2	2.9	56.5	39.2	655.1	813.5	6.7	51.4	813.5	871.6	813.5	6.7	51.4	813.5	871.6	813.5	6.7	51.4	813.5	871.6					
E06000026	West Midlands	Coventry	0.0	0.0	0.0	0.0	0.0	0.0	8.0	85.5	93.5	0.0	0.0	0.0	3.4	41.8	2.7	34.6	11.4	827.8	921.7	5.5	93.5	921.7	1,020.7	921.7	5.5	93.5	921.7	1,020.7	921.7	5.5	93.5	921.7	1,020.7					
E06000027	West Midlands	Dudley 5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
E06000028	West Midlands	Sandwell 18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
E06000029	West Midlands	Sandwell 18.1	19.8	0.0	0.0	0.0	19.8	0.0	26.4	26.7	56.7	0.0	0.0	0.0	36.6	32.8	65.4	34.8	137.3	483.1	790.0	23.4	53.1	790.0	866.5	790.0	23.4	53.1	790.0	866.5	790.0	23.4	53.1	790.0	866.5					
E06000030	West Midlands	Solihull	8.7	0.0	0.0	0.0	8.7	0.0	0.9	11.2	67.4	81.5	0.0	0.0	6.0	34.0	0.0	10.6	45.9	677.9	774.4	11.6	78.6	774.4	864.6	774.4	11.6	78.6	774.4	864.6	774.4	11.6	78.6	774.4	864.6					
E06000031	West Midlands	Wolverhampton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
E10000034	West Midlands	Worcestershire 76.4	0.0	0.0	0.0	0.0	76.4	0.0	19.2	2.4	370.1	96.5	488.2	307.3	81.4	917.5	146.2	1,168.0	990.0	3,610.4	3,610.4	98.0	466.6	3,610.4	4,175.0	3,610.4	98.0	466.6	3,610.4	4,175.0	3,610.4	98.0	466.6	3,610.4	4,175.0					
E06000055	East of England	Bedford UA	0.0	0.0	0.0	0.0	0.0	0.0	55.7	25.9	110.3	0.0	0.0	0.0	21.2	8.4	185.1	23.9	283.1	779.0	257.3	28.7	81.6	779.0	889.3	779.0	28.7	81.6	779.0	889.3	779.0	28.7	81.6	779.0	889.3					
E06000056	East of England	Central Bedfordshire UA	26.6	0.0	0.0	0.0	26.6	0.0	110.0	21.6	181.2	0.0	0.0	0.0	79.4	7.9	286.1	35.0	485.3	356.8	1,250.5	76.2	131.6	1,250.5	1,458.3	1,250.5	76.2	131.6	1,250.5	1,458.3	1,250.5	76.2	131.6	1,250.5	1,458.3					
E06000032	East of England	Luton UA	2.6	0.0	0.0	0.0	2.6	0.0	2.7	28.6	31.3	0.0	0.0	0.0	2.1	8.7	0.0	10.6	4.9	402.5	428.8	2.6	31.3	428.8	462.7	428.8	2.6	31.3	428.8	462.7	428.8	2.6	31.3	428.8	462.7					
E06000031	East of England	Peterborough UA	0.0	0.0	0.0	0.0	0.0	0.0	34.1	5.2	44.2	35.4	118.9	53.3	0.0	1.3	114.6	41.7	194.5	400.0	805.4	39.3	79.6	805.4	924.3	805.4	39.3	79.6	805.4	924.3	805.4	39.3	79.6	805.4	924.3					
E06000033	East of England	Southeast-on-Sea UA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
E06000034	East of England	Thurrock UA	6.7	0.0	0.0	0.0	6.7	0.0	34.8	29.3	82.1	0.0	0.0	0.0	20.7	10.8	49.9	27.1	83.5	291.9	483.9	24.7	64.1	483.9	572.7	483.9	24.7	64.1	483.9	572.7	483.9	24.7	64.1	483.9	572.7					
E10000003	East of England	Cambridgeshire 47.5	0.0	0.0	0.0	0.0	0.0	0.0	4.4	341.0	52.2	561.7	507.7	47.1	971.8	120.9	1,802.3	657.1	4,106.9	4,106.9	216.0	393.2	4,106.9	4,716.1	4,106.9	216.0	393.2	4,106.9	4,716.1	4,106.9	216.0	393.2	4,106.9	4,716.1						
E10000012	East of England	Essex 75.3	106.3	0.0	0.0	0.0	106.3	0.0	325.4	158.5	632.0	0.0	0.0	0.0	620.4	149.8	1,477.3	238.3	2,589.7	2,418.1	7,493.7	223.4	483.9	7,493.7	8,201.0	7,493.7	223.4	483.9	7,493.7	8,201.0	7,493.7	223.4	483.9	7,493.7	8,201.0					
E10000015	East of England	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	290.3	195.9	496.8	0.0	0.0	0.0	215.1	105.3	1,053.3	226.3	983.6	2,186.4	4,315.4	116.9	486.2	4,315.4	4,918.5	4,315.4	116.9	486.2	4,315.4	4,918.5	4,315.4	116.9	486.2	4,315.4	4,918.5					
E10000020	East of England	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	7.3	653.7	92.6	928.7	622.9	23.3	3,165.6	272.2	4,139.9	915.5	9,139.4	9,139.4	182.4	746.3	9,139.4	10,068.1	9,139.4	182.4	746.3	9,139.4	10,068.1	9,139.4	182.4	746.3	9,139.4	10,068.1						
E10000027	East of England	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	118.4	10.2	470.4	106.3	707.3	668.0	55.4	1,710.4	223.6	2,634.9	973.0	6,265.3	6,265.3	128.6	578.7	6,265.3	6,972.6	6,265.3	128.6	578.7	6,265.3	6,972.6	6,265.3	128.6	578.7	6,265.3	6,972.6					
E09000009	London	Camden	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	0.0	0.3	19.9	0.0	0.0	0.0	0.0	227.2	247.4	0.0	0.0	38.0	247.4	285.4	247.4	0.0	0.0	38.0	247.4	285.4	247.4	0.0	0.0	38.0	247.4			
E09000001	London	City of London	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0	0.0	0.0	1.1	0.1	0.1	0.0	36.5	44.8	0.0	0.0	12.9	44.8	57.7	44.8	0.0	0.0	12.9	44.8	57.7	44.8	0.0	0.0	12.9	44.8			
E09000012	London	Hackney	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.6	0.0	0.0	0.0	0.8	12.3	0.0	15.2	1.8	210.6	240.7	0.0	0.0	35.6	240.7	276.3	240.7	0.0	0.0	35.6	240.7	276.3	240.7	0.0	0.0	35.6	240.7			
E09000013	London	Hammersmith and Fulham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.1	0.0	0.0	0.0	0.0	4.7	0.0	11.8	0.0	175.0	191.5	0.0	0.0	32.1	191.5	223.6	191.5	0.0	0.0	32.1	191.5	223.6	191.5	0.0	0.0	32.1	191.5			
E09000014	London	Haringey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0	0.0	0.2	19.5	0.2	21.2	0.0	277.9	319.0	0.0	0.0	37.1	319.0	356.1	319.0	0.0	0.0	37.1	319.0	356.1	319.0	0.0	0.0	37.1	319.0			
E09000019	London	Islington	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.1	0.0	0.0	0.0	0.0	7.5	0.3	14.8																						

ONS Area Code	Region	Local authority	'A' roads										Minor roads										All roads				Miles					
			Motorways					Principal roads					All 'A' roads					Rural roads					Urban roads					Major roads		Minor roads		
			Trunk motorways	Principal motorways	All motorways	Trunk rural 'A'	Principal rural 'A'	Principal urban 'A'	Principal urban 'A'	All 'A' roads	Rural 'B'	Urban 'B'	Rural 'C'	Urban 'C'	Rural 'U'	Urban 'U'	All minor roads	Trunk roads	Principal roads	Major roads	Minor roads	Total road length										
E06000036	South East	Bracknell Forest UA	0.6	0.0	0.6	16.4	13.9	30.3	18.4	8.1	11.4	16.2	31.5	168.0	253.7	0.6	0.6	30.3	253.7	284.5												
E06000043	South East	Brighton and Hove UA	0.0	0.0	0.0	3.9	24.4	37.1	4.7	12.6	10.1	18.5	6.6	300.6	350.0	8.8	8.8	28.3	350.0	387.1												
E06000046	South East	Isle of Wight UA	0.0	0.0	0.0	61.8	13.7	75.4	45.5	12.1	95.9	18.9	169.6	129.5	471.5	0.0	0.0	75.4	471.5	546.9												
E06000035	South East	Medway UA	4.9	0.0	4.9	11.1	15.8	27.2	43.0	8.8	31.4	21.3	83.1	322.3	478.1	4.9	4.9	43.0	478.1	526.0												
E06000044	South East	Milton Keynes UA	10.4	6.4	16.8	28.4	16.7	56.7	11.7	8.3	48.2	86.8	101.7	690.9	690.9	22.1	45.1	45.1	690.9	758.1												
E06000042	South East	Portsmouth UA	4.4	1.5	5.9	2.5	0.0	27.5	2.7	5.0	3.0	13.0	8.0	215.9	245.4	6.9	29.0	29.0	245.4	281.4												
E06000038	South East	Reading UA	0.7	0.0	0.7	0.0	0.2	21.9	0.8	5.6	0.0	36.7	8.5	170.7	222.3	0.7	22.1	22.1	222.3	245.1												
E06000039	South East	Slough UA	5.8	0.0	5.8	0.0	0.0	10.6	0.0	2.9	0.0	1.6	9.1	161.9	176.0	5.8	13.5	13.5	176.0	195.3												
E06000045	South East	Southampton UA	1.6	0.0	1.6	0.1	0.0	33.7	0.1	2.0	0.0	34.1	2.4	284.8	323.3	1.6	34.1	34.1	323.3	359.0												
E06000037	South East	West Berkshire UA	27.7	14.2	41.9	51.2	13.2	78.5	41.5	5.0	239.4	23.1	312.4	152.6	774.0	41.8	64.4	64.4	774.0	880.2												
E06000040	South East	West Berkshire and Maidenhead UA	12.6	0.0	12.6	0.0	25.1	20.0	49.3	18.8	16.0	16.0	54.6	207.0	368.4	16.8	45.1	45.1	368.4	430.3												
E06000041	South East	Wokingham UA	7.9	5.1	13.0	31.3	14.9	46.2	22.5	13.9	37.8	15.3	90.3	222.4	402.3	7.9	51.3	51.3	402.3	461.4												
E10000002	South East	Buckinghamshire 37.8	0.0	0.0	0.0	17.0	51.6	225.7	73.1	16.0	499.5	73.6	602.0	491.6	1755.7	41.9	221.6	221.6	1755.7	2,019.2												
E10000011	South East	East Sussex	0.0	0.0	0.0	56.1	52.4	273.7	144.0	29.6	421.6	71.8	581.8	596.8	1,845.6	60.6	213.0	213.0	1,845.6	2,119.2												
E10000014	South East	Hampshire 79.1	0.0	0.0	0.0	316.8	98.5	501.8	270.5	86.0	966.1	296.6	1,635.0	1,682.4	4,936.7	165.5	415.3	415.3	4,936.7	5,517.5												
E10000016	South East	Kent 100.5	0.0	0.0	0.0	351.6	148.6	604.7	201.1	78.2	978.1	187.2	2,074.2	1,422.2	4,940.9	205.0	500.2	500.2	4,940.9	5,646.1												
E10000025	South East	Oxfordshire	35.2	29.0	64.2	318.6	49.5	398.0	257.4	32.5	659.0	50.4	895.5	572.7	2,467.5	65.1	368.1	368.1	2,467.5	2,900.6												
E10000030	South East	Surrey	63.3	0.0	63.3	182.8	163.7	383.6	131.3	105.6	254.1	133.8	796.3	1,569.3	2,990.4	100.4	346.5	346.5	2,990.4	3,437.3												
E10000032	South East	West Sussex	7.9	0.0	7.9	46.7	74.8	348.1	158.1	45.4	478.3	146.8	587.2	820.5	2,236.3	61.0	295.0	295.0	2,236.3	2,592.3												
E06000022	South West	Bath and North East Somerset UA	0.0	0.0	0.0	51.0	21.8	82.9	23.1	7.0	168.2	28.8	155.5	194.6	575.2	10.1	72.8	72.8	575.2	658.1												
E06000028	South West	Bournemouth UA	0.0	0.0	0.0	1.4	22.7	24.0	0.3	7.2	0.1	19.8	5.1	259.4	291.9	0.0	24.0	24.0	291.9	315.9												
E06000023	South West	Bristol, City of UA	8.6	0.0	8.6	0.0	55.6	56.8	2.2	32.4	3.2	42.6	14.5	550.1	644.9	8.9	56.5	56.5	644.9	710.3												
E06000052	South West	Cornwall UA	0.0	0.0	0.0	309.2	27.8	433.0	350.4	10.9	1,554.5	89.0	1,898.4	236.2	4,139.3	96.0	337.0	337.0	4,139.3	4,572.3												
E06000053	South West	Isles of Scilly UA	0.0	0.0	0.0	4.8	0.0	4.8	0.0	0.0	0.0	0.0	18.0	18.0	18.0	0.0	4.8	4.8	18.0	22.8												
E06000024	South West	North Somerset UA	18.1	0.0	18.1	48.8	9.1	57.9	35.9	15.3	121.7	32.6	179.6	253.4	638.5	18.1	57.9	57.9	638.5	714.5												
E06000026	South West	Plymouth UA	0.0	0.0	0.0	0.0	17.7	26.1	3.2	19.1	7.6	44.8	12.7	389.0	476.5	7.8	18.3	18.3	476.5	502.6												
E06000029	South West	Poole UA	0.0	0.0	0.0	2.3	22.3	26.7	1.9	17.5	18.6	18.1	0.0	244.5	300.7	2.1	24.6	24.6	300.7	327.3												
E06000025	South West	South Gloucestershire UA	46.1	5.0	51.1	40.3	31.0	76.3	57.1	16.9	138.4	35.9	207.2	366.0	821.5	51.1	71.3	71.3	821.5	943.9												
E06000030	South West	Swindon UA	9.5	0.0	9.5	18.1	12.9	40.3	25.2	23.0	24.1	25.7	112.7	293.1	503.7	18.8	31.0	31.0	503.7	553.5												
E06000027	South West	Torbay UA	0.0	0.0	0.0	9.9	18.2	28.1	0.0	4.4	4.5	26.4	32.3	227.5	296.0	0.0	28.1	28.1	296.0	324.0												
E06000054	South West	Wiltshire UA	21.7	72.9	94.6	302.0	38.8	418.2	182.1	16.0	968.4	73.9	927.2	339.6	2,505.2	99.2	340.8	340.8	2,505.2	2,945.2												
E10000008	South West	Devon 23.9	31.1	111.8	0.0	562.0	31.1	708.9	384.8	23.9	2,709.1	94.1	3,668.6	480.3	7,369.8	135.8	593.1	593.1	7,369.8	8,089.6												
E10000009	South West	Dorset 0.0	0.0	0.0	0.0	202.1	19.9	278.8	208.4	36.5	668.5	30.5	987.5	478.8	2,410.3	56.8	222.0	222.0	2,410.3	2,689.1												
E10000013	South West	Gloucestershire 42.4	0.0	0.0	0.0	276.6	59.4	373.7	215.0	33.0	867.3	108.7	1,110.4	693.6	3,028.1	80.1	336.0	336.0	3,028.1	3,444.1												
E10000027	South West	Gloucestershire 32.6	0.0	0.0	0.0	362.1	16.7	378.8	267.3	16.7	1,307.3	64.9	1,692.4	369.2	3,717.7	75.9	398.6	398.6	3,717.7	4,192.2												
W06000001	Wales	Isle of Anglesey	0.0	0.0	0.0	83.9	3.5	108.2	76.0	1.6	221.0	3.3	310.7	34.2	646.7	20.8	87.4	87.4	646.7	754.9												
W06000002	Wales	Gwynedd	0.0	0.0	0.0	182.6	4.8	187.4	124.7	0.1	528.0	6.1	558.1	26.6	1,243.6	129.3	187.4	187.4	1,243.6	1,560.3												
W06000003	Wales	Conwy	0.0	0.0	0.0	54.5	14.7	144.7	100.4	6.5	283.6	24.4	336.8	130.0	881.6	75.5	69.2	69.2	881.6	1,026.3												
W06000004	Wales	Denbighshire	0.0	0.0	0.0	72.5	10.4	128.5	83.1	4.5	310.0	14.1	275.2	83.2	770.1	45.6	82.9	82.9	770.1	898.6												
W06000005	Wales	Flintshire	0.0	0.0	0.0	27.3	23.7	121.2	29.3	17.8	145.0	18.3	253.5	210.7	674.6	31.0	90.2	90.2	674.6	795.7												
W06000006	Wales	Wrexham	0.0	0.0	0.0	17.1	16.6	79.7	74.2	17.6	197.0	35.4	205.7	141.5	671.5	18.7	61.0	61.0	671.5	751.2												
W06000023	Wales	Powys	0.0	0.0	0.0	258.2	1.7	259.9	370.5	2.2	1,296.4	6.3	1,249.3	17.7	2,942.4	259.9	150.6	150.6	2,942.4	3,352.9												
W06000008	Wales	Ceredigion	0.0	0.0	0.0	98.5	0.8	170.6	201.4	1.1	517.1	5.2	503.6	20.6	1,249.0	71.3	99.3	99.3	1,249.0	1,419.6												
W06000016	Wales	Pembrokeshire	0.0	0.0	0.0	92.8	1.2	168.2	142.4	4.4	595.5	13.0	657.8	48.3	1,461.5	74.1	94.1	94.1	1,461.5	1,629.7												
W06000010	Wales	Cardiganshire	3.2	0.0	3.2	140.0	12.1	243.6	182.1	19.6	743.6	35.6	839.0	145.6	1,968.7	94.7	152.1	152.1	1,968.7	2,215.5												
W06000011	Wales	Swansea	9.6	0.0	9.6	31.6	29.4	61.0	28.8	30.0	68.7	10.7	138.8	366.1	663.1	9.6	61.0	61.0	663.1	733.7												
W06000012	Wales	Neath Port Talbot	14.4	0.0	14.4	14.6	1.1	52.8	25.8	16.0	24.7	7.4	151.1	215.6	440.6	30.1	69.3	69.3	440.6	540.0												
W06000013	Wales	Bridgend	11.0	0.0	11.0	0.0	0.0	60.8	10.7	7.5	42.8	24.4	153.8	176.8	415.9	11.0	60.8	60.8	415.9	487.8												
W06000014	Wales	The Vale of Glamorgan	2.3	0.0	2.3	32.7	11.4	44.1	30.3	7.5	170.1	23.4	122.8	171.1	525.2	2.3	44.1	44.1	525.2	571.6												
W06000015	Wales	Cardiff	10.6	0.0	10.6	17.0	39.1	57.5	4.6	12.6	33.6	36.0	30.2	483.6	600.5	12.1	56.0	56.0	600.5	668.6												
W06000017	Wales	Rhondda Cynon Taf	6.1	0.0	6.1	14.8	53.2	39.1	110.1	15.8	29.1	55.2	21.9	150.9	358.8	631.6	22.9	92.3	92.3	631.6	747.8											
W06000024	Wales	Merthyr Tydfil	0.0	0.0	0.0	6.9	7.3	36.4	4.5	3.0	8.7	12.9	48.2	101.0	178.3	22.2	14.2	14.2	178.3	214.6												
W06000018	Wales	Caeaphilly	0.0	0.0	0.0	44.6	12.6	59.5	17.2	23.2	67.7	27.2	175.5	265.0	575.8	2.4	57.2	57.2	575.8	635.3												
W06000019	Wales	Blaenau Gwent	0.0	0.0	0.0	16.5	9.3	32.9	8.6	8.9	20.9	8.9	22.6	157.8	222.8	8.0	25.8	25.8	222.8	255.6												
W06000020	Wales	Torfaen	0.0	0.0	0.0	6.8	6.8	21.7	3.2	3.4	20.9	31.7	50.0	158.7	272.8	7.2	31.7	31.7	272.8	294.5												
W06000021	Wales	Monmouthshire	14.1	0.0	14.1	54.9	3.4	34.5	86.7	5.4	274.2	10.7	451.2	75.3	903.5	35.4	72.3	72.3	903.5	1,011.2												
W06000022	Wales	Newport	16.6	0.0	16.6	10.4	6.6	31.1	13.1	14.9	72.2	16.3	67.3	223.9	407.7	27.0	20.8	20.8	407.7	455.4												

Department for Transport statistics

Free flow speeds statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/speeds-statistics>)

Table SPE0101 (TSGB0714)

Free-flow vehicle speeds on non-built-up roads by road type and vehicle type in Great Britain, 2011

Per cent / miles per hour / number of vehicles

	Heavy goods vehicles ⁵									
	Motorcycles ⁷	Cars	Cars towing	Light Goods ⁴	Buses / Coaches	Rigid by number of axles			Articulated by number of axles	
						2 ⁶	3	4 or more	3 & 4	5 or more
(a) Motorways ¹										
Under 50 mph	3	3	12	3	5	6	10	12	10	9
50-59 mph	26	13	57	15	41	51	81	86	86	90
60-64 mph	9	14	20	13	25	11	8	0	2	0
65-69 mph	13	20	8	19	11	12	0	0	1	0
70-74 mph	16	21	3	20	10	10	0	0	0	0
75-79 mph	14	15	1	15	5	6	0	0	0	0
80-89 mph	15	12	0	13	3	4	0	0	0	0
90 mph and over	5	2	0	2	0	1	0	0	0	0
Speed limit (mph)	70	70	60	70	70	n/a	60	60	60	60
Percentage more than 10 mph over limit	20	13	4	15	3	n/a	0	1	1	0
Average speed (mph)	69	69	57	70	62	61	54	54	54	54
Number observed (thousands)	3,201	472,755	3,256	82,884	6,369	30,959	2,863	1,716	7,260	42,829
(b) Dual carriageways ²										
Under 30 mph	0	0	1	0	0	1	0	0	0	0
30-39 mph	1	0	1	0	0	1	1	1	1	0
40-49 mph	5	3	15	3	9	8	18	18	20	15
50-59 mph	17	17	53	18	41	50	70	80	75	83
60-64 mph	10	17	18	16	25	13	10	0	2	1
65-69 mph	15	22	8	21	12	12	0	0	1	0
70-79 mph	31	32	4	32	11	12	0	1	1	0
80 mph and over	21	9	0	11	2	3	0	0	0	0
Speed limit (mph)	70	70	60	70	60	n/a	50	50	50	50
Percentage more than 10 mph over limit	21	9	4	11	13	n/a	10	1	5	1
Average speed (mph)	70	68	56	68	60	59	53	53	53	53
Number observed (thousands)	370	46,092	360	7,127	385	2,548	257	210	453	2,763
(c) Single carriageways ³										
Under 20 mph	1	0	2	0	0	1	1	1	1	0
20-29 mph	3	3	7	3	3	3	6	6	8	3
30-39 mph	11	16	21	15	21	19	27	27	25	26
40-49 mph	33	44	51	42	50	46	50	48	48	53
50-59 mph	28	29	18	30	22	25	15	17	17	19
60-64 mph	9	5	1	6	2	4	0	0	1	0
65-69 mph	5	2	0	2	1	1	0	0	0	0
70 mph and over	9	1	0	2	1	1	0	0	0	0
Speed limit (mph)	60	60	50	60	50	n/a	40	40	40	40
Percentage more than 10 mph over limit	9	1	1	2	4	n/a	16	18	18	19
Average speed (mph)	52	48	42	48	45	46	42	43	43	44
Number observed (thousands)	464	40,840	403	5,816	410	1,957	223	168	275	1,164

1 Average vehicle speeds from 26 motorway sites.

2 Average vehicle speeds from 7 dual carriageway sites.

3 Average vehicle speeds from 24 single carriageway sites.

4 Goods vehicles 3.5 tonnes gross weight and under.

5 Goods vehicles over 3.5 tonnes gross weight.

6 Speed limit depends on loading which cannot be determined.

7 Motorcycles include mopeds and other types of two wheeled motor vehicles.

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/speeds-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/speeds-statistics)

The figures in this table are National Statistics.

Source: DFT Automatic Traffic Counters

Last updated: July 2012

Next update: July 2013

Department for Transport statistics

Free flow speeds statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/speeds-statistics>)

Table SPE0102 (TSGB0715)

Free flow vehicle speeds on built-up roads by speed limit and vehicle type in Great Britain, 2011

Per cent / miles per hour / number of vehicles

	Motorcycles ³	Cars	Cars towing	Light Goods ⁴	Buses / Coaches	Heavy goods vehicles ⁵				
						Rigid by number of axles			Articulated by number of axles	
						2	3	4 or more	3 & 4	5 or more
(a) 30 mph speed limit roads¹										
Under 20 mph	8	4	5	5	11	7	7	4	6	2
20-29 mph	42	49	53	45	64	47	54	47	50	53
30-34 mph	27	31	32	31	19	29	30	36	31	34
35-39 mph	14	12	8	14	5	12	7	9	10	9
40-44 mph	6	3	1	4	1	3	1	2	3	2
45-49 mph	2	1	0	1	0	1	0	0	1	0
50 mph and over	2	0	0	0	1	1	0	0	0	0
Percentage over 35 mph	23	16	10	19	7	17	9	12	14	11
Average speed (mph)	30	30	29	30	27	30	29	30	30	30
Number observed (thousands)	610	54,395	120	6,401	601	1,791	103	93	72	164
(b) 40 mph speed limit roads²										
Under 20 mph	4	3	4	4	4	5	4	3	5	2
20-29 mph	18	20	25	19	25	21	22	18	19	16
30-34 mph	19	25	26	24	28	25	24	24	24	23
35-39 mph	24	29	29	28	30	28	33	34	33	41
40-44 mph	18	15	12	16	10	13	14	16	14	14
45-49 mph	10	6	3	7	2	5	3	4	3	3
50-59 mph	6	2	1	3	1	2	0	1	1	1
60 mph and over	2	0	0	1	1	1	0	0	0	0
Percentage over 45 mph	17	8	4	10	4	8	3	5	4	3
Average speed (mph)	37	35	34	35	34	35	34	35	34	35
Number observed (thousands)	739	46,592	170	6,136	552	1,825	179	125	154	419

1 Average vehicle speeds from 25 sites.

2 Average vehicle speeds from 10 sites.

3 Motorcycles includes mopeds and other types of two wheeled motor vehicles.

4 Goods vehicles 3.5 tonnes gross weight and under.

5 Goods vehicles over 3.5 tonnes gross weight.

Source: DfT Automatic Traffic Counters

Last updated: June 2012

Next update: June 2013

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[Notes and definitions \(https://www.gov.uk/government/organisations/department-for-transport/series/speeds-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/speeds-statistics)

The figures in this table are National Statistics.

Department for Transport statistics

[Congestion & Reliability Statistics](#)

Table CGN0201a (TSGB0716)

Average vehicle speeds (flow-weighted) during the weekday morning peak¹ on locally managed 'A' roads²: by local authority in England, annually from 2006/7³

miles per hour

Country / region / local authority	ONS area code	Average speed						Percentage change 2010/11 to 2011/12
		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	
ENGLAND	E92000001 (921)	24.6	24.7	25.1	25.0	25.1	25.3	0.8
NORTH EAST	E12000001 (A)	28.7	28.6	28.6	28.4	28.3	29.2	3.1
County Durham UA	E06000047 (00EJ)	34.0	34.0	33.9	33.4	33.0	33.7	2.1
Darlington UA	E06000005 (00EH)	27.4	26.8	27.5	27.3	27.2	27.1	-0.2
Hartlepool UA	E06000001 (00EB)	35.4	30.7	34.7	34.6	34.0	34.5	1.4
Middlesbrough UA	E06000002 (00EC)	27.1	27.2	24.9	26.4	27.6	28.6	3.6
Northumberland UA	E06000048 (00EM)	37.1	36.6	36.2	35.8	35.7	35.7	0.1
Redcar and Cleveland UA	E06000003 (00EE)	37.1	36.9	37.2	37.1	35.7	36.0	0.8
Stockton-on-Tees UA	E06000004 (00EF)	25.8	26.2	26.4	25.8	25.7	26.2	2.0
Tyne and Wear (Met County)	E11000004 (2D)	23.3	23.5	23.6	23.4	23.3	24.7	5.9
Gateshead	E08000020 (00CH)	20.6	21.1	21.1	20.7	20.7	22.5	8.6
Newcastle upon Tyne	E08000021 (00CJ)	18.4	18.5	18.7	19.0	19.1	19.6	2.7
North Tyneside	E08000022 (00CK)	26.3	25.2	25.1	25.8	25.9	27.9	7.8
South Tyneside	E08000023 (00CL)	22.5	22.9	23.0	22.3	21.8	24.3	11.5
Sunderland	E08000024 (00CM)	29.3	30.0	30.4	29.3	29.0	29.7	2.4
NORTH WEST	E12000002 (B)	22.5	22.5	22.8	22.6	22.7	22.9	0.9
Blackburn with Darwen UA	E06000008 (00EX)	19.0	19.0	19.2	19.2	19.7	19.7	-0.1
Blackpool UA	E06000009 (00EY)	18.7	18.4	18.9	18.7	17.8	18.9	5.7
Cheshire East UA	E06000049 (00EQ)	27.9	27.8	28.4	28.6	28.0	28.7	2.3
Cheshire West and Chester UA	E06000050 (00EW)	29.6	29.2	29.6	29.9	29.9	29.5	-1.4
Halton UA	E06000006 (00ET)	35.3	34.9	37.4	34.5	37.0	37.0	0.0
Warrington UA	E06000007 (00EU)	21.6	21.3	22.4	21.8	21.9	21.9	-0.2
Cumbria	E10000006 (16)	31.4	31.4	31.2	31.0	31.3	32.0	2.3
Lancashire	E10000017 (30)	25.2	25.3	25.3	25.4	25.7	26.0	1.3
Greater Manchester (Met County)	E11000001 (2A)	18.0	18.1	18.5	18.3	18.3	18.3	0.0
Bolton	E08000001 (00BL)	21.1	21.1	20.9	20.6	20.9	21.2	1.4
Bury	E08000002 (00BM)	17.8	18.2	18.2	18.2	18.9	18.7	-1.0
Manchester	E08000003 (00BN)	15.8	16.0	16.1	15.6	15.8	15.7	-0.4
Oldham	E08000004 (00BP)	19.9	19.4	19.5	19.3	19.2	19.1	-1.0
Rochdale	E08000005 (00BQ)	19.6	19.7	20.2	19.5	19.2	19.9	3.4
Salford	E08000006 (00BR)	16.9	17.0	17.2	17.5	17.8	17.3	-2.3
Stockport	E08000007 (00BS)	16.9	17.6	18.5	18.3	17.9	18.0	0.8
Tameside	E08000008 (00BT)	16.7	16.3	16.9	16.4	16.1	15.7	-2.5
Trafford	E08000009 (00BU)	18.3	18.4	19.2	18.9	18.7	18.7	-0.2
Wigan	E08000010 (00BW)	19.4	19.3	20.4	20.3	20.1	20.5	1.7
Merseyside (Met County)	E11000002 (2B)	21.8	21.6	21.8	21.7	21.8	22.1	1.4
Knowsley	E08000011 (00BX)	30.7	30.1	30.7	29.8	30.8	31.6	2.5
Liverpool	E08000012 (00BY)	17.1	16.9	17.2	17.1	17.3	17.6	1.7
Sefton	E08000014 (00CA)	22.6	22.4	22.7	22.3	22.5	22.6	0.6
St. Helens	E08000013 (00BZ)	26.4	26.5	26.4	26.6	26.7	26.6	-0.3
Wirral	E08000015 (00CB)	23.8	23.5	23.9	23.6	23.6	23.5	-0.4
YORKSHIRE AND THE HUMBER	E12000003 (D)	24.6	24.7	25.0	25.1	25.4	25.6	1.0
East Riding of Yorkshire UA	E06000011 (00FB)	36.2	36.0	35.9	35.4	34.8	35.4	1.6
Kingston upon Hull, City of UA	E06000010 (00FA)	15.8	15.6	16.1	16.4	16.7	16.9	1.1
North East Lincolnshire UA	E06000012 (00FC)	25.1	25.5	25.3	25.0	25.1	25.5	1.6
North Lincolnshire UA	E06000013 (00FD)	36.9	37.6	37.3	37.5	36.8	37.2	1.0
York UA	E06000014 (00FF)	20.3	20.5	20.5	20.3	20.9	21.4	2.2
North Yorkshire	E10000023 (36)	34.6	34.2	33.5	34.0	34.3	34.5	0.8
South Yorkshire (Met County)	E11000003 (2C)	23.0	23.4	24.0	23.7	23.9	24.3	1.7
Barnsley	E08000016 (00CC)	27.3	27.6	27.8	26.9	27.2	27.7	1.8
Doncaster	E08000017 (00CE)	25.7	25.4	26.4	25.6	25.9	26.9	3.8
Rotherham	E08000018 (00CF)	26.0	26.3	27.2	27.0	27.7	27.5	-0.7
Sheffield	E08000019 (00CG)	18.6	19.4	19.7	19.7	19.7	20.1	1.8
West Yorkshire (Met County)	E11000006 (2F)	21.1	21.0	21.5	21.8	22.2	22.2	0.2
Bradford	E08000032 (00CX)	18.9	18.9	18.9	20.2	20.5	20.8	1.8
Calderdale	E08000033 (00CY)	21.5	21.3	21.7	21.0	21.5	21.5	-0.3
Kirklees	E08000034 (00CZ)	21.1	20.9	20.8	20.6	21.0	20.5	-2.4
Leeds	E08000035 (00DA)	21.2	21.2	22.4	22.9	23.2	23.1	-0.1
Wakefield	E08000036 (00DB)	23.8	23.7	23.9	23.8	24.6	25.1	2.0
EAST MIDLANDS	E12000004 (E)	28.8	28.9	29.0	28.9	28.9	29.3	1.5
Derby UA	E06000015 (00FK)	19.0	19.7	20.3	20.1	20.8	20.6	-0.7
Leicester UA	E06000016 (00FN)	16.9	16.5	17.0	16.7	16.6	17.0	2.4
Nottingham UA	E06000018 (00FY)	15.8	16.1	16.5	16.5	16.2	16.6	2.0
Rutland UA	E06000017 (00FP)	42.2	42.0	41.2	41.0	41.9	42.0	0.3
Derbyshire	E10000007 (17)	29.9	30.2	30.3	30.3	30.3	30.8	1.4
Leicestershire	E10000018 (31)	31.4	31.1	31.4	31.5	31.4	31.3	-0.2
Lincolnshire	E10000019 (32)	36.1	36.1	36.0	35.6	35.3	36.3	2.6
Northamptonshire	E10000021 (34)	30.4	30.7	30.5	30.7	30.4	30.8	1.3
Nottinghamshire	E10000024 (37)	28.6	29.1	29.0	29.0	29.1	29.6	1.8
WEST MIDLANDS	E12000005 (F)	25.1	25.3	26.0	25.7	25.8	26.2	1.5

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Table CGN0201a (TSGB0716)

Average vehicle speeds (flow-weighted) during the weekday morning peak¹ on locally managed 'A' roads²: by local authority in England, annually from 2006/7³

miles per hour

Country / region / local authority	ONS area code	Average speed						Percentage change 2010/11 to 2011/12
		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	
Herefordshire, County of UA	E06000019 (00GA)	34.5	34.4	34.7	33.5	33.5	34.1	1.8
Shropshire UA	E06000051 (00GG)	36.8	36.8	36.5	36.0	36.2	36.5	0.8
Stoke-on-Trent UA	E06000021 (00GL)	19.5	19.8	19.6	19.5	19.2	19.6	2.1
Telford and Wrekin UA	E06000020 (00GF)	40.4	39.6	39.1	38.9	39.5	40.2	1.8
Staffordshire	E10000028 (41)	28.1	28.5	28.9	28.6	28.8	29.0	1.0
Warwickshire	E10000031 (44)	29.5	29.7	29.7	29.7	30.3	30.6	0.8
Worcestershire	E10000034 (47)	30.3	30.2	31.4	31.4	31.3	31.6	0.9
West Midlands (Met County)	E11000005 (2E)	19.4	19.5	20.1	19.9	20.0	20.3	1.7
Birmingham	E08000025 (00CN)	18.1	17.8	18.5	18.6	18.5	18.7	0.9
Coventry	E08000026 (00CQ)	24.9	25.1	25.5	25.6	25.1	25.5	1.7
Dudley	E08000027 (00CR)	18.0	18.1	18.5	18.7	18.9	19.5	2.9
Sandwell	E08000028 (00CS)	17.6	18.3	19.2	18.6	18.8	19.7	4.8
Solihull	E08000029 (00CT)	30.5	31.4	31.2	29.8	31.2	30.9	-1.1
Walsall	E08000030 (00CU)	19.7	20.4	20.6	20.6	20.0	20.7	3.3
Wolverhampton	E08000031 (00CW)	17.1	16.9	17.3	17.1	17.3	17.5	1.3
EAST OF ENGLAND	E12000006 (G)	29.6	29.7	30.2	30.1	29.8	30.3	1.6
Bedford UA	E06000055 (00KB)	24.6	24.9	24.8	24.6	27.2	28.1	3.5
Central Bedfordshire UA	E06000056 (00KC)	31.5	31.4	33.3	32.2	32.7	33.3	1.8
Luton UA	E06000032 (00KA)	19.5	19.2	19.4	21.9	21.2	21.3	0.6
Peterborough UA	E06000031 (00JA)	35.9	33.0	33.4	36.0	34.8	37.3	7.2
Southend-on-Sea UA	E06000033 (00KF)	19.5	19.9	18.9	18.9	18.6	19.0	2.2
Thurrock UA	E06000034 (00KG)	37.7	37.1	39.4	38.7	38.2	39.3	2.7
Cambridgeshire	E10000003 (12)	32.0	32.1	31.9	31.8	31.6	31.2	-1.1
Essex	E10000012 (22)	30.6	30.7	30.9	30.0	29.3	30.3	3.6
Hertfordshire	E10000015 (26)	26.2	27.0	28.6	29.0	28.2	28.4	0.7
Norfolk	E10000020 (33)	31.4	31.6	31.5	31.2	31.4	31.9	1.6
Suffolk	E10000029 (42)	30.7	30.9	30.7	30.8	30.9	30.9	-0.1
LONDON	E12000007 (H)	15.9	15.8	16.3	16.5	16.4	16.2	-1.2
Inner London	E13000001 (1B)	12.6	12.4	12.7	13.0	12.7	12.6	-1.5
Camden	E09000007 (00AG)	9.9	9.2	9.5	9.8	9.6	9.4	-1.6
City of London	E09000001 (00AA)	8.7	8.9	9.1	9.8	9.2	9.4	1.9
Hackney	E09000012 (00AM)	12.7	12.5	12.8	12.8	12.3	12.9	5.1
Hammersmith and Fulham	E09000013 (00AN)	13.3	13.0	14.5	14.1	14.1	13.1	-7.2
Haringey	E09000014 (00AP)	11.9	12.2	12.6	12.7	12.4	12.4	-0.7
Islington	E09000019 (00AU)	10.1	10.0	10.2	10.3	10.1	10.2	1.0
Kensington and Chelsea	E09000020 (00AW)	12.9	12.6	12.9	13.0	11.3	11.8	4.6
Lambeth	E09000022 (00AY)	11.3	11.4	11.1	11.3	11.3	11.4	1.0
Lewisham	E09000023 (00AZ)	11.1	10.5	11.2	11.5	11.5	11.0	-4.5
Newham	E09000025 (00BB)	24.5	23.5	23.1	23.8	23.6	22.7	-3.7
Southwark	E09000028 (00BE)	11.2	10.6	10.5	10.7	10.7	10.6	-0.6
Tower Hamlets	E09000030 (00BG)	13.9	14.7	14.8	16.2	15.8	15.3	-3.3
Wandsworth	E09000032 (00BJ)	11.3	11.6	12.1	11.8	12.3	12.3	-0.5
Westminster	E09000033 (00BK)	11.3	11.2	11.2	11.3	10.3	10.4	0.7
Outer London	E13000002 (1C)	17.9	17.8	18.5	18.5	18.5	18.3	-1.1
Barking and Dagenham	E09000002 (00AB)	19.1	18.4	17.8	17.6	17.3	17.3	-0.3
Barnet	E09000003 (00AC)	16.9	17.2	17.1	16.9	16.8	16.8	-0.4
Bexley	E09000004 (00AD)	22.4	23.7	24.1	24.1	23.7	24.3	2.4
Brent	E09000005 (00AE)	15.9	16.0	15.6	16.2	17.4	16.2	-6.9
Bromley	E09000006 (00AF)	18.5	18.9	18.8	19.1	19.2	19.3	0.5
Croydon	E09000008 (00AH)	15.5	15.4	15.4	15.4	15.6	15.6	0.0
Ealing	E09000009 (00AJ)	16.1	16.0	17.1	18.2	19.3	17.8	-7.8
Enfield	E09000010 (00AK)	18.4	17.8	18.4	18.2	16.2	18.1	11.7
Greenwich	E09000011 (00AL)	15.5	14.5	16.6	16.4	16.3	16.0	-1.8
Harrow	E09000015 (00AQ)	15.6	16.2	16.3	16.1	16.6	16.4	-1.4
Havering	E09000016 (00AR)	24.0	23.3	23.7	24.3	24.2	23.9	-1.4
Hillingdon	E09000017 (00AS)	22.7	23.4	24.7	24.3	23.4	22.2	-5.1
Hounslow	E09000018 (00AT)	14.9	15.1	16.4	16.5	16.5	15.5	-5.7
Kingston upon Thames	E09000021 (00AX)	21.2	20.9	23.3	22.6	24.4	22.6	-7.2
Merton	E09000024 (00BA)	13.4	13.7	14.1	13.7	13.9	14.1	0.8
Redbridge	E09000026 (00BC)	21.4	21.4	20.9	21.4	20.4	21.3	4.4
Richmond upon Thames	E09000027 (00BD)	13.4	13.6	14.6	14.1	14.2	13.3	-6.7
Sutton	E09000029 (00BF)	15.1	15.1	16.0	15.2	15.9	16.4	3.1
Waltham Forest	E09000031 (00BH)	22.3	21.4	22.1	21.5	21.5	22.2	3.2
SOUTH EAST	E12000008 (J)	27.2	27.2	27.6	27.3	27.6	27.5	-0.2
Bracknell Forest UA	E06000036 (00MA)	28.0	28.5	29.1	29.3	28.6	27.9	-2.6
Brighton and Hove UA	E06000043 (00ML)	17.6	17.5	18.1	17.7	17.8	17.5	-1.7
Isle of Wight UA	E06000046 (00MW)	24.9	24.7	24.5	23.8	24.2	24.0	-0.8
Medway UA	E06000035 (00LC)	24.8	24.7	25.1	23.6	25.0	25.3	1.2
Milton Keynes UA	E06000042 (00MG)	33.2	31.6	35.3	34.5	34.8	34.1	-2.2
Portsmouth UA	E06000044 (00MR)	16.7	17.5	16.9	17.2	17.1	17.6	3.1
Reading UA	E06000038 (00MC)	13.5	14.0	15.3	14.7	15.0	14.6	-2.4
Slough UA	E06000039 (00MD)	16.0	15.9	16.2	16.2	15.6	15.3	-2.3
Southampton UA	E06000045 (00MS)	17.5	17.2	17.3	16.7	17.0	17.6	3.5

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Table CGN0201a (TSGB0716)

Average vehicle speeds (flow-weighted) during the weekday morning peak¹ on locally managed 'A' roads²: by local authority in England, annually from 2006/7³

miles per hour

Country / region / local authority	ONS area code	Average speed						Percentage change 2010/11 to 2011/12
		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	
West Berkshire UA	E06000037 (00MB)	28.4	27.9	29.6	29.2	29.4	29.3	-0.6
Windsor and Maidenhead UA	E06000040 (00ME)	25.9	25.6	25.3	25.3	25.1	25.6	1.8
Wokingham UA	E06000041 (00MF)	27.3	28.0	28.1	26.3	28.0	28.1	0.4
Buckinghamshire	E10000002 (11)	28.4	28.1	28.5	28.3	28.4	28.3	-0.3
East Sussex	E10000011 (21)	29.5	29.4	29.8	29.0	29.2	30.0	2.5
Hampshire	E10000014 (24)	31.7	31.6	32.4	31.9	32.3	32.3	-0.1
Kent	E10000016 (29)	27.7	28.0	28.5	28.4	28.7	29.3	2.3
Oxfordshire	E10000025 (38)	31.2	31.6	31.8	31.6	32.0	31.6	-1.1
Surrey	E10000030 (43)	23.8	23.7	23.9	24.0	24.1	23.5	-2.6
West Sussex	E10000032 (45)	31.4	31.2	31.0	30.6	31.2	31.1	-0.1
SOUTH WEST	E12000009 (K)	28.5	28.6	28.8	28.7	28.6	29.1	1.6
Bath and North East Somerset UA	E06000022 (00HA)	21.9	21.5	22.6	22.4	22.4	22.8	1.5
Bournemouth UA	E06000028 (00HN)	24.0	23.2	25.4	24.7	24.3	23.6	-3.2
Bristol, City of UA	E06000023 (00HB)	14.7	15.1	15.9	15.6	15.5	15.7	1.1
Cornwall UA	E06000052 (00HE)	32.5	32.8	32.9	32.6	32.8	33.0	0.7
Isles of Scilly UA	E06000053 (00HF)	..	..	..	..	..	..	..
North Somerset UA	E06000024 (00HC)	28.9	29.0	29.5	29.4	29.8	30.1	0.8
Plymouth UA	E06000026 (00HG)	21.5	21.6	21.7	21.1	19.5	20.3	4.4
Poole UA	E06000029 (00HP)	22.3	23.6	23.5	24.0	23.6	23.8	0.6
South Gloucestershire UA	E06000025 (00HD)	25.3	25.1	25.3	24.9	24.6	25.1	2.0
Swindon UA	E06000030 (00HX)	26.0	26.1	26.1	26.5	26.5	27.6	4.2
Torbay UA	E06000027 (00HH)	23.3	23.0	23.0	23.3	22.0	23.3	6.0
Wiltshire UA	E06000054 (00HY)	32.1	32.0	32.0	31.9	32.1	32.5	1.4
Devon	E10000008 (18)	31.8	31.9	32.1	32.0	32.2	32.6	1.1
Dorset	E10000009 (19)	35.7	35.5	34.7	34.4	34.6	36.1	4.5
Gloucestershire	E10000013 (23)	29.2	29.3	29.4	29.3	29.5	29.7	0.9
Somerset	E10000027 (40)	31.3	31.3	31.2	31.2	31.4	31.5	0.4

1. Morning peak defined as 7am to 10am. Weekdays falling within August and school holiday periods are excluded.

2. Average speeds are measured in both directions.

3. Academic years - September to July.

.. = not available

[Notes & definitions](#)

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Source: DfT Congestion Data

Last updated: November 2012

Next update: November 2013

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Table CGN0201b (TSGB0716)

Average vehicle journey times (flow-weighted) during the weekday morning peak¹ on locally managed 'A' roads²: by local authority in England, annually from 2006/7³

Country / region / local authority	ONS area code	Average journey time						minutes per mile	Percentage change 2001/11 to 2011/12
		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12		
ENGLAND	E92000001 (921)	2.43	2.43	2.39	2.40	2.39	2.37	-0.8	
NORTH EAST	E12000001 (A)	2.09	2.10	2.10	2.11	2.12	2.06	-3.0	
County Durham UA	E06000047 (00EJ)	1.77	1.77	1.77	1.80	1.82	1.78	-2.0	
Darlington UA	E06000005 (00EH)	2.19	2.24	2.18	2.20	2.21	2.21	0.2	
Hartlepool UA	E06000001 (00EB)	1.69	1.95	1.73	1.73	1.76	1.74	-1.4	
Middlesbrough UA	E06000002 (00EC)	2.21	2.21	2.41	2.27	2.18	2.10	-3.5	
Northumberland UA	E06000048 (00EM)	1.62	1.64	1.66	1.68	1.68	1.68	-0.1	
Redcar and Cleveland UA	E06000003 (00EE)	1.62	1.62	1.61	1.62	1.68	1.67	-0.8	
Stockton-on-Tees UA	E06000004 (00EF)	2.32	2.29	2.27	2.32	2.34	2.29	-2.0	
Tyne and Wear (Met County)	E11000004 (2D)	2.57	2.56	2.55	2.57	2.58	2.43	-5.6	
Gateshead	E08000020 (00CH)	2.92	2.84	2.84	2.89	2.89	2.66	-7.9	
Newcastle upon Tyne	E08000021 (00CJ)	3.25	3.24	3.22	3.16	3.14	3.06	-2.6	
North Tyneside	E08000022 (00CK)	2.28	2.38	2.39	2.33	2.32	2.15	-7.2	
South Tyneside	E08000023 (00CL)	2.67	2.62	2.60	2.69	2.76	2.47	-10.3	
Sunderland	E08000024 (00CM)	2.05	2.00	1.97	2.05	2.07	2.02	-2.3	
NORTH WEST	E12000002 (B)	2.67	2.67	2.63	2.65	2.65	2.62	-0.9	
Blackburn with Darwen UA	E06000008 (00EX)	3.15	3.16	3.13	3.12	3.05	3.05	0.1	
Blackpool UA	E06000009 (00EY)	3.21	3.26	3.17	3.20	3.36	3.18	-5.4	
Cheshire East UA	E06000049 (00EQ)	2.15	2.16	2.11	2.10	2.14	2.09	-2.2	
Cheshire West and Chester UA	E06000050 (00EW)	2.02	2.06	2.03	2.01	2.01	2.04	1.4	
Halton UA	E06000006 (00ET)	1.70	1.72	1.60	1.74	1.62	1.62	0.0	
Warrington UA	E06000007 (00EU)	2.78	2.82	2.68	2.75	2.74	2.74	0.2	
Cumbria	E10000006 (16)	1.91	1.91	1.93	1.93	1.92	1.87	-2.3	
Lancashire	E10000017 (30)	2.38	2.37	2.37	2.36	2.34	2.31	-1.3	
Greater Manchester (Met County)	E11000001 (2A)	3.33	3.31	3.24	3.29	3.28	3.28	0.0	
Bolton	E08000001 (00BL)	2.84	2.85	2.87	2.91	2.87	2.83	-1.4	
Bury	E08000002 (00BM)	3.37	3.29	3.29	3.30	3.18	3.21	1.0	
Manchester	E08000003 (00BN)	3.79	3.74	3.72	3.84	3.81	3.82	0.4	
Oldham	E08000004 (00BP)	3.02	3.09	3.07	3.11	3.12	3.15	1.0	
Rochdale	E08000005 (00BQ)	3.06	3.05	2.97	3.08	3.12	3.02	-3.3	
Salford	E08000006 (00BR)	3.55	3.53	3.48	3.42	3.38	3.46	2.3	
Stockport	E08000007 (00BS)	3.55	3.42	3.25	3.28	3.36	3.33	-0.8	
Tameside	E08000008 (00BT)	3.59	3.68	3.55	3.66	3.72	3.82	2.6	
Trafford	E08000009 (00BU)	3.28	3.26	3.13	3.18	3.20	3.21	0.2	
Wigan	E08000010 (00BV)	3.10	3.10	2.94	2.95	2.98	2.93	-1.7	
Merseyside (Met County)	E11000002 (2B)	2.75	2.78	2.75	2.77	2.75	2.71	-1.4	
Knowsley	E08000011 (00BX)	1.95	2.00	1.96	2.01	1.95	1.90	-2.4	
Liverpool	E08000012 (00BY)	3.51	3.54	3.50	3.50	3.48	3.42	-1.7	
Sefton	E08000014 (00CA)	2.65	2.67	2.64	2.69	2.67	2.65	-0.6	
St. Helens	E08000013 (00BZ)	2.27	2.27	2.27	2.26	2.25	2.25	0.3	
Wirral	E08000015 (00CB)	2.52	2.55	2.51	2.54	2.54	2.55	0.4	
YORKSHIRE AND THE HUMBER	E12000003 (D)	2.44	2.43	2.40	2.39	2.36	2.34	-0.9	
East Riding of Yorkshire UA	E06000011 (00FB)	1.66	1.67	1.67	1.69	1.72	1.69	-1.6	
Kingston upon Hull, City of UA	E06000010 (00FA)	3.80	3.84	3.73	3.65	3.59	3.55	-1.1	
North East Lincolnshire UA	E06000012 (00FC)	2.39	2.35	2.37	2.40	2.39	2.35	-1.5	
North Lincolnshire UA	E06000013 (00FD)	1.63	1.60	1.61	1.60	1.63	1.61	-1.0	
York UA	E06000014 (00FF)	2.96	2.93	2.93	2.96	2.87	2.81	-2.1	
North Yorkshire	E10000023 (36)	1.74	1.75	1.79	1.77	1.75	1.74	-0.8	
South Yorkshire (Met County)	E11000003 (2C)	2.61	2.56	2.50	2.53	2.51	2.47	-1.7	
Barnsley	E08000016 (00CC)	2.20	2.17	2.16	2.23	2.21	2.17	-1.8	
Doncaster	E08000017 (00CE)	2.33	2.36	2.27	2.34	2.32	2.23	-3.7	
Rotherham	E08000018 (00CF)	2.31	2.28	2.21	2.23	2.17	2.18	0.7	
Sheffield	E08000019 (00CG)	3.22	3.09	3.05	3.04	3.04	2.99	-1.8	
West Yorkshire (Met County)	E11000006 (2F)	2.84	2.85	2.79	2.75	2.71	2.70	-0.2	
Bradford	E08000032 (00CX)	3.17	3.18	3.17	2.96	2.93	2.88	-1.8	
Calderdale	E08000033 (00CY)	2.79	2.82	2.76	2.86	2.78	2.79	0.3	
Kirklees	E08000034 (00CZ)	2.84	2.88	2.88	2.91	2.86	2.93	2.4	
Leeds	E08000035 (00DA)	2.83	2.82	2.68	2.62	2.59	2.59	0.1	
Wakefield	E08000036 (00DB)	2.52	2.53	2.51	2.52	2.44	2.39	-1.9	
EAST MIDLANDS	E12000004 (E)	2.09	2.07	2.07	2.08	2.08	2.05	-1.5	
Derby UA	E06000015 (00FK)	3.15	3.05	2.95	2.99	2.89	2.91	0.7	
Leicester UA	E06000016 (00FN)	3.55	3.64	3.53	3.60	3.62	3.53	-2.4	
Nottingham UA	E06000018 (00FY)	3.79	3.72	3.63	3.64	3.70	3.63	-1.9	
Rutland UA	E06000017 (00FP)	1.42	1.43	1.46	1.47	1.43	1.43	-0.3	
Derbyshire	E10000007 (17)	2.01	1.99	1.98	1.98	1.98	1.95	-1.4	
Leicestershire	E10000018 (31)	1.91	1.93	1.91	1.91	1.91	1.92	0.2	
Lincolnshire	E10000019 (32)	1.66	1.66	1.67	1.69	1.70	1.66	-2.5	
Northamptonshire	E10000021 (34)	1.97	1.96	1.97	1.96	1.97	1.95	-1.3	
Nottinghamshire	E10000024 (37)	2.10	2.06	2.07	2.07	2.06	2.03	-1.8	
WEST MIDLANDS	E12000005 (F)	2.39	2.38	2.31	2.33	2.32	2.29	-1.4	

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Table CGN0201b (TSGB0716)

Average vehicle journey times (flow-weighted) during the weekday morning peak¹ on locally managed 'A' roads²: by local authority in England, annually from 2006/7³

Country / region / local authority	ONS area code	Average journey time						minutes per mile
		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	Percentage change 20010/11 to 2011/12
Herefordshire, County of UA	E06000019 (00GA)	1.74	1.75	1.73	1.79	1.79	1.76	-1.7
Shropshire UA	E06000051 (00GG)	1.63	1.63	1.65	1.67	1.66	1.65	-0.8
Stoke-on-Trent UA	E06000021 (00GL)	3.07	3.04	3.06	3.08	3.12	3.06	-2.0
Telford and Wrekin UA	E06000020 (00GF)	1.48	1.51	1.53	1.54	1.52	1.49	-1.8
Staffordshire	E10000028 (41)	2.14	2.11	2.08	2.10	2.09	2.07	-0.9
Warwickshire	E10000031 (44)	2.04	2.02	2.02	2.02	1.98	1.96	-0.8
Worcestershire	E10000034 (47)	1.98	1.98	1.91	1.91	1.91	1.90	-0.9
West Midlands (Met County)	E11000005 (2E)	3.09	3.08	2.99	3.01	3.01	2.96	-1.7
Birmingham	E08000025 (00CN)	3.32	3.36	3.25	3.23	3.24	3.21	-0.9
Coventry	E08000026 (00CQ)	2.41	2.40	2.35	2.34	2.39	2.35	-1.7
Dudley	E08000027 (00CR)	3.34	3.32	3.25	3.21	3.17	3.08	-2.8
Sandwell	E08000028 (00CS)	3.41	3.27	3.13	3.23	3.19	3.05	-4.6
Solihull	E08000029 (00CT)	1.97	1.91	1.92	2.01	1.92	1.94	1.1
Walsall	E08000030 (00CU)	3.05	2.94	2.91	2.91	3.00	2.90	-3.2
Wolverhampton	E08000031 (00CW)	3.51	3.56	3.47	3.50	3.47	3.43	-1.3
EAST OF ENGLAND	E12000006 (G)	2.03	2.02	1.99	2.00	2.01	1.98	-1.6
Bedford UA	E06000055 (00KB)	2.44	2.41	2.42	2.44	2.21	2.13	-3.4
Central Bedfordshire UA	E06000056 (00KC)	1.91	1.91	1.80	1.87	1.83	1.80	-1.8
Luton UA	E06000032 (00KA)	3.08	3.12	3.10	2.75	2.84	2.82	-0.6
Peterborough UA	E06000031 (00JA)	1.67	1.82	1.80	1.67	1.72	1.61	-6.7
Southend-on-Sea UA	E06000033 (00KF)	3.08	3.02	3.17	3.18	3.22	3.15	-2.2
Thurrock UA	E06000034 (00KG)	1.59	1.62	1.52	1.55	1.57	1.53	-2.7
Cambridgeshire	E10000003 (12)	1.88	1.87	1.88	1.88	1.90	1.92	1.1
Essex	E10000012 (22)	1.96	1.95	1.94	2.00	2.05	1.98	-3.5
Hertfordshire	E10000015 (26)	2.29	2.23	2.10	2.07	2.13	2.12	-0.7
Norfolk	E10000020 (33)	1.91	1.90	1.90	1.92	1.91	1.88	-1.5
Suffolk	E10000029 (42)	1.96	1.94	1.95	1.95	1.94	1.94	0.1
LONDON	E12000007 (H)	3.78	3.80	3.67	3.63	3.65	3.69	1.2
Inner London	E13000001 (1B)	4.77	4.82	4.71	4.60	4.71	4.78	1.5
Camden	E09000007 (00AG)	6.04	6.49	6.31	6.12	6.25	6.35	1.7
City of London	E09000001 (00AA)	6.87	6.78	6.58	6.13	6.52	6.40	-1.8
Hackney	E09000012 (00AM)	4.72	4.79	4.69	4.70	4.88	4.64	-4.9
Hammersmith and Fulham	E09000013 (00AN)	4.50	4.61	4.15	4.27	4.25	4.58	7.7
Haringey	E09000014 (00AP)	5.02	4.91	4.74	4.74	4.82	4.85	0.7
Islington	E09000019 (00AU)	5.93	6.01	5.86	5.83	5.91	5.86	-1.0
Kensington and Chelsea	E09000020 (00AV)	4.65	4.77	4.65	4.63	5.31	5.07	-4.4
Lambeth	E09000022 (00AY)	5.32	5.26	5.43	5.29	5.30	5.25	-0.9
Lewisham	E09000023 (00AZ)	5.41	5.74	5.34	5.21	5.21	5.46	4.7
Newham	E09000025 (00BB)	2.45	2.55	2.60	2.52	2.55	2.64	3.8
Southwark	E09000028 (00BE)	5.37	5.64	5.71	5.61	5.62	5.65	0.6
Tower Hamlets	E09000030 (00BG)	4.31	4.08	4.06	3.69	3.80	3.93	3.4
Wandsworth	E09000032 (00BJ)	5.32	5.19	4.94	5.08	4.87	4.89	0.5
Westminster	E09000033 (00BK)	5.32	5.37	5.38	5.33	5.80	5.76	-0.7
Outer London	E13000002 (1C)	3.36	3.37	3.24	3.24	3.24	3.28	1.2
Barking and Dagenham	E09000002 (00AB)	3.14	3.27	3.37	3.40	3.46	3.47	0.3
Barnet	E09000003 (00AC)	3.56	3.50	3.52	3.55	3.56	3.58	0.4
Bexley	E09000004 (00AD)	2.68	2.54	2.49	2.49	2.53	2.47	-2.4
Brent	E09000005 (00AE)	3.78	3.75	3.84	3.70	3.45	3.70	7.4
Bromley	E09000006 (00AF)	3.25	3.17	3.19	3.14	3.13	3.11	-0.5
Croydon	E09000008 (00AH)	3.88	3.91	3.90	3.89	3.85	3.85	0.0
Ealing	E09000009 (00AJ)	3.73	3.76	3.50	3.30	3.12	3.38	8.5
Enfield	E09000010 (00AK)	3.26	3.38	3.26	3.29	3.71	3.32	-10.5
Greenwich	E09000011 (00AL)	3.87	4.15	3.60	3.67	3.67	3.74	1.8
Harrow	E09000015 (00AQ)	3.85	3.69	3.67	3.72	3.61	3.67	1.4
Havering	E09000016 (00AR)	2.50	2.58	2.53	2.47	2.48	2.51	1.4
Hillingdon	E09000017 (00AS)	2.65	2.56	2.43	2.47	2.57	2.70	5.4
Hounslow	E09000018 (00AT)	4.01	3.97	3.65	3.64	3.64	3.86	6.0
Kingston upon Thames	E09000021 (00AX)	2.82	2.87	2.57	2.66	2.46	2.65	7.8
Merton	E09000024 (00BA)	4.48	4.39	4.26	4.39	4.30	4.27	-0.8
Redbridge	E09000026 (00BC)	2.80	2.80	2.87	2.80	2.95	2.82	-4.2
Richmond upon Thames	E09000027 (00BD)	4.49	4.41	4.11	4.25	4.22	4.53	7.2
Sutton	E09000029 (00BF)	3.96	3.96	3.76	3.94	3.78	3.66	-3.0
Waltham Forest	E09000031 (00BH)	2.69	2.80	2.72	2.79	2.79	2.70	-3.1
SOUTH EAST	E12000008 (J)	2.21	2.21	2.17	2.20	2.18	2.18	0.2
Bracknell Forest UA	E06000036 (00MA)	2.14	2.11	2.06	2.05	2.10	2.15	2.7
Brighton and Hove UA	E06000043 (00ML)	3.40	3.43	3.31	3.39	3.37	3.43	1.7
Isle of Wight UA	E06000046 (00MW)	2.41	2.43	2.44	2.52	2.48	2.50	0.8
Medway UA	E06000035 (00LC)	2.42	2.43	2.40	2.54	2.40	2.37	-1.2
Milton Keynes UA	E06000042 (00MG)	1.81	1.90	1.70	1.74	1.72	1.76	2.2
Portsmouth UA	E06000044 (00MR)	3.60	3.44	3.55	3.48	3.51	3.40	-3.0
Reading UA	E06000038 (00MC)	4.45	4.28	3.93	4.08	4.01	4.10	2.4
Slough UA	E06000039 (00MD)	3.75	3.78	3.71	3.71	3.85	3.93	2.3
Southampton UA	E06000045 (00MS)	3.43	3.49	3.48	3.58	3.53	3.42	-3.4

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Table CGN0201b (TSGB0716)

Average vehicle journey times (flow-weighted) during the weekday morning peak¹ on locally managed 'A' roads²: by local authority in England, annually from 2006/7³

Country / region / local authority	ONS area code	Average journey time						minutes per mile
		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	Percentage change 20010/11 to 2011/12
West Berkshire UA	E06000037 (00MB)	2.11	2.15	2.03	2.05	2.04	2.05	0.6
Windsor and Maidenhead UA	E06000040 (00ME)	2.32	2.34	2.37	2.37	2.39	2.35	-1.8
Wokingham UA	E06000041 (00MF)	2.20	2.15	2.13	2.28	2.14	2.14	-0.3
Buckinghamshire	E10000002 (11)	2.11	2.14	2.11	2.12	2.11	2.12	0.3
East Sussex	E10000011 (21)	2.04	2.04	2.01	2.07	2.05	2.00	-2.5
Hampshire	E10000014 (24)	1.89	1.90	1.85	1.88	1.86	1.86	0.1
Kent	E10000016 (29)	2.16	2.14	2.10	2.12	2.09	2.05	-2.3
Oxfordshire	E10000025 (38)	1.92	1.90	1.89	1.90	1.88	1.90	1.1
Surrey	E10000030 (43)	2.52	2.54	2.51	2.50	2.49	2.55	2.7
West Sussex	E10000032 (45)	1.91	1.92	1.94	1.96	1.93	1.93	0.1
SOUTH WEST	E12000009 (K)	2.10	2.10	2.08	2.09	2.10	2.06	-1.6
Bath and North East Somerset UA	E06000022 (00HA)	2.74	2.79	2.66	2.68	2.68	2.64	-1.5
Bournemouth UA	E06000028 (00HN)	2.50	2.59	2.36	2.43	2.46	2.55	3.3
Bristol, City of UA	E06000023 (00HB)	4.07	3.98	3.78	3.85	3.86	3.82	-1.1
Cornwall UA	E06000052 (00HE)	1.85	1.83	1.82	1.84	1.83	1.82	-0.7
Isles of Scilly UA	E06000053 (00HF)	..	..	..	..	..	..	..
North Somerset UA	E06000024 (00HC)	2.07	2.07	2.03	2.04	2.01	1.99	-0.8
Plymouth UA	E06000026 (00HG)	2.80	2.78	2.77	2.85	3.08	2.95	-4.2
Poole UA	E06000029 (00HP)	2.69	2.54	2.55	2.50	2.54	2.52	-0.6
South Gloucestershire UA	E06000025 (00HD)	2.37	2.39	2.37	2.41	2.44	2.39	-2.0
Swindon UA	E06000030 (00HX)	2.31	2.30	2.30	2.27	2.26	2.17	-4.1
Torbay UA	E06000027 (00HH)	2.58	2.61	2.60	2.57	2.73	2.58	-5.7
Wiltshire UA	E06000054 (00HY)	1.87	1.88	1.87	1.88	1.87	1.84	-1.4
Devon	E10000008 (18)	1.89	1.88	1.87	1.87	1.86	1.84	-1.1
Dorset	E10000009 (19)	1.68	1.69	1.73	1.74	1.74	1.66	-4.3
Gloucestershire	E10000013 (23)	2.06	2.04	2.04	2.05	2.04	2.02	-0.9
Somerset	E10000027 (40)	1.92	1.92	1.92	1.92	1.91	1.91	-0.4

1. Morning peak defined as 7am to 10am. Weekdays falling within August and school holiday periods are excluded.

2. Average journey times are measured in both directions.

3. Academic years - September to July.

.. = not available

[Notes & definitions](#)

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Source: DfT Congestion Data

Last updated: November 2012

Next update: November 2013

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Table TSGB0717
 Regional expenditure on roads: 2010/11¹

	£ Million									
	North East	North West	Yorkshire and the Humber	East Midlands	West Midlands	East of England	South East	London	South West	England
Motorways and trunk roads:										
New construction/improvement and structural maintenance	71.0	114.7	192.2	235.9	123.0	670.6	236.4	6.6	87.3	1,737.6
Current maintenance, including routine & winter maintenance	33.1	39.4	58.0	34.1	27.5	49.1	107.5	5.7	59.0	413.5
DBFO service payments ²	45.1	0.0	75.3	19.2	0.0	50.2	127.9	0.0	50.6	368.2
Local Roads: ³										
New construction/improvement for highways, lighting, road safety and structural maintenance ⁴	211.2	739.7	308.9	273.2	394.6	461.3	487.2	859.2	433.9	4,169.2
Revenue expenditure on bridge structural maintenance & strengthening	4.0	4.7	3.1	1.7	7.0	7.3	9.3	14.5	3.9	55.6
Routine and winter maintenance	37.5	132.3	111.3	84.9	122.7	123.4	208.9	214.9	128.3	1,164.2
Revenue expenditure on road safety	7.8	15.5	16.4	14.1	38.5	16.6	24.5	174.2	12.3	320.0
Revenue expenditure on public lighting	45.6	84.1	53.1	37.5	56.4	46.4	59.8	65.7	41.7	490.3
All road expenditure	455.2	1,130.4	818.3	700.7	769.6	1,424.9	1,261.6	1,340.8	817.1	8,718.7

1 Apportionment between the regions involves an estimation process.

2 Payments to contractors under Design, Build, Finance & Operate (DBFO) schemes.

3 Local authority expenditure excludes expenditure on car parks.

4 Includes expenditure on 'patching'.

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Sources - Highways Agency Financial Accounts and local authority returns to the Department for Communities and Local Government (DCLG)

Last Updated: November 2012

Next Updated: November 2013

The figures in this table are outside the scope of National Statistics

Department for Transport statistics
[Transport Statistics Great Britain](#)

Table TSGB0718
Road construction tender price index: 2001-2011

	Index: 1995 = 100										
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 ^P
All roads	117	121	121	122	135	150	153	146	146	165	174

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Source: derived from [Construction Tender Price Indices - September 2012 \(BCIS and BIS\)](#)

Last updated: November 2012

Next updated: November 2013

The figures in this table are outside the scope of National Statistics

Table RDE0103 (TSGB0719)
Road taxation revenue in 2011/12

	£million	
	Number of vehicles ¹ (thousand)	Vehicle excise duty ²
(a) Vehicle Excise Duty classified by vehicle taxation group		
Private and light goods	39,505	5,591
Motorcycles, scooters and mopeds	1,375	60
Buses and coaches	126	29
Goods	487	233
Other	1,987	18
All vehicles	43,480	5,932

(b) Fuel tax classified by propulsion type²	Petrol	Diesel	Total¹
	11,258	14,944	26,800

1. Total number of unique vehicles licenced during the year. This will exceed the licenced stock at any one time.
2. The overall estimate of vehicle excise duty raised is provided by DVLA. The split of this total across vehicle taxation groups is estimated by applying the relevant excise duty rate to the average of the number of licenced vehicles in each group at the end of each quarter of the year.
3. Total fuel tax by propulsion includes oil and gas.
4. Not including receipts from VAT

Source: HMRC and DVLA
Last updated: November 2012
Next updated: November 2013

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The road tax figures in this table are outside the scope of National Statistics

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Table TSGB0720

New road construction and improvement: motorways and all purpose trunk roads: England: 2001/02-2011/12¹

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 ²	2011/12 ²
(a) Starts											
Route kilometres	5	21	51	30	69	65	59	35	120	0	39
Lane kilometres	18	65	195	82	153	178	104	97	230	0	77
(b) Completions											
Route kilometres	0	56	113	49	37	67	42	102	37	51	55
Lane kilometres	0	191	446	172	108	144	109	140	19	141	110

1 Includes Design, Build, Finance and Operate (DBFO) schemes.

2 The Lane kms shown from 2010/11 includes new managed motorway schemes. This is not new build - this is new use of existing lanes via the various Managed Motorway methods (dynamic use of hard shoulder, all lane running, etc.).

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Source - Highways Agency

Last updated: November 2012

Next updated: November 2013

The figures in this table are outside the scope of National Statistics



Transport Accidents and Casualties



This section looks at road and rail accidents and casualties, and motoring offences.

Reported Road Casualties

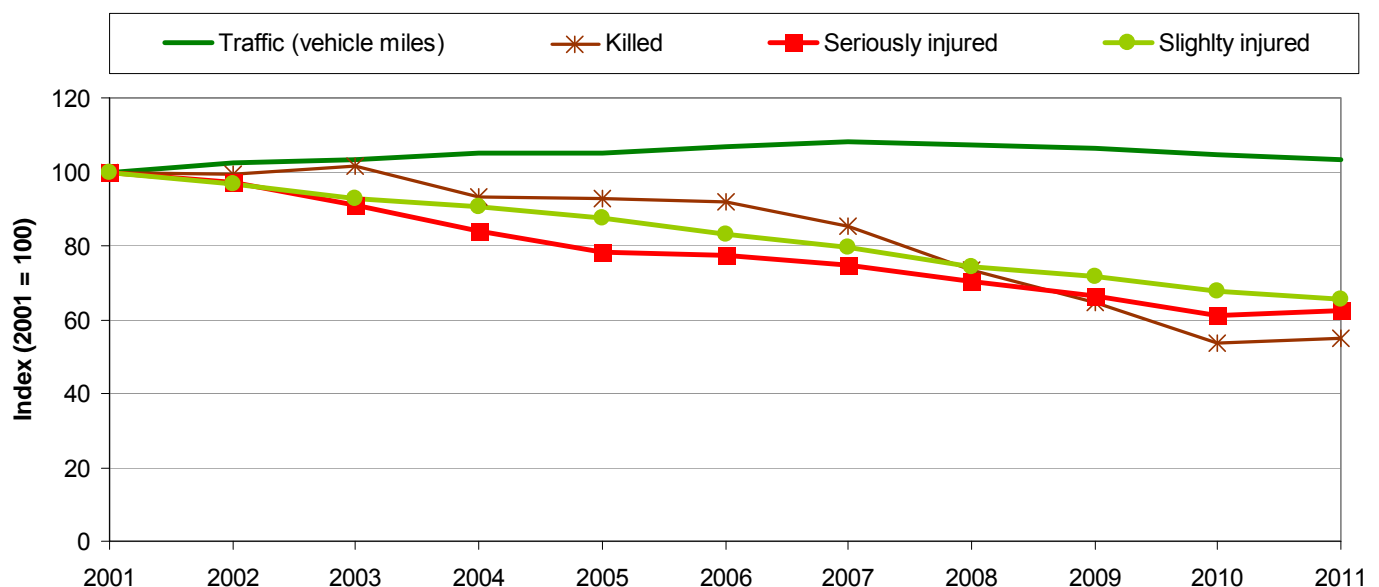
([Table TSGB0801 – 0804, 0809](#))

- In 2011, there were a total of 203,950 reported casualties of all severities, 35 per cent lower than a decade earlier in 2001. A total of 1,901 people were killed, 49 per cent lower than in 2001, 23,122 were seriously injured (down 38 per cent) and 178,927 were slightly injured (down 34 per cent). Between 2001 and 2011 traffic grew by 3.2 per cent.

Transport Accidents and Casualties includes:

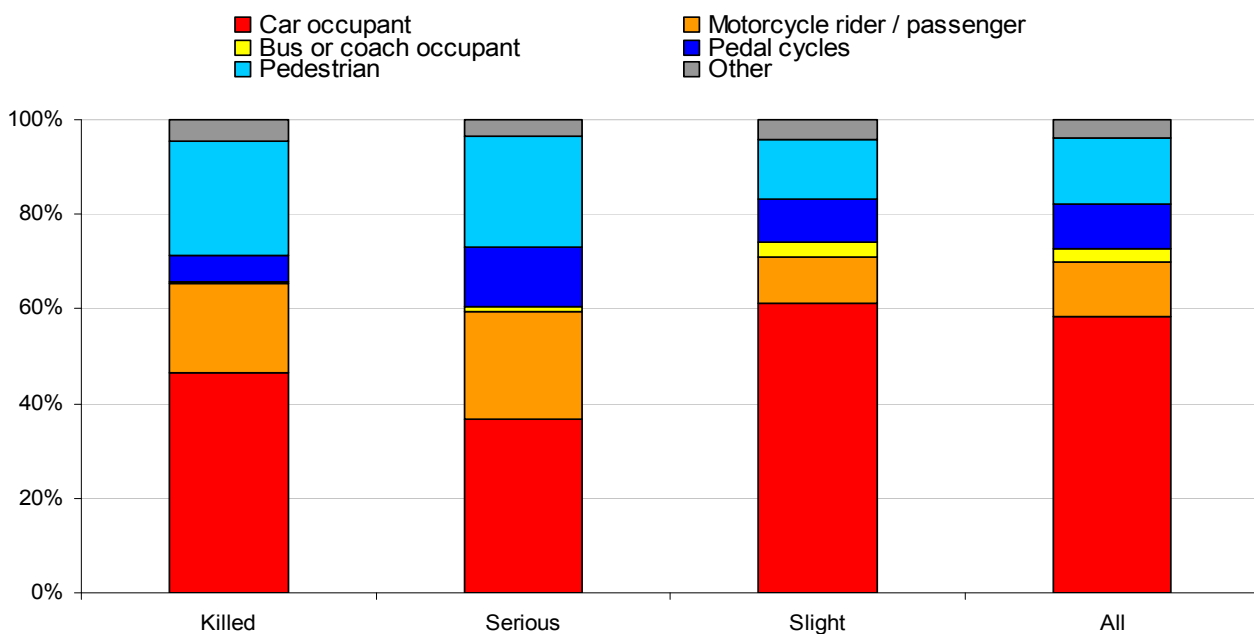
- Traffic and reported road accident casualties, by casualty severity, roads user type, road class.
- Reported road accident casualties, by road class, hour of day.
- Breath tests performed on car drivers and motorcycle riders.
- Motoring offences.
- Rail accident casualties by casualty severity and casualty mode.
- Rail signals passed at danger (SPADS).on Network rail controlled infrastructure.

Traffic and reported casualties by severity: Great Britain 2001 to 2011: Index 2001=100



- The chart above shows the trends in killed, seriously and slightly injured casualties between 2001 and 2011. Although traffic levels have been above the 2001 levels every year since, all categories of injured casualties have fallen. The numbers of slightly injured and seriously injured have shown a similar almost consistent fall each year (aside from the 2010 to 2011 increase in seriously injured).
- The pattern for numbers killed is a little less regular, with the most significant falls being seen between 2006 and 2010, when they decreased by 42 per cent.

Proportion of reported casualties by road user type and severity: GB 2011



- The chart above shows that car occupants accounted for nearly 60 per cent of all casualties as well as being the largest group of casualties across all the levels of severity.
- Vulnerable road users, made up of cyclists, motorcyclists and pedestrians, together accounted for 49 per cent of all deaths but only 35 per cent of seriously and slightly injured casualties. Within this group of vulnerable road users, only around a fifth of killed or seriously injured casualties were pedal cyclists in comparison with 41 per cent being pedestrians and 39 per cent being motorcyclists.
- Nearly two thirds of accidents occur on urban roads. However this is reversed for fatal accidents with 61 per cent occurring on rural roads. Only 4 per cent of all accidents occur on motorways, a rate of 94 accidents per billion vehicle miles driven in comparison with 848 accidents per billion miles on urban roads and 369 accidents per billion miles on rural roads.

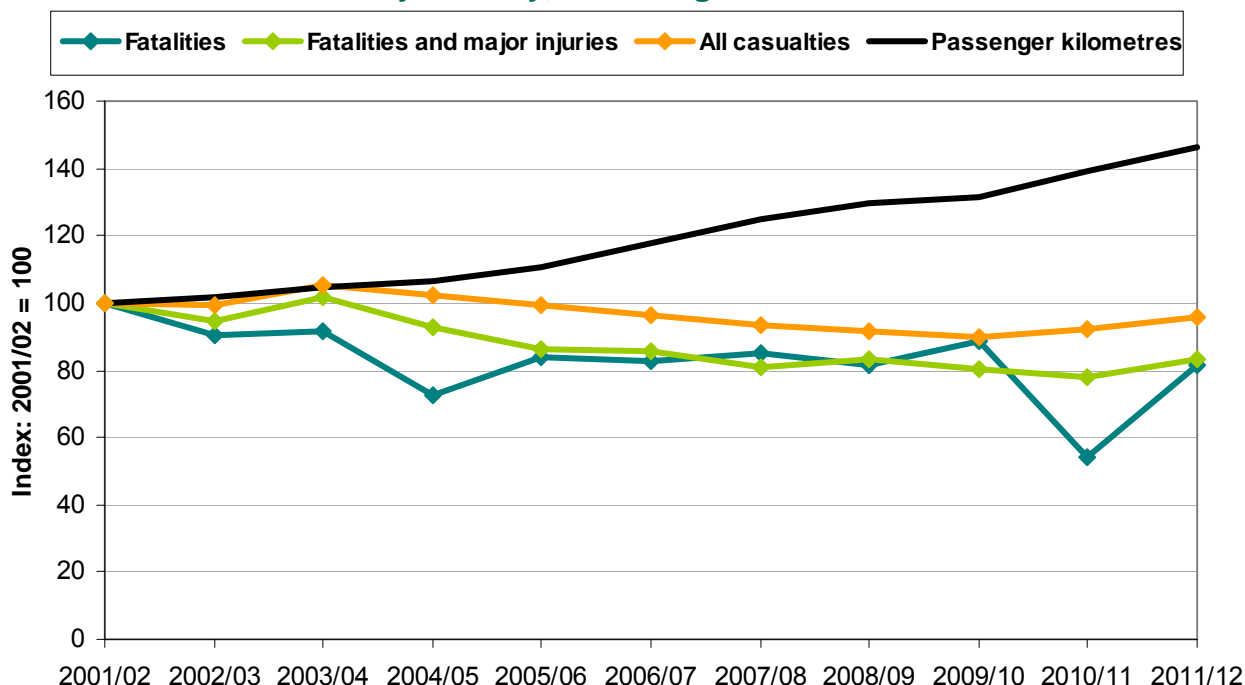
Motoring offences ([Tables TSGB0804, 0810 – 0811](#))

- In 2008, speed limit offences accounted for just under half of all motoring offences (excluding obstruction, waiting and parking offences) with licence, insurance and record keeping offences accounting for a further fifth.

Rail accidents and casualties ([Tables TSGB0805 – TSGB0808](#))

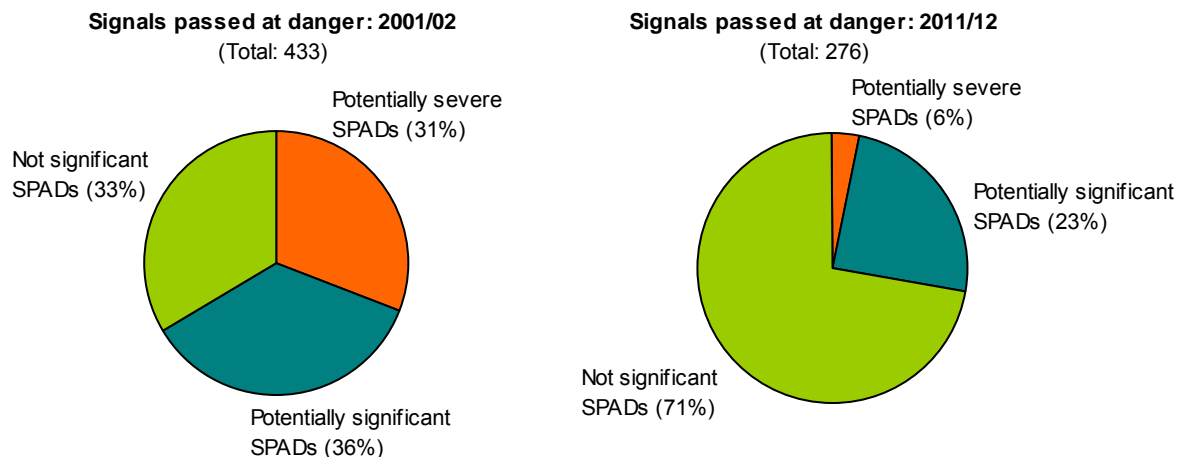
- Excluding suicides, in 2011/12 there were 66 fatalities on the National Rail network. This was 50 per cent higher than in 2010/11 when there were 44, but this number is in line with previous figures over the last decade. This increase was mainly due to a rise in the number of trespassers killed, 53 of whom were killed in 2011/12 following a large drop to 29 the year before. The remaining 13 fatalities were 4 passengers, 1 member of the workforce and 8 members of the public (excluding trespassers).
- Excluding attempted suicides, there were 419 major injuries in 2011/12 compared to 411 the previous year. This number has fallen by 17 per cent since 2001/02. Overall casualties rose by 4 per cent from 12,974 in 2010/11 to 13,466 in 2011/12. This is the second consecutive rise, following six consecutive years of falls. Passenger kilometres rose by 5 per cent from 2010/11 to 2011/12, and have risen by 47 per cent since 2001/02.

Casualties on the rail network by severity, excluding suicides: GB 2001/02 – 2011/12



- The majority of fatalities on the rail network are suicides. In 2011/12 there were 236, 78 per cent of the total 302 fatalities. There were also 23 major injuries, 19 minor injuries and 1 instance of shock/trauma following suicide attempts.

- In most years the number of passengers killed in railway accidents is very small. In years when fatalities are high it tends to be as a result of a major accident. For example, in 1999 the majority of fatalities occurred in the accident at Ladbroke Grove. Since 2005/06, only one passenger has been killed in a train accident.
- The passenger casualty rate in train accidents and movement accidents has fallen from 36.7 casualties per billion passenger kilometres in 2001/02 to 25.2 in 2011/12. The combined fatality and major injury rate has fallen from 1.2 to 0.8 casualties per billion passenger kilometres over the same period.



- The number of signals passed at danger (SPADs) has fallen gradually during the last decade, from 433 reported incidents in 2001/02 to 276 in 2011/12.
- The number of cases where a SPAD could have led to a potentially severe accident has fallen by 93 per cent between 2001/02 and 2011/12, while the not significant cases have increased by 52 per cent over the same period. The number of potentially severe or significant cases has dropped from 67 per cent of all reported cases in 2001/02 to 28 per cent in 2011/12.

Detailed statistics (tables and charts) can be found on the [Transport Statistics Great Britain Accidents and Casualties web page](#)

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 8 – Transport accidents and casualties page](#)
2. Fuller analysis and statistics on reported road casualties and accidents can be found on the [Accidents, Casualties and Safety pages](#) of the [www.gov.uk](#) web site. The statistics are based on personal injury road accidents reported to the police, however, it is known that a significant proportion of non-fatal accidents are not reported and this should be borne in mind when using and analysing the data. Further information on sources of data can be found in the [annual report Reported Road Casualties Great Britain](#).

Department for Transport Statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

TSGB0801 (RAS40007)

Reported road accidents and casualties: 1950-2011

Number/rate per billion vehicle miles

Year	Casualties											All traffic billion vehicle miles
	Accidents	Killed (number)				Injured (thousands)			All casualties	Casualty rate per Billion vehicle miles	All traffic	
		Pedestrians	Pedal cyclists	Motor cyclists	All other road users	All killed	Serious	Slight					All injured
'000	no	no	no	no	no	'000	'000	'000	'000	vehicle miles	billion vehicle miles	
1950	167	2,251	805	1,129	827	5,012	49	148	196	201	4,438	45
1951	178	2,398	800	1,175	877	5,250	52	159	211	216	4,372	50
1952	172	2,063	743	1,142	758	4,706	50	153	203	208	3,998	52
1953	186	2,233	720	1,237	900	5,090	57	165	222	227	4,262	53
1954	196	2,226	696	1,148	940	5,010	57	176	233	238	4,333	55
1955	217	2,287	708	1,362	1,169	5,526	62	200	262	268	4,529	59
1956	216	2,270	650	1,250	1,197	5,367	61	201	263	268	4,441	60
1957	219	2,225	663	1,425	1,237	5,550	64	205	268	274	4,571	60
1958	237	2,408	668	1,421	1,473	5,970	69	225	294	300	4,502	67
1959	261	2,520	738	1,680	1,582	6,520	81	246	327	333	4,556	73
1960	272	2,708	679	1,743	1,840	6,970	84	256	341	348	4,498	77
1961	270	2,717	645	1,544	2,002	6,908	85	258	343	350	4,222	83
1962	264	2,681	583	1,323	2,122	6,709	84	251	335	342	3,994	86
1963	272	2,740	589	1,279	2,314	6,922	88	261	349	356	3,966	90
1964	292	2,986	583	1,445	2,806	7,820	95	282	378	385	3,870	100
1965	299	3,105	543	1,244	3,060	7,952	98	292	390	398	3,774	105
1966	292	3,153	514	1,134	3,184	7,985	100	285	384	392	3,527	111
1967	277	2,964	463	920	2,972	7,319	94	269	363	370	3,209	115
1968	264	2,762	391	877	2,780	6,810	89	254	342	349	2,917	120
1969	262	2,955	402	791	3,217	7,365	91	255	346	353	2,880	123
1970	267	2,925	373	761	3,440	7,499	93	262	356	363	2,855	127
1971	259	2,939	411	800	3,549	7,699	91	253	344	352	2,620	134
1972	265	3,083	367	729	3,584	7,763	91	261	352	360	2,557	141
1973	262	2,806	336	750	3,514	7,406	89	257	346	354	2,395	148
1974	244	2,642	282	797	3,162	6,883	82	236	318	325	2,236	145
1975	246	2,344	278	838	2,906	6,366	77	241	319	325	2,214	147
1976	259	2,335	300	990	2,945	6,570	80	254	333	340	2,200	154
1977	266	2,313	301	1,182	2,818	6,614	82	260	341	348	2,214	157
1978	265	2,427	316	1,163	2,925	6,831	83	260	343	350	2,152	163
1979	255	2,118	320	1,160	2,754	6,352	81	248	335	335	2,067	162
1980	252	1,941	302	1,163	2,547	5,953	79	242	327	329	1,909	172
1981	248	1,874	310	1,131	2,531	5,846	78	241	325	325	1,852	175
1982	256	1,869	294	1,091	2,683	5,937	80	249	334	334	1,850	181
1983	243	1,914	323	963	2,245	5,445	71	233	309	309	1,687	183
1984	253	1,868	345	967	2,419	5,599	73	246	324	324	1,687	192
1985	246	1,789	286	796	2,294	5,165	71	241	318	318	1,618	196
1986	248	1,841	271	762	2,511	5,385	69	247	321	321	1,564	206
1987	239	1,703	280	723	2,419	5,125	64	242	311	311	1,407	221
1988	247	1,753	227	670	2,402	5,052	63	254	322	322	1,362	237
1989	261	1,706	294	683	2,690	5,373	63	273	342	342	1,334	256
1990	258	1,694	256	659	2,608	5,217	60	275	341	341	1,319	259
1991	236	1,496	242	548	2,282	4,568	52	255	311	311	1,202	259
1992	233	1,347	204	469	2,209	4,229	49	257	311	311	1,200	259
1993 ¹	229	1,241	186	427	1,960	3,814	45	257	306	306	1,183	259
1994	234	1,124	172	444	1,910	3,650	47	265	315	315	1,193	264
1995	231	1,038	213	445	1,925	3,621	46	262	311	311	1,152	270
1996	236	997	203	440	1,958	3,598	44	272	321	321	1,159	277
1997	240	973	183	509	1,934	3,599	43	281	328	328	1,161	282
1998	239	906	158	498	1,859	3,421	41	281	325	325	1,132	287
1999	235	870	172	547	1,834	3,423	39	278	320	320	1,094	293
2000	234	857	127	605	1,820	3,409	38	279	320	320	1,094	293
2001	229	826	138	583	1,903	3,450	37	273	313	313	1,053	297
2002	222	775	130	609	1,917	3,431	36	263	303	303	992	305
2003	214	774	114	693	1,927	3,508	34	253	291	291	945	308
2004	207	671	134	585	1,831	3,221	31	246	281	281	899	312
2005	199	671	148	569	1,813	3,201	29	239	271	271	866	313
2006	189	675	146	599	1,752	3,172	29	227	258	258	812	318
2007	182	646	136	588	1,576	2,946	28	217	248	248	771	321
2008	171	572	115	493	1,358	2,538	26	202	231	231	723	319
2009	164	500	104	472	1,146	2,222	25	195	222	222	702	316
2010	154	405	111	403	931	1,850	23	184	209	209	670	311
2011	151	453	107	362	979	1,901	23	179	204	204	665	307

1 See Notes and Definitions in Section 7 for details of discontinuity in road traffic figures from 1993 onwards.

From 1993 the data has been estimated using the expansion factors and the new methodology for measuring road lengths, they are not directly comparable with the figures for 1992 and earlier.

Source: Reported Road Casualties Great Britain

Last updated: December 2012

Next update: December 2013

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Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

TSGB0802 (RAS30069)

Reported road accident casualties by road user type and severity: 2000-2011

	Number											
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Child pedestrians: ¹												
Killed	107	107	79	74	77	63	71	57	57	37	26	33
KSI ²	3,226	3,144	2,828	2,381	2,339	2,134	2,025	1,899	1,784	1,660	1,646	1,602
All severities	16,184	15,819	14,231	12,544	12,234	11,250	10,131	9,527	8,648	7,983	7,929	7,807
Adult pedestrians: ³												
Killed	750	712	688	695	589	604	602	585	515	463	379	420
KSI	6,112	5,745	5,644	5,422	5,005	4,847	4,894	4,900	4,724	4,295	3,874	4,227
All severities	24,481	23,463	23,258	22,531	21,404	20,725	19,774	19,676	19,013	18,248	17,320	17,802
Child pedal cyclists: ¹												
Killed	27	25	22	18	25	20	31	13	12	14	7	6
KSI	758	674	594	595	577	527	503	522	417	458	398	398
All severities	6,260	5,451	4,809	4,769	4,682	4,286	3,765	3,633	3,306	3,204	2,828	2,881
Adult pedal cyclists: ³												
Killed	98	111	107	95	109	127	115	122	103	90	104	101
KSI	1,954	1,951	1,801	1,776	1,697	1,787	1,898	1,994	2,101	2,225	2,333	2,750
All severities	13,630	12,974	11,712	11,643	11,366	11,637	11,911	12,050	12,546	13,420	13,970	15,908
Motorcyclists ⁴ and passengers												
Killed	605	583	609	693	585	569	599	588	493	472	403	362
KSI	7,374	7,305	7,500	7,652	6,648	6,508	6,484	6,737	6,049	5,822	5,183	5,609
All severities	28,212	28,810	28,353	28,411	25,641	24,824	23,326	23,459	21,550	20,703	18,686	20,150
Car drivers and passengers												
Killed	1,665	1,749	1,747	1,769	1,671	1,675	1,612	1,432	1,257	1,059	835	883
KSI	19,719	19,424	18,728	17,291	16,144	14,617	14,254	12,967	11,968	11,112	9,749	9,225
All severities	206,799	202,802	197,425	188,342	183,858	178,302	171,000	161,433	149,188	143,412	133,205	124,924
Bus/coach drivers and passengers												
Killed	15	14	19	11	20	9	19	12	6	14	9	7
KSI	578	562	551	500	488	363	426	455	432	370	401	332
All severities	10,088	9,884	9,005	9,068	8,820	7,920	7,253	7,079	6,929	6,317	6,268	6,177
LGV drivers and passengers												
Killed	66	64	70	72	62	54	52	58	43	36	34	34
KSI	813	811	780	765	631	587	564	494	445	417	359	340
All severities	7,007	7,304	7,007	6,897	6,166	6,048	5,914	5,340	4,913	4,743	4,494	4,499
HGV drivers and passengers												
Killed	55	54	63	44	47	55	39	52	23	14	28	28
KSI	571	500	524	429	406	395	383	363	240	189	212	195
All severities	3,597	3,388	3,178	3,061	2,883	2,843	2,530	2,476	1,930	1,519	1,578	1,415
All road users: ⁵												
Killed	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901
KSI	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023
All severities	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950

1. Casualties aged 0 -15.

2. Killed and seriously injured.

3. Casualties aged 16 and over.

4. Includes mopeds and scooters.

5. Includes other motor or non-motor vehicle users, and unknown road user type and casualty age.

Last updated: December 2012

Next update: December 2013

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

TSGB0803 (RAS10002)

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2004-2011

	Number of accidents/rate per billion miles								
	2005-09 average	2004	2005	2006	2007	2008	2009	2010	2011
Urban roads ^{2,3}									
A roads									
Fatal	456	527	489	526	469	420	374	307	328
Fatal and serious	6,258	7,116	6,440	6,615	6,430	6,149	5,656	5,391	5,687
All severities	49,121	57,708	53,780	50,483	48,661	47,207	45,473	43,697	44,179
Rate	966	1,114	1,052	977	956	941	902	875	889
Other roads ⁴									
Fatal	444	504	510	500	452	412	347	265	288
Fatal and serious	8,237	8,871	8,699	8,682	8,404	7,952	7,448	6,943	7,159
All severities	64,587	72,639	71,570	68,173	64,731	60,354	58,108	54,853	53,622
Rate	941	1,019	998	949	881	832	813	793	817
All urban roads ⁵									
Fatal	900	1,031	999	1,026	921	832	721	572	616
Fatal and serious	14,495	15,987	15,139	15,297	14,834	14,101	13,104	12,334	12,846
All severities	113,708	130,347	125,350	118,656	113,392	107,561	103,581	98,550	97,801
Rate	952	1,059	1,021	961	912	877	850	828	848
Rural roads ^{2,3}									
A roads									
Fatal	983	1,140	1,123	1,127	1,018	858	790	657	713
Fatal and serious	6,056	6,932	6,616	6,381	6,119	5,604	5,559	4,931	5,067
All severities	31,857	36,656	34,780	33,555	32,649	29,627	28,676	26,577	25,710
Rate	359	417	396	376	366	334	325	306	293
Other roads ⁴									
Fatal	558	656	615	609	621	515	432	389	376
Fatal and serious	5,000	5,745	5,167	5,239	5,093	4,907	4,593	4,125	4,168
All severities	27,466	31,175	29,899	28,546	28,085	26,144	24,654	22,787	22,144
Rate	637	752	711	654	620	575	558	516	529
All rural roads ⁵									
Fatal	1,542	1,796	1,738	1,736	1,639	1,373	1,222	1,046	1,089
Fatal and serious	11,056	12,677	11,783	11,620	11,212	10,511	10,152	9,056	9,235
All severities	59,323	67,831	64,679	62,101	60,734	55,771	53,330	49,364	47,854
Rate	450	525	498	467	451	415	402	376	369
All roads ⁵									
Motorways									
Fatal	149	149	176	164	154	136	114	113	92
Fatal and serious	919	1,047	1,007	953	989	848	798	781	702
All severities	7,773	9,072	8,619	8,379	7,976	7,249	6,643	6,500	5,819
Rate	126	151	143	136	128	117	107	107	94
A roads									
Fatal	1,439	1,669	1,612	1,653	1,487	1,278	1,164	964	1,041
Fatal and serious	12,316	14,055	13,063	12,997	12,550	11,755	11,215	10,322	10,754
All severities	80,991	94,429	88,599	84,050	81,316	76,839	74,149	70,274	69,889
Rate	580	676	637	596	580	553	534	513	508
Other roads ⁴									
Fatal	1,003	1,160	1,125	1,109	1,073	927	779	654	664
Fatal and serious	13,238	14,624	13,872	13,922	13,497	12,859	12,041	11,068	11,327
All severities	92,067	103,909	101,517	96,732	92,823	86,503	82,762	77,640	75,766
Rate	824	922	893	838	782	733	715	685	705
Total ⁵									
Fatal	2,590	2,978	2,913	2,926	2,714	2,341	2,057	1,731	1,797
Fatal and serious	26,473	29,726	27,942	27,872	27,036	25,462	24,054	22,171	22,783
All severities	180,831	207,410	198,735	189,161	182,115	170,591	163,554	154,414	151,474
Rate	578	664	635	594	567	534	517	496	494

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

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[Notes and Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: December 2012

Next update: December 2013

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

TSGB0804 (RAS51014)

Drivers and riders in injury road accidents: breath tests and failures: GB 2001-2011

	Number/Percentage										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
a. Total involved	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786	263,284	256,101	
b. Total tests requested	196,232	187,276	183,972	183,219	179,270	179,558	162,969	151,918	141,240	138,650	
c. Total failed	8,104	8,150	7,427	7,115	6,594	6,278	5,520	5,125	4,287	4,366	
Testing rate (b/a x 100)	50	50	51	53	54	56	55	54	54	54	
Test failure rate (c/b x 100)	4.1	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0	3.1	
Total failure rate (c/a x 100)	2.1	2.2	2.0	2.0	2.0	2.0	1.9	1.8	1.6	1.7	

Source: STATS19

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A note on methodology can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2011/methodology-notes-drink-drive.pdf>

Notes and definitions see: <https://www.gov.uk/technical-guidance-for-transport-stats#road-accidents-and-safety-statistics>

Source: STATS19, Coroners and Procurators Fiscal

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Next update: December 2013

The figures in this table are National Statistics

Department for Transport Statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>

RAI0501 (TSGB0805)

Railway¹ accidents: casualties by type of accident: 2001/02 - 2011/12

Number

	2001/02	2002/03 ^R	2003/04 ^R	2004/05 ^R	2005/06 ^R	2006/07 ^R	2007/08 ^R	2008/09 ^R	2009/10 ^R	2010/11 ^R	2011/12
Fatalities:											
Passenger fatalities	5	18	7	12	8	9	7	5	5	7	4
Train accidents	0	6	0	5	0	1	0	0	0	0	0
Slip trips and falls	1	1	3	1	3	2	1	2	1	1	1
Platform train interface	4	7	3	3	1	4	3	3	4	5	3
Assault and abuse	0	2	1	2	1	1	1	0	0	1	0
On-board injuries	0	0	0	0	0	0	0	0	0	0	0
Contact with object or person	0	0	0	0	0	0	0	0	0	0	0
Struck by train on station crossing	0	0	0	1	2	1	2	0	0	0	0
Other passenger fatalities	0	2	0	0	1	0	0	0	0	0	0
Workforce fatalities	5	5	8	4	4	2	2	3	3	1	1
Infrastructure workforce	4	3	7	2	3	0	2	3	3	1	1
Train driver	0	0	0	1	1	1	0	0	0	0	0
Other train crew	0	0	0	0	0	0	0	0	0	0	0
Station staff	0	1	0	0	0	0	0	0	0	0	0
Revenue protection	0	0	0	0	0	0	0	0	0	0	0
Other workforce fatalities	1	1	1	1	0	1	0	0	0	0	0
Public fatalities	71	50	59	43	56	56	60	58	64	36	61
Trespassers	56	41	40	38	43	44	51	45	50	29	53
Level crossings	12	7	16	5	11	9	8	12	13	6	5
Other public fatalities	3	2	3	0	2	3	1	1	1	1	3
Total fatalities (excl. suicides)	81	73	74	59	68	67	69	66	72	44	66
Suicides	192	200	189	193	225	226	208	219	234	204	236
Total fatalities	273	273	263	252	293	293	277	285	306	248	302
Major injuries:											
Passenger major injuries	274	276	287	232	244	248	218	232	236	250	252
Train accidents	3	10	0	10	2	29	0	0	3	6	1
Slip trips and falls	166	158	183	138	160	137	139	157	144	156	163
Platform train interface	56	62	58	55	40	39	39	39	43	45	47
Assault and abuse	8	17	9	4	12	7	9	6	9	10	11
On-board injuries	31	23	30	15	20	29	21	24	29	26	23
Contact with object or person	9	4	4	4	8	7	9	4	7	5	7
Struck by train on station crossing	0	0	0	1	0	0	1	0	0	0	0
Other passenger injuries	1	2	3	5	2	0	0	2	1	2	0
Workforce major injuries	173	161	176	208	149	127	139	131	123	125	127
Infrastructure workforce	106	99	100	137	86	77	73	80	74	76	67
Train driver	14	2	12	12	7	6	18	6	10	11	12
Other train crew	25	32	29	26	31	20	18	20	18	12	18
Station staff	15	15	14	17	12	12	15	9	8	8	9
Revenue protection	6	9	13	5	5	3	2	2	4	5	5
Other workforce injuries	7	4	8	11	8	9	13	14	9	13	16
Public major injuries	55	40	55	43	41	58	46	55	38	36	40
Trespassers	39	30	32	29	29	38	29	33	19	18	14
Level crossings	9	4	14	6	4	8	4	9	7	5	8
Other public injuries	7	6	9	8	8	12	13	13	12	13	18
Total major injuries (excl. suicides)	502	477	518	483	434	433	403	418	397	411	419
Suicides	37	33	30	22	32	34	28	34	25	36	23
Total major injuries	539	510	548	505	466	467	431	452	422	447	442
Minor injuries	11,657	11,499	12,158	12,047	11,668	11,254	10,887	10,829	10,801	11,174	11,534
Passengers	5,010	4,850	5,134	5,030	4,860	4,887	5,043	5,241	5,293	5,604	5,912
Workforce	6,444	6,547	6,913	6,868	6,676	6,197	5,693	5,442	5,307	5,369	5,418
Public	189	94	99	142	117	162	141	128	188	186	185
Suicides	14	8	12	7	15	8	10	18	13	15	19
Shock/trauma	1,820	1,925	2,067	1,750	1,788	1,787	1,776	1,601	1,347	1,360	1,467
Passengers	143	216	308	218	255	325	329	259	206	228	263
Workforce	1,670	1,701	1,750	1,529	1,522	1,458	1,439	1,335	1,137	1,129	1,201
Public	7	7	6	3	9	3	8	7	3	3	2
Suicides	0	1	3	0	2	1	0	0	1	0	1
All casualties (excl. suicides)	14,046	13,965	14,802	14,332	13,941	13,532	13,125	12,896	12,603	12,974	13,466
All casualties	14,289	14,207	15,036	14,554	14,215	13,801	13,371	13,167	12,876	13,229	13,745

Note: RSSB continually updates and revises previous years' data in light of any new information that becomes available.

¹ Includes National Rail only.

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The figures in this table are outside the scope of National Statistics

Source: Rail Safety and Standards Board (RSSB)

Last updated: December 2012

Next update: December 2013

Department for Transport Statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>

RAI0502 (TSGB0806)

Railway¹ movement accidents: passenger casualties and casualty rates: 2001/02 - 2011/12

	2001/02 ^R	2002/03 ^R	2003/04 ^R	2004/05 ^R	2005/06 ^R	2006/07 ^R	2007/08 ^R	2008/09 ^R	2009/10 ^R	2010/11 ^R	2011/12
Number/billion kilometres/rate per billion passenger kilometres											
Passenger casualties:²											
Fatalities	1	8	0	5	0	2	0	0	0	0	0
Major injuries	44	63	57	60	33	60	29	31	41	49	48
Minor injuries	1,331	1,258	1,209	1,192	1,040	1,083	1,039	1,149	1,249	1,348	1,342
Shock/trauma	59	69	63	44	47	67	69	61	43	47	55
All casualties	1,435	1,398	1,329	1,301	1,120	1,212	1,137	1,241	1,333	1,444	1,445
Passenger kilometres (billions)³	39.1	39.7	40.9	41.7	43.1	46.2	48.9	50.6	51.4	54.5	57.3
Passenger casualty rates:											
Fatalities	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Major injuries	1.1	1.6	1.4	1.4	0.8	1.3	0.6	0.6	0.8	0.9	0.8
Minor injuries	34.0	31.7	29.6	28.6	24.1	23.5	21.2	22.7	24.3	24.7	23.4
Shock/trauma	1.5	1.7	1.5	1.1	1.1	1.5	1.4	1.2	0.8	0.9	1.0
All casualties	36.7	35.2	32.5	31.2	26.0	26.3	23.2	24.5	25.9	26.5	25.2

Note: RSSB continually updates and revises previous years' casualty data in light of any new information that becomes available. Passenger kilometres from 2009/10 and 2010/11 have been revised from those previously included in this table to include non-franchised train operators as well as franchised operators. Casualty rates have been revised accordingly.

- 1 Includes National Rail only.
- 2 Passenger casualties owing to train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them (see Notes and Definitions).
- 3 Figures up to 2008/09 only include franchised train operators, from 2009/10 they include non-franchised operators as well. This has a small impact on the totals, with non-franchised operators making up 0.6 per cent of the total passenger kilometres in 2009/10.

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Source: Rail Safety and Standards Board (RSSB)

Last updated: December 2012

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Department for Transport Statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>

RAI0503 (TSGB0807)

Railway¹ accidents: train accidents: 2001/02 - 2011/12

	Number										
	2001/02	2002/03	2003/04	2004/05 ^R	2005/06	2006/07	2007/08 ^R	2008/09	2009/10 ^R	2010/11 ^R	2011/12
Potentially high risk train accidents (PHRTAs)	70	65	55	63	46	45	44	49	42	18	34
Involving passenger trains	33	34	27	35	23	24	20	31	26	14	18
Collisions between trains	2	5	2	3	2	1	4	6	4	1	5
Derailments ²	9	7	7	6	6	11	3	3	8	5	0
Collisions with road vehicles (not at level crossing)	2	1	4	5	1	2	5	0	2	0	2
Collisions with road vehicles (at level crossing)	16	18	14	15	13	9	7	18	12	5	9
Striking buffer stops	4	3	0	6	1	1	1	4	0	2	2
Struck by large falling objects	0	0	0	0	0	0	0	0	0	1	0
Not involving passenger trains	37	31	28	28	23	21	24	18	16	4	16
Collisions between trains	0	1	3	2	2	1	1	0	0	1	1
Derailments ²	34	25	22	19	18	15	18	13	12	3	14
Collisions with road vehicles (not at level crossing)	1	2	0	3	0	1	3	2	2	0	0
Collisions with road vehicles (at level crossing)	2	3	3	2	3	4	1	3	2	0	0
Striking buffer stops	0	0	0	2	0	0	1	0	0	0	1
Struck by large falling objects	0	0	0	0	0	0	0	0	0	0	0
Non-PHRTAs	1,528	1,194	1,000	944	753	780	740	648	540	508	517
Involving passenger trains	1,220	987	852	814	621	665	622	552	472	445	436
Open door collisions	52	36	29	15	1	2	3	3	1	0	0
Roll back collisions	8	5	8	10	5	4	3	2	4	6	1
Striking animals	97	92	96	109	120	126	113	116	144	169	170
Struck by missiles	478	364	286	271	208	221	225	198	141	90	58
Train fires	263	253	255	221	128	136	87	73	70	57	44
Striking level crossing gates/barriers	6	7	1	4	2	3	4	6	2	7	2
Striking other objects	316	230	177	184	157	173	187	154	110	116	161
Not involving passenger trains	308	207	148	130	132	115	118	96	68	63	81
Open door collisions	2	1	1	0	0	0	0	0	1	0	0
Roll back collisions	0	1	0	0	1	0	0	0	0	2	0
Striking animals	14	16	6	7	20	13	14	12	16	21	22
Struck by missiles	185	114	70	60	66	63	60	46	22	8	10
Train fires	58	37	47	24	15	11	9	11	6	9	8
Striking level crossing gates/barriers	1	0	1	0	2	1	4	2	5	1	1
Striking other objects	48	38	23	39	28	27	31	25	18	22	40
Total train accidents	1,598	1,259	1,055	1,007	799	825	784	697	582	526	551

Note: RSSB continually updates and revises previous years' data in light of any new information that becomes available.

1 Includes National Rail only.

2 Excludes derailments caused by collisions with road vehicles at level crossings.

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Source: Rail Safety and Standards Board (RSSB)

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Department for Transport Statistics
<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>
RAI0504 (TSGB0808)
SPADs¹ on Network Rail controlled infrastructure: 2001/02 - 2011/12

	Number										
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Potentially severe SPADs	134	104	43	34	19	18	21	17	19	18	9
Potentially significant SPADs	154	121	116	105	101	87	72	72	61	70	68
Not significant SPADs	131	171	211	231	208	228	256	203	194	211	199
Unclassified	14	6	4	1	0	0	0	0	0	0	0
All SPADs	433	402	374	371	328	333	349	292	274	299	276

¹ Signals passed at danger (see Notes and Definitions).

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Source: Rail Safety and Standards Board (RSSB)

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Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

TSGB0809 (RAS52002)

International comparisons of road deaths¹: number and rates for different road users: by selected countries: 1999 - 2011

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 ²	Rate of road deaths in 2011 per million population ³
Great Britain	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	31
Northern Ireland	141	171	148	150	150	147	135	126	113	107	115	55	59	33
United Kingdom	3,564	3,580	3,598	3,581	3,658	3,368	3,336	3,298	3,059	2,645	2,337	1,905	1,960	31
Austria	1,079	976	958	956	931	878	768	730	691	679	633	552	523	62
Belgium	1,397	1,470	1,486	1,306	1,214	1,162	1,089	1,069	1,067	922	955	840	875	80
Bulgaria	1,047	1,012	1,011	959	960	943	957	1,043	1,006	1,061	901	775	658	88
Cyprus	113	111	98	94	97	117	102	86	89	82	71	60	71	88
Czech Republic	1,455	1,486	1,334	1,431	1,447	1,382	1,286	1,063	1,222	1,076	901	802	773	73
Denmark	514	498	431	463	432	369	331	306	406	392	303	265	220	40
Estonia	232	204	199	223	164	170	169	204	196	132	100	78	101	75
Finland	431	396	433	415	379	375	379	336	380	344	281	270	292	54
France	8,487	8,079	8,160	7,655	6,058	5,530	5,318	4,709	4,620	4,275	4,273	3,992	3,970	61
Germany	7,772	7,503	6,977	6,842	6,613	5,842	5,361	5,091	4,949	4,477	4,152	3,651	4,002	49
Greece	2,116	2,037	1,880	1,634	1,605	1,670	1,658	1,657	1,612	1,559	1,453	1,281	1,087	96
Hungary	1,306	1,200	1,239	1,429	1,326	1,296	1,278	1,303	1,232	996	822	739	638	64
Irish Republic	413	415	411	376	337	374	399	365	338	279	239	212	186	42
Italy	6,688	7,061	7,096	6,980	6,563	6,122	5,818	5,669	5,131	4,739	4,050	3,998	3,800	63
Latvia	604	588	558	559	532	516	442	1,043	419	316	254	218	179	80
Lithuania	748	641	706	697	709	752	773	759	739	498	370	300	297	92
Luxembourg	58	76	70	62	53	50	45	36	43	35	47	32	33	64
Malta	4	15	16	16	16	13	17	11	14	15	21	15	17	41
Netherlands	1,090	1,082	993	987	1,028	804	750	730	791	750	720	640	661	40
Poland	6,730	6,294	5,534	5,827	5,640	5,712	5,444	5,243	5,583	5,437	4,572	3,907	4,189	110
Portugal	1,995	1,860	1,671	1,675	1,546	1,294	1,247	969	974	882	839	845	785	74
Romania	2,505	2,499	2,461	2,398	2,235	2,418	2,461	2,478	2,794	3,063	2,796	2,377	2,018	94
Slovakia	647	628	614	610	645	603	560	579	627	606	385	353	324	60
Slovenia	334	313	278	269	242	274	258	263	293	214	171	138	141	69
Spain	5,738	5,776	5,517	5,347	5,400	4,749	4,442	4,104	3,823	3,102	2,668	2,470	2,056	45
Sweden	580	591	531	515	512	463	423	428	454	380	341	266	314	33
Croatia	662	655	647	627	701	608	597	614	619	659	538	426	416	94
Israel	466	452	531	515	445	467	437	405	382	412	314	352	341	44
Iceland	21	32	24	29	23	23	19	31	15	12	17	8	12	38
Norway	304	341	275	312	282	259	224	242	233	255	212	210	168	34
Switzerland	583	592	554	513	546	510	409	370	384	357	349	327	320	41
Australia	1,758	1,817	1,737	1,715	1,621	1,590	1,627	1,598	1,617	1,466	1,504	1,366	1,292	57
Canada	2,972	2,927	2,779	2,931	2,766	2,725	2,925	2,892	2,754	2,431	2,130	..	..	..
Japan	10,372	10,403	10,060	9,575	8,877	8,492	7,931	7,272	6,639	6,023	5,772	5,745	5,449	43
New Zealand	509	462	455	404	461	436	405	391	422	366	384	375	284	66
Republic of Korea	10,756	10,236	8,097	7,222	7,212	6,563	6,376	6,327	6,166	5,870	5,838	5,505	5,229	107
USA	41,717	41,945	42,116	42,815	42,643	42,636	43,443	42,708	41,259	37,261	33,963	32,788	32,310	105

¹ In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

² Provisional data.

³ Population taken from the OECD's International Road and Traffic Accidents Database and EUROSTAT and may differ from the figures in INT0101 and INT0104.

r Revised as suicides which were previously included have now been removed.

Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accident database).

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Last updated: December 2012

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Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

TSGB0810 (RAS51016)

Reported roadside screening breath tests and breath test failures: England and Wales 2001 - 2010

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Roadside screening breath tests	624	570	534	578	607	602	600	712	814	733
Positive/refused breath tests	100	104	106	103	104	104	98	92	93	84
Percentage	16	18	20	18	17	17	16	13	11	11

Source: Home office

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A note on methodology can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2011/methodology-notes-drink-drive.pdf>

Notes and definitions see: <https://www.gov.uk/technical-guidance-for-transport-stats#road-accidents-and-safety-statistics>

Source: STATS19, Coroners and Procurators Fiscal

Last updated: December 2012

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

TSGB0811 (RAS61001)

Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings: by type of offence: England and Wales: 2000-2010

Offence type:	Thousands of offences										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Dangerous, careless or drunken driving etc	176	172	171	177	231	275	322	267	275	299	252
Accident offences	18	18	18	19	18	17	16	16	12	13	12
Speed limit offences	1,154	1,386	1,538	2,041	2,076	2,087	1,933	1,592	1,359	1,206	1,108
Unauthorised taking or theft of motor vehicle	32	32	32	30	27	25	23	23	19	14	12
Licence, insurance and record keeping offences	785	769	819	953	957	844	747	641	564	498	447
Vehicle test and condition offences	243	226	228	241	227	187	152	117	114	113	112
Neglect of traffic signs and directions and pedestrian rights	232	218	213	264	258	245	245	237	226	209	187
Other offences relating to motor vehicles (except obstruction, waiting and parking)	268	255	239	280	354	380	352	346	323	286	295
All offences (except obstruction, waiting and parking)	2,911	3,076	3,259	4,005	4,147	4,059	3,789	3,238	2,892	2,637	2,425
Obstruction, waiting and parking offences ¹	1,611	1,341	1,180	1,059	896	584	499	454	338	269	202
All offences	4,523	4,417	4,439	5,244	5,043	4,643	4,288	3,691	3,230	2,906	2,627

¹ Excludes Penalty Charge Notices issued by Local Authorities under

"Civil Parking Enforcement powers - see Notes

² For details on vehicle offences dealt with by the courts see Ministry of Justice Statistical Bulletin,

"Criminal Justice Statistics England and Wales 2011" and associated Supplementary Tables -

"Volume 6 - Motoring". Copies of this report and other publications can

be downloaded free from the Ministry of Justice website at <http://www.justice.gov.uk/publications/criminalannual.htm>

³ For details on fixed penalty notices and written warnings see Home Office Statistical Bulletin, "Police Powers and

Procedures, England and Wales 2010/11". Copies of this report and other publications can be downloaded free from

the Home Office website at <http://www.homeoffice.gov.uk/publications/science-research-statistics/research-statistics/police-research/police-powers-procedures-201011/>

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Source - Ministry of Justice²

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Source - Home Office³

Last updated: December 2012

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The figures in this table are National Statistics



Vehicles



This section looks at the number of licensed vehicles in Great Britain and related data about vehicles from Transport Statistics Great Britain published on 13 December 2012.

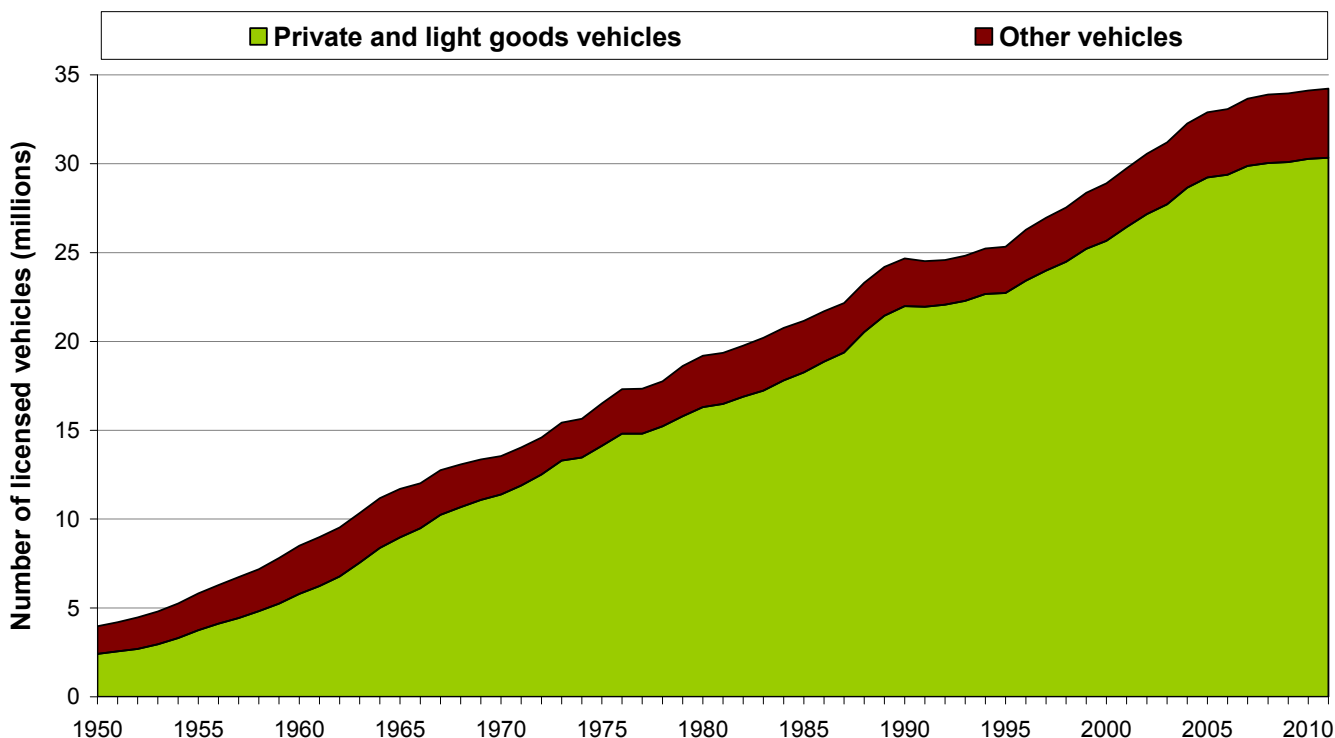
The Vehicles chapter includes:

- The number of licensed vehicles broken down by taxation class.
- The number of newly registered vehicles broken down by taxation class.
- The number of driving tests undertaken with pass/fail rates.
- The number of MOT tests undertaken with pass/fail rates.

Licensed Vehicles

Number of licensed vehicles by tax class, 1950 to 2011

(Table VEH0103, and by body type in Table VEH0102)



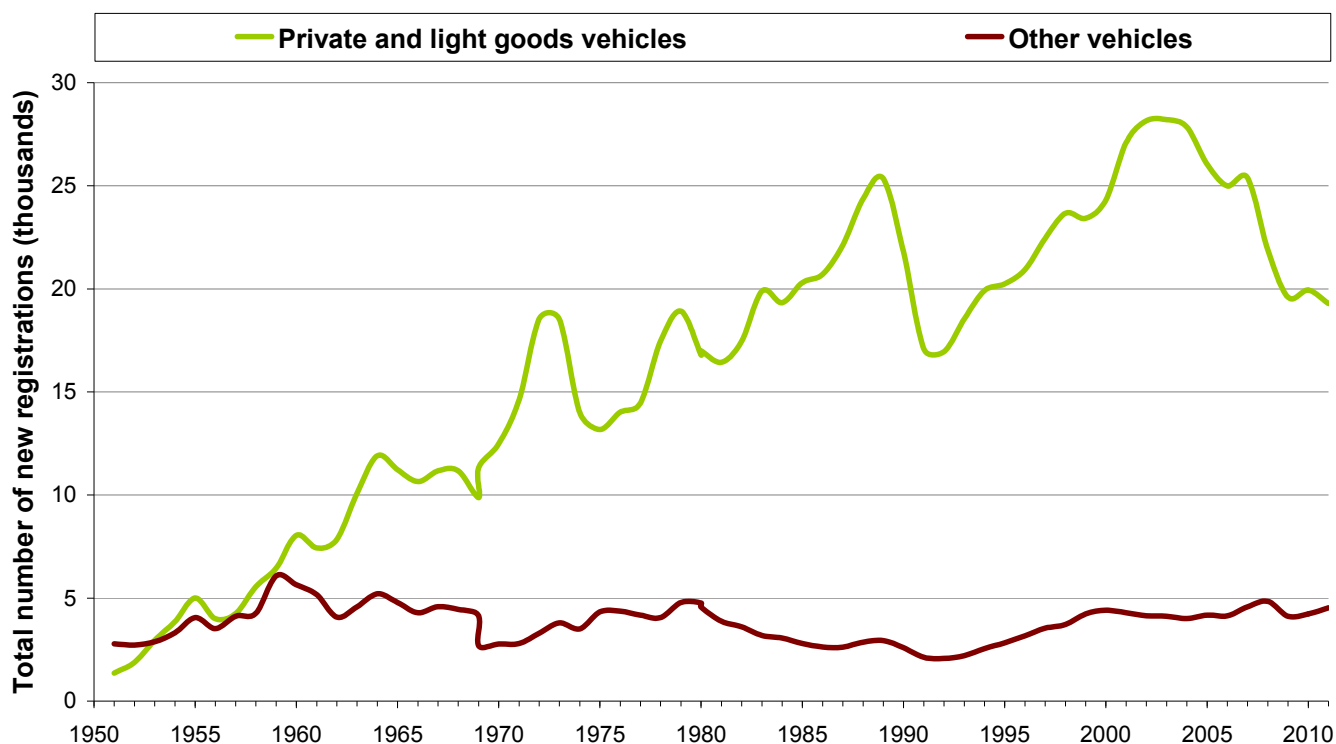
- The chart above shows that the number of licensed vehicles in Great Britain has increased from about 4 million in 1950 to over 34 million in 2011.

- The number of licensed vehicles has grown by about 3.6 per cent a year on average from 1950 to 2011. However, the number grew by only 0.3 per cent in 2011, and the period since 2007 rivals the early 1990s for the lowest period of growth on record since World War 2.
- Vehicles in the private and light goods taxation class (which is mainly made up of private cars and light vans) accounted for about 89 per cent of all the licensed vehicles in 2011.

New Vehicle Registrations

Motor vehicles registered for the first time by tax class: 1951 to 2011

(Table VEH0153)



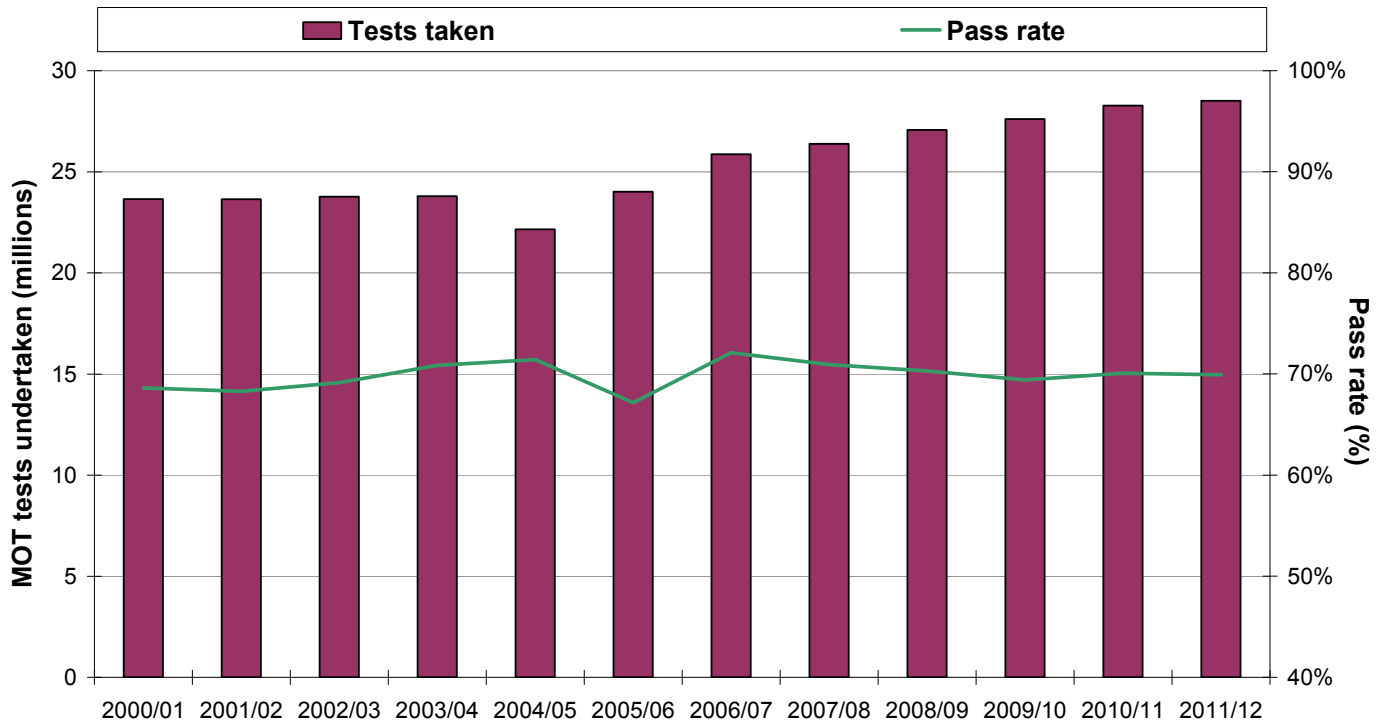
- The total number of vehicles being registered for the first time has increased from about 414 thousand a year in 1951 to peak of over 3.2 million vehicles a year in the early 2000s. The number dipped to just under 2.4 million in 2011, 1.5 per cent lower than in 2010, and only marginally higher than in 2009, which was the lowest year since 1996.
- Most of the increase in new registrations has been in the private and light good vehicles tax class. New registrations in the other tax classes have remained fairly steady with most years between 290 thousand and 440 thousand new vehicle registrations.
- It is likely that the significant decrease in new registrations since 2008 was caused by the recession and the ongoing economic climate. New car and light van registrations were helped by the Vehicle Scrappage Scheme which ran between May 2009 and March 2010.

MOT Tests

(Tables TSGB0908 to TSGB0912)

Road vehicle testing scheme (MOT) test results: 2000/01 to 2011/12

(Table TSGB0908)



- As the number of licensed vehicles has increased, so too has the number of MOT tests undertaken. More than one test per valid vehicle is carried out a year as some vehicles fail their initial test, undergo rectification work, and are retested.
- During the period 2000/01 to 2011/12 the overall pass rate stayed steady at around 70 per cent.
- Over 28.5 million MOT tests were carried out in 2011/12. The vast majority of these (26.8 million) were of cars and other small passenger vehicles (up to 12 seats).
- The most common reason for rejection (RfR) for cars was with the lighting and signalling system. In 2011/12 19 per cent of all car tests failed for this reason. Other common defects on cars include brakes, suspension and tyres. These defects tend to be the most common across the other vehicle types as well.

Private Motoring

(Tables TSGB0913 to TSGB0917)

- The proportion of households with access to car or van has risen from 14 per cent in 1951 to 75 per cent in 2010. Since 2002 there have been more households with access to two or more cars/vans than without any access at all.
- The proportion of the eligible population holding full driving licences rose from 48 per cent in 1975/76 to 71 per cent in 1998/00. Since then it has only risen slightly to 73 per cent in 2010. However, as the population has grown in that time there were 3.9 million more licence holders in 2010 as there were in 1998/00.

Car driving tests: 2000/01 to 2011/12

(Table TSGB0917)



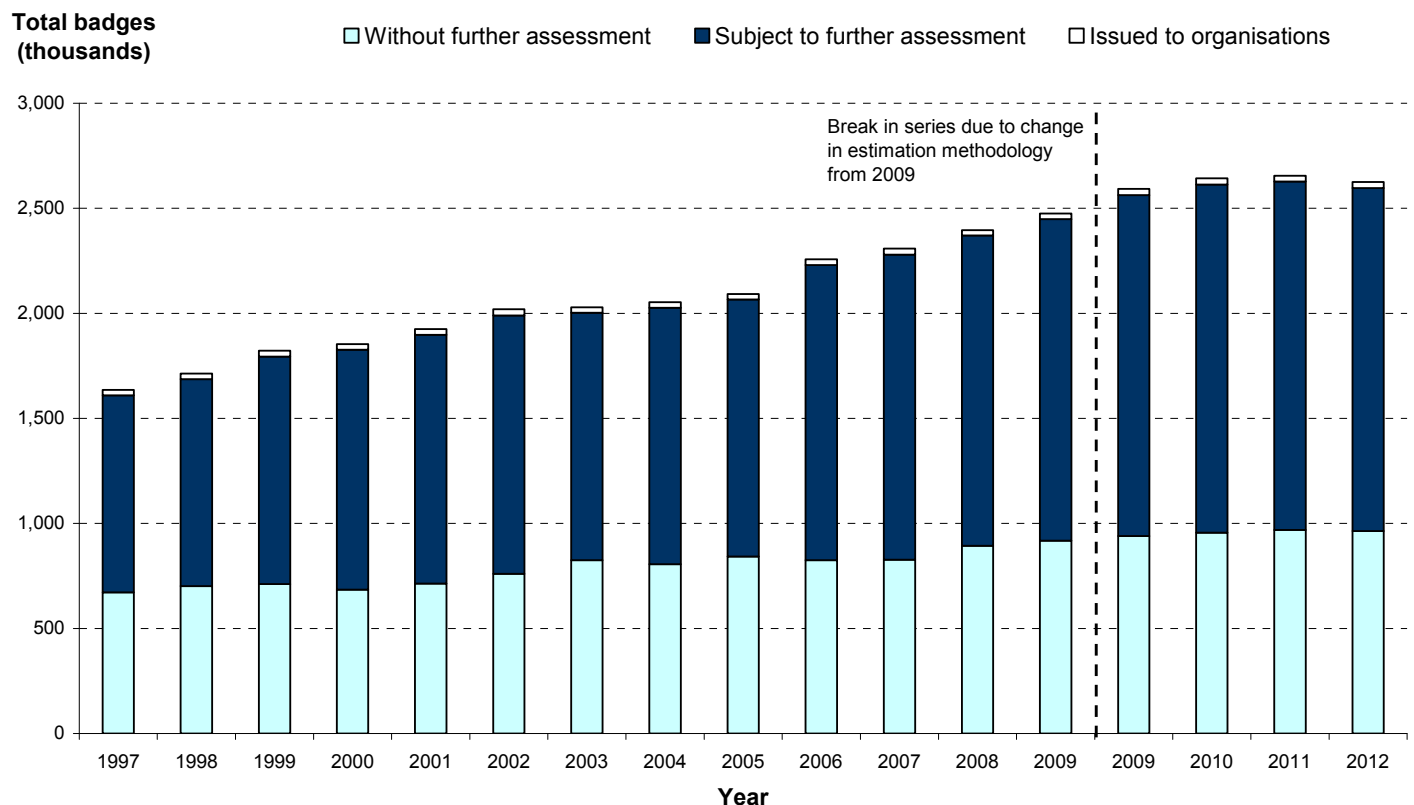
- The number of car practical driving tests taken has fallen by 14 per cent from a peak of 1.83 million in 2005/6 to 1.57 million in 2011/12. Roughly 51 to 54 per cent of tests passes each year are by males, the 2011/12 figure being relatively low at 50.8 per cent.
- The overall pass rate has remained reasonably steady at about 42 to 47 per cent overall. In most years males have had a pass rate about 6 or 7 percentage points higher than females.

Disabled Parking Badges

- The estimated number of valid Blue Badges (parking badges for disabled people) held in England at 31 March 2012 was 2.62 million, a decrease of 1.1 per cent from the previous year which saw the highest annual figure recorded of 2.65 million. This figure had been steadily increasing since 1997 and this is the first year to experience a decline. This fall may be due to the introduction of reforms to the process of applying for a badge.
- There are two main categories for eligibility for a Blue Badge, those that are “eligible without further assessment” (previously known as the automatic criteria) and those that are “eligible subject to further assessment” (previously known as the discretionary criteria).
- Of the 2012 total, 37 per cent were issued without further assessment, 62 per cent were subject to further assessment and 1 per cent were issued to organisations. These proportions have remained broadly similar since 1997.
- The reduction in number of badges held has been driven by a decline of 1.6 per cent in the number of badges held under the ‘subject to further assessment criteria’ since 2010/11.

Blue Badges held: England, annually from 1997

(Table DIS0101)



On 31 March 2012, 5.0 per cent of the English population held a valid Blue Badge, a decrease of 0.1 percentage points from 2011. As for the absolute number of badges, this proportion had been steadily increasing since 1997, and 2011 was the first year to experience a decline.

Detailed statistics (tables and charts) on “vehicle statistics” can be found at <https://www.gov.uk/government/organisations/department-for-transport/about/statistics>.

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found in the TSGB ‘notes and definitions’ here <https://www.gov.uk/government/organisations/department-for-transport/series/transport-statistics-great-britain>.
2. Further information about the data used to compile the vehicle licensing tables can be found in the ‘technical information’ section here: <https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>
3. Further information about the data used to compile the tables from the National Travel Survey can be found in the ‘technical information’ section here: <https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics>
4. Further information about the data and methods used to compile the Blue Badge statistics can be found in the ‘technical information’ section here: <https://www.gov.uk/government/organisations/department-for-transport/series/disabled-parking-badges-statistics>

Table VEH0103 (TSGB0901)

Licensed vehicles by tax class, Great Britain, annually¹: 1909 to 2011

Thousands

Year	Private and light goods ²		Goods vehicles ^{2,3,4}	Motor Cycles, Scooters and mopeds	Buses ⁵	Special machines etc. ^{6,9}	Other vehicles ⁷	Crown and exempt vehicles ^{8,9}	Total
	Private cars	Other vehicles							
1909	53		30	36	24	.	.	.	143
1920	187		101	228	75	.	.	.	591
1930	1,056		349	712	101	15	15	24	2,272
1939	2,034		488	418	90	31	3	84	3,148
1946	1,770		560	449	105	146	16	61	3,107
1950	1,979	439	439	643	123	262	24	61	3,970
1951	2,095	457	451	725	123	250	26	63	4,190
1952	2,221	477	450	812	119	270	29	86	4,464
1953	2,446	516	446	889	105	289	30	88	4,809
1954	2,733	566	450	977	97	307	32	88	5,250
1955	3,109	633	462	1,076	92	326	35	89	5,822
1956	3,437	685	471	1,137	89	336	37	95	6,287
1957	3,707	723	473	1,261	87	355	41	96	6,743
1958	4,047	772	461	1,300	86	367	46	96	7,175
1959	4,416	824	473	1,479	83	383	55	96	7,809
1960	4,900	894	493	1,583	84	392	65	101	8,512
1961	5,296	944	508	1,577	82	400	76	106	8,989
1962	5,776	1,002	512	1,567	84	401	83	107	9,532
1963	6,462	1,092	535	1,546	86	242	88	115	10,336
1964	7,190	1,184	551	1,534	86	239	90	120	11,176
1965	7,732	1,240	584	1,420	86	417	91	127	11,697
1966	8,210	1,283	577	1,239	85	399	87	142	12,022
1967	8,882	1,358	593	1,190	85	416	89	147	12,760
1968	9,285	1,388	580	1,082	89	409	92	157	13,082
1969	9,672	1,408	547	993	92	398	90	162	13,362
1970	9,971	1,421	545	923	93	385	89	121	13,548
1971	10,443	1,452	542	899	96	380	92	126	14,030
1972	11,006	1,498	525	866	95	371	95	128	14,584
1973	11,738	1,559	540	887	96	373	97	137	15,427
1974	11,917	1,547	539	918	96	380	96	149	15,642
1975	12,526	1,592	553	1,077	105	384	108	166	16,511
1976	13,184	1,626	563	1,175	110	387	117	156	17,318
1977	13,220	1,591	559	1,190	110	393	115	167	17,345
1978	13,626	1,597	549	1,194	110	394	111	177	17,758
1979	14,162	1,623	561	1,292	111	402	106	359	18,616
1980	14,660	1,641	507	1,372	110	397	100	412	19,199
1981	14,867	1,623	489	1,371	110	365	95	427	19,347
1982	15,264	1,624	477	1,370	111	371	91	454	19,762
1983	15,543	1,692	488	1,290	113	376	86	621	20,209
1984	16,055	1,752	490	1,225	116	375	82	670	20,765
1985	16,454	1,805	485	1,148	120	374	78	695	21,159
1986	16,981	1,880	484	1,065	125	371	73	720	21,699
1987	17,421	1,952	485	978	129	374	68	744	22,152
1988	18,432	2,096	502	912	132	383	83	761	23,302
1989	19,248	2,199	505	875	122	384	77	785	24,196
1990	19,742	2,247	482	833	115	375	71	807	24,673
1991	19,737	2,215	449	750	109	346	65	840	24,511
1992	19,870	2,198	432	684	107	324	59	903	24,577
1993	20,102	2,187	428	650	107	318	55	979	24,826
1994	20,479	2,192	434	630	107	309	50	1,030	25,231
1995	20,505	2,217	421	594	74	274	116	1,169	25,369
1996	21,166.1	2,250.8	412.8	608.5	76.7	253.8	109.6	1,423.5	26,301.9
1997	21,677.6	2,305.1	414.0	626.0	78.6	249.0	101.1	1,522.4	26,973.8
1998	22,114.7	2,362.0	412.4	683.9	80.1	243.1	83.9	1,558.1	27,538.4
1999	22,784.6	2,427.3	414.6	759.6	83.7	241.3	83.3	1,573.3	28,367.6
2000	23,196.1	2,469.5	417.5	825.2	86.3	241.8	80.1	1,581.0	28,897.6
2001	23,898.8	2,543.8	422.0	881.7	88.6	239.3	78.1	1,594.8	29,747.1
2002	24,543.4	2,621.8	425.2	941.0	92.3	.	78.3	1,854.6	30,556.7
2003	24,984.7	2,730.1	425.9	1,004.7	96.1	.	79.1	1,886.7	31,207.4
2004	25,753.8	2,900.4	434.1	1,059.9	99.9	.	81.5	1,929.3	32,258.9
2005	26,207.7	3,018.6	432.9	1,075.0	103.0	.	81.9	1,978.2	32,897.4
2006	26,289.8	3,096.3	431.1	1,079.8	103.9	.	81.3	1,988.3	33,070.5
2007	26,653.4	3,218.9	431.8	1,118.4	106.3	.	82.4	2,039.8	33,651.0
2008	26,793.8	3,253.4	416.3	1,143.8	107.9	.	80.0	2,088.0	33,883.4
2009	26,856.5	3,241.0	397.2	1,143.2	108.5	.	75.4	2,136.6	33,958.4
2010	27,017.9	3,258.4	389.8	1,102.3	108.5	.	73.9	2,169.4	34,120.1
2011	27,039.6	3,293.5	383.9	1,104.9	107.2	.	74.2	2,225.2	34,228.6

1. The annual vehicle census of licensed vehicles has been taken as follows: 1903-1910 at 31 December; 1911-1920 at 31 March; 1921-1925 for the highest quarter; 1926-1938 at 30 September; 1939-1945 at 31 August; 1946-1976 at 30 September; 1977 census results are estimates; 1978 onward at 31 December.
 2. For years up to 1990, counts within these new taxation classes have been estimated.
 3. Includes agricultural vans and lorries, showmen's goods vehicles licensed to draw trailers.
 4. Excludes electric goods vehicles which are now exempt from licence duty.
 5. Prior to 1995 this tax class was called 'Public Transport' and taxis and Hackney Carriages were included. Prior to 1969, tram cars were also included.
 6. Includes agricultural tractors, combine harvesters, mowing machines, digging machines, mobile cranes and works trucks.
 7. Includes three-wheelers, showmen's haulage and recovery vehicles.
 8. Includes electric vehicles which during this period were exempt from licence duty and personal and direct export vehicles.
 9. Special Machines became part of the 'Crown and Exempt' taxation class with effect from January 2002.

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Notes and definitions (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Source: DVLA/DFT

Last updated: 12 April 2012

Next update: April 2013

Table VEH0153 (TSGB0902)

Motor vehicles registered for the first time by tax class: Great Britain, annually: 1954 to 2011

Thousands

Year	Private and light goods ¹		Goods vehicles	Motor cycles, scooters and mopeds	Buses ²	Special machines etc ⁵	Other vehicles ^{3,4,5}	Total
	Private cars ¹	Other vehicles ¹						
1954	386.4		109.6	164.6	5.5	35.2	17.1	718.4
1955	500.9		153.5	185.2	5.6	39.2	22.1	906.5
1956	399.7		148.0	142.8	5.1	31.9	23.3	750.8
1957	425.4		140.5	206.1	5.0	39.8	19.9	836.7
1958	555.3		172.6	182.7	4.9	47.2	18.9	981.6
1959	645.6		191.7	331.8	5.1	49.0	29.7	1,252.9
1960	805.0		225.9	256.7	6.4	42.5	32.9	1,369.4
1961	742.8		220.2	212.4	6.1	46.4	31.4	1,259.3
1962	784.7		192.3	140.2	5.5	42.8	26.7	1,192.2
1963	1,008.6		206.4	165.5	6.4	47.9	31.2	1,466.0
1964	1,190.6		229.3	205.1	6.5	46.1	33.6	1,711.2
1965	1,122.5		229.4	150.9	6.8	45.4	45.7	1,600.7
1966	1,065.4		227.2	109.4	6.8	48.4	36.4	1,493.6
1967	1,116.7		221.5	137.7	6.5	53.9	38.9	1,575.2
1968	1,116.9		231.7	112.0	7.1	57.0	37.2	1,561.9
1969	987.4		239.6	85.4	7.1	49.3	33.0	1,401.8
1969 ¹	1,133.2		93.8	85.4	7.1	49.3	33.0	1,401.8
1970	1,248.1		85.2	104.9	7.7	48.8	30.2	1,524.9
1971	1,462.1		74.2	127.9	9.5	37.9	30.0	1,741.6
1972	1,854.8		74.9	152.5	9.8	47.6	44.1	2,183.7
1973	1,851.3		82.7	193.6	10.0	49.7	43.0	2,230.3
1974	1,399.6		68.0	189.8	7.8	45.6	39.6	1,750.4
1975	1,317.2		67.0	264.8	7.8	48.5	44.6	1,749.9
1976	1,401.8		63.9	270.6	8.7	51.8	41.2	1,838.0
1977	1,445.0		68.8	251.3	8.8	48.3	39.8	1,862.0
1978	1,745.8		79.8	225.3	9.1	50.0	41.4	2,151.4
1979	1,891.5		91.3	285.9	9.1	47.7	44.4	2,369.9
1980	1,679.2		74.7	312.7	8.8	36.7	43.5	2,155.6
1980 ¹	1,699.2		54.9	312.7	8.8	36.7	43.5	2,155.8
1981	1,643.6		39.9	271.9	7.5	32.6	34.8	2,030.3
1982	1,745.5		41.2	231.6	7.1	41.2	39.6	2,103.9
1983	1,989.1		46.6	174.5	7.3	42.1	47.9	2,307.5
1984	1,932.6		49.6	145.2	7.2	40.1	64.2	2,238.9
1985	2,029.5		51.7	125.8	6.8	40.1	55.4	2,309.3
1986	2,070.7		51.4	106.4	8.9	34.8	61.5	2,333.7
1987	2,212.6		54.0	90.8	8.7	37.7	70.1	2,473.9
1988	2,437.0		63.4	90.1	9.2	45.2	78.6	2,723.5
1989	2,535.2		64.5	97.3	8.0	42.5	81.4	2,828.9
1990	2,179.9		44.4	94.4	7.4	34.2	78.4	2,438.7
1991	1,708.5		28.6	76.5	5.2	26.1	76.6	1,921.5
1992	1,694.4		28.7	65.6	5.1	24.1	83.9	1,901.8
1993	1,853.4		32.8	58.4	5.4	30.0	93.8	2,073.9
1994	1,991.7		41.1	64.6	4.2	35.3	109.7	2,249.0
1995	2,024.0		48.0	68.9	5.2	33.3	127.1	2,306.5
1996	2,093.3		45.5	89.6	6.5	25.7	149.5	2,410.1
1997	2,244.3		41.8	121.7	6.6	21.7	161.7	2,597.7
1998	2,367.0		49.0	144.0	7.0	15.0	157.0	2,740.0
1999	2,342.0		48.0	168.0	8.0	25.0	174.0	2,766.0
2000	2,430.0		50.0	183.0	8.0	24.0	176.0	2,871.0
2001	2,431.8	277.9	48.6	177.1	6.8	26.8	168.8	3,137.7
2002	2,528.8	286.8	44.9	162.2	7.8	.	199.0	3,229.0
2003	2,497.1	323.5	48.4	157.3	8.4	.	197.1	3,231.9
2004	2,437.4	347.3	48.0	133.7	8.3	.	210.7	3,185.4
2005	2,266.3	337.2	51.2	132.3	8.9	.	225.5	3,021.4
2006	2,160.7	338.4	47.9	131.9	7.6	.	227.1	2,913.6
2007	2,191.5	347.8	41.1	143.0	9.0	.	264.6	2,996.9
2008	1,891.9	296.4	47.0	138.4	8.3	.	290.2	2,672.2
2009	1,765.5	193.5	27.0	111.5	7.2	.	266.3	2,371.2
2010	1,765.3	229.3	27.0	97.1	6.4	.	292.7	2,417.8
2011	1,663.8	264.8	36.9	96.2	5.8	.	314.0	2,381.5

1. Figures for 1969 to 1979 are estimated using the October 1982 tax classes. Figures for 1951 to 1969 refer to earlier classes.

From 1980 onwards figures refer to the October 1990 taxation classes. Figures for 1969 and 1980 are given twice, once for the tax regime before and once for the tax regime afterwards.

2. Prior to 1995 this tax class was called 'Public Transport' and taxis and Hackney Carriages were included. Prior to 1969, tram cars were also included.

3. Includes crown and exempt vehicles, three wheelers, pedestrian controlled vehicles and showmen's goods vehicles.

4. Excludes vehicles officially registered by the armed forces.

5. Special Machines became part of the 'Crown and Exempt' taxation class with effect from January 2002.

Source: DVLA/DfT

Last updated:: 12 April 2012

Next update: April 2013

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Department for Transport statistics

[Vehicle Licensing Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics)

Table VEH0102 (TSGB0903)

Licensed vehicles by body type, Great Britain, annually¹: 1994 to 2011

Year	Thousands						Total
	Cars	Motor cycles	Light goods	Heavy goods	Buses and coaches	Other vehicles ²	
1994	21,199.2	720.9	2,137.7	420.9	153.7	598.9	25,231.5
1995	21,394.1	702.5	2,122.8	422.9	153.5	573.6	25,369.4
1996	22,237.5	738.8	2,173.9	429.9	157.6	564.2	26,301.9
1997	22,831.7	752.4	2,231.2	436.0	160.7	561.8	26,973.8
1998	23,293.3	813.8	2,278.0	440.8	161.3	551.1	27,538.4
1999	23,974.9	889.4	2,342.2	459.2	168.1	533.8	28,367.6
2000	24,405.5	953.7	2,382.6	471.5	172.6	511.7	28,897.6
2001	25,125.9	1,010.0	2,461.4	477.5	171.6	500.8	29,747.1
2002	25,781.9	1,070.0	2,542.3	485.4	173.0	504.0	30,556.7
2003	26,240.4	1,134.7	2,652.9	491.1	174.7	513.5	31,207.4
2004	27,028.1	1,191.2	2,822.4	505.8	177.7	533.7	32,258.9
2005	27,520.4	1,206.4	2,943.4	508.2	178.4	540.6	32,897.4
2006	27,609.2	1,209.6	3,023.1	508.3	177.0	543.4	33,070.5
2007	28,000.3	1,248.3	3,148.9	510.8	176.9	565.7	33,651.0
2008	28,160.7	1,274.6	3,191.4	495.9	175.5	585.3	33,883.4
2009	28,246.5	1,275.6	3,184.5	477.8	173.7	600.3	33,958.4
2010	28,420.9	1,234.4	3,207.8	470.1	171.2	615.8	34,120.1
2011	28,467.3	1,238.3	3,248.3	465.5	168.1	641.2	34,228.6

1. As at 31st December

2. Includes rear diggers, lift trucks, rollers, ambulances, Hackney Carriages, three wheelers and agricultural vehicles

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Source: DVLA/DfT

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Notes and definitions (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Department for Transport statistics

[Vehicle Licensing Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics)

Table VEH0152 (TSGB0904)

Motor vehicles registered for the first time by body type, Great Britain, annually: 2001 to 2011

Thousands

Year	Cars	Motorcycles	Light goods	Heavy goods	Buses and coaches	Other vehicles ¹	Total
2001	2,586.0	180.5	274.0	52.5	10.6	34.2	3,137.7
2002	2,682.1	165.8	283.6	48.7	12.3	36.9	3,229.4
2003	2,646.1	160.9	317.9	53.2	13.7	40.2	3,231.9
2004	2,599.1	137.1	341.0	53.1	13.2	41.9	3,185.4
2005	2,443.5	135.6	329.7	56.9	13.1	42.6	3,021.4
2006	2,340.0	135.2	328.3	54.5	12.3	43.3	2,913.6
2007	2,390.1	146.4	340.1	47.3	12.1	60.9	2,996.9
2008	2,112.0	142.0	291.0	53.0	12.0	63.0	2,673.0
2009	1,968.0	115.0	190.0	31.0	10.0	57.0	2,371.0
2010	1,996.3	100.1	226.1	30.3	8.9	56.1	2,417.8
2011	1,907.4	99.3	263.0	40.7	8.5	62.5	2,381.5

1. Includes rear diggers, lift trucks, rollers, ambulances, Hackney Carriages, three wheelers and agricultural vehicles

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Notes and definitions (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Source: DVLA/DfT

Last updated: 12 April 2012

Next update: April 2013

Department for Transport statistics

Vehicle Licensing Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Table VEH0203 (TSGB0905)

Cars licensed by propulsion/fuel type, Great Britain, annually: 1994 to 2011

Thousands/Percentages

Year	Petrol	Diesel	Gas ¹	Electric	Hybrid Electric	Other ²	Total
Total number of cars							
1994	19,620.9	1,576.2	1.8	0.1	0.0	0.2	21,199.2
1995	19,499.8	1,891.3	2.9	0.1	0.0	0.1	21,394.1
1996	20,051.6	2,181.6	4.1	0.1	0.0	0.1	22,237.5
1997	20,384.7	2,440.5	6.2	0.1	0.0	0.1	22,831.7
1998	20,590.5	2,692.9	9.6	0.2	0.0	0.1	23,293.3
1999	21,031.0	2,929.9	13.8	0.2	0.0	0.1	23,974.9
2000	21,232.6	3,152.7	20.0	0.2	-	-	24,405.5
2001	21,641.1	3,459.5	24.4	0.3	0.6	0.1	25,125.9
2002	21,839.5	3,912.4	28.8	0.3	0.9	0.1	25,781.9
2003	21,805.5	4,399.6	33.7	0.3	1.2	0.1	26,240.4
2004	21,976.6	5,010.6	37.6	0.4	2.8	0.1	27,028.1
2005	21,876.0	5,596.1	39.5	0.6	8.1	0.1	27,520.4
2006	21,465.8	6,083.3	42.4	0.8	16.6	0.2	27,609.2
2007	21,264.4	6,657.4	45.1	1.2	31.8	0.3	28,000.3
2008	20,899.1	7,163.5	49.6	1.3	46.7	0.4	28,160.7
2009	20,491.2	7,641.4	50.9	1.5	61.1	0.4	28,246.5
2010	20,083.1	8,202.7	51.0	1.5	82.1	0.5	28,420.9
2011	19,548.5	8,763.5	50.0	2.6	102.3	0.4	28,467.3
Percentage of cars							
1994	92.6	7.4	-	-	0.0	-	100.0
1995	91.1	8.8	-	-	0.0	-	100.0
1996	90.2	9.8	-	-	0.0	-	100.0
1997	89.3	10.7	-	-	0.0	-	100.0
1998	88.4	11.6	-	-	0.0	-	100.0
1999	87.7	12.2	0.1	-	0.0	-	100.0
2000	87.0	12.9	0.1	-	-	-	100.0
2001	86.1	13.8	0.1	-	-	-	100.0
2002	84.7	15.2	0.1	-	-	-	100.0
2003	83.1	16.8	0.1	-	-	-	100.0
2004	81.3	18.5	0.1	-	-	-	100.0
2005	79.5	20.3	0.1	-	-	-	100.0
2006	77.7	22.0	0.2	-	0.1	-	100.0
2007	75.9	23.8	0.2	-	0.1	-	100.0
2008	74.2	25.4	0.2	-	0.2	-	100.0
2009	72.5	27.1	0.2	-	0.2	-	100.0
2010	70.7	28.9	0.2	-	0.3	-	100.0
2011	68.7	30.8	0.2	-	0.4	-	100.0

1. Includes gas, gas bi-fuel, petrol/gas and gas-diesel

2. Includes vehicles propelled by steam

Source: DVLA/DfT
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Notes and definitions (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Department for Transport statistics

Vehicle Licensing Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Table VEH0204 (TSGB0906)
Licensed cars, by region, Great Britain, annually: 1994 to 2011

Year	Thousands/Percentages												
	North East	North West	Yorks & Humber	East Midlands	West Midlands	East	London	South East	South West	Wales	Scotland	Not known	Great Britain
Number of cars													
1994	741.7	2,364.3	1,625.0	1,529.2	2,060.0	2,165.6	2,266.2	3,287.4	1,969.9	1,006.4	1,588.7	594.7	21,199.2
1995	751.0	2,388.2	1,646.0	1,547.5	2,094.0	2,211.0	2,260.8	3,323.0	1,990.4	1,017.4	1,609.4	555.4	21,394.1
1996	781.6	2,495.1	1,704.0	1,606.9	2,176.9	2,293.3	2,336.8	3,464.5	2,105.2	1,067.3	1,678.2	527.6	22,237.5
1997	799.9	2,586.9	1,761.7	1,655.1	2,279.3	2,371.6	2,340.8	3,589.1	2,157.9	1,100.7	1,730.1	458.5	22,831.7
1998	823.4	2,647.0	1,804.9	1,699.4	2,288.0	2,428.7	2,371.2	3,708.8	2,229.6	1,131.4	1,778.0	382.9	23,293.3
1999	843.1	2,692.7	1,857.9	1,741.6	2,319.9	2,492.7	2,402.8	3,813.8	2,307.8	1,169.3	1,826.9	506.5	23,974.9
2000	866.9	2,755.9	1,908.4	1,813.8	2,391.4	2,570.3	2,415.9	3,910.2	2,382.0	1,169.8	1,876.0	345.1	24,405.5
2001	893.0	2,820.0	1,931.5	1,863.0	2,478.6	2,639.8	2,461.7	4,006.5	2,447.0	1,217.0	1,938.8	428.9	25,125.9
2002	921.9	2,875.9	2,000.0	1,926.6	2,562.3	2,694.5	2,473.7	4,103.1	2,494.6	1,269.4	1,993.5	466.5	25,781.9
2003	947.9	2,941.7	2,039.4	1,964.9	2,612.1	2,711.1	2,480.0	4,162.6	2,523.0	1,305.2	2,031.0	521.5	26,240.4
2004	981.7	3,056.3	2,110.3	2,001.2	2,675.2	2,757.0	2,523.1	4,248.0	2,570.9	1,357.0	2,076.8	670.6	27,028.1
2005	1,005.9	3,141.0	2,161.6	2,064.6	2,723.9	2,812.5	2,561.9	4,344.6	2,611.8	1,392.1	2,139.2	561.3	27,520.4
2006	1,009.6	3,178.5	2,162.9	2,070.7	2,673.1	2,817.5	2,560.1	4,374.4	2,618.0	1,399.9	2,156.8	587.7	27,609.2
2007	1,024.1	3,196.6	2,204.2	2,109.9	2,715.9	2,854.4	2,578.9	4,436.6	2,655.2	1,420.2	2,200.8	603.5	28,000.3
2008	1,035.5	3,201.4	2,238.8	2,142.0	2,734.3	2,875.6	2,594.7	4,488.2	2,686.0	1,429.0	2,233.2	501.9	28,160.7
2009	1,037.9	3,162.1	2,238.1	2,146.2	2,721.4	2,896.1	2,556.7	4,551.6	2,718.3	1,429.0	2,248.5	540.4	28,246.5
2010	1,037.2	3,083.7	2,241.7	2,156.9	2,744.3	2,921.0	2,557.4	4,605.6	2,750.3	1,433.3	2,254.5	635.0	28,420.9
2011	1,040.1	3,006.5	2,248.9	2,166.5	2,823.8	2,944.3	2,542.7	4,605.9	2,789.0	1,437.5	2,264.4	597.6	28,467.3
Percentage of Cars													
1994	3.5	11.2	7.7	7.2	9.7	10.2	10.7	15.5	9.3	4.7	7.5	2.8	100.0
1995	3.5	11.2	7.7	7.2	9.8	10.3	10.6	15.5	9.3	4.8	7.5	2.6	100.0
1996	3.5	11.2	7.7	7.2	9.8	10.3	10.5	15.6	9.5	4.8	7.5	2.4	100.0
1997	3.5	11.3	7.7	7.2	10.0	10.4	10.3	15.7	9.5	4.8	7.6	2.0	100.0
1998	3.5	11.4	7.7	7.3	9.8	10.4	10.2	15.9	9.6	4.9	7.6	1.6	100.0
1999	3.5	11.2	7.7	7.3	9.7	10.4	10.0	15.9	9.6	4.9	7.6	2.1	100.0
2000	3.6	11.3	7.8	7.4	9.8	10.5	9.9	16.0	9.8	4.8	7.7	1.4	100.0
2001	3.6	11.2	7.7	7.4	9.9	10.5	9.8	15.9	9.7	4.8	7.7	1.7	100.0

Licensed cars, by region, Great Britain, annually: 1994 to 2011

	Thousands/Percentages													
2002	3.6	11.2	7.8	7.5	9.9	10.5	9.6	15.9	9.7	4.9	7.7	1.8	100.0	
2003	3.6	11.2	7.8	7.5	10.0	10.3	9.5	15.9	9.6	5.0	7.7	2.0	100.0	
2004	3.6	11.3	7.8	7.4	9.9	10.2	9.3	15.7	9.5	5.0	7.7	2.5	100.0	
2005	3.7	11.4	7.9	7.5	9.9	10.2	9.3	15.8	9.5	5.1	7.8	2.0	100.0	
2006	3.7	11.5	7.8	7.5	9.7	10.2	9.3	15.8	9.5	5.1	7.8	2.1	100.0	
2007	3.7	11.4	7.9	7.5	9.7	10.2	9.2	15.8	9.5	5.1	7.9	2.2	100.0	
2008	3.7	11.4	8.0	7.6	9.7	10.2	9.2	15.9	9.5	5.1	7.9	1.8	100.0	
2009	3.7	11.2	7.9	7.6	9.6	10.3	9.1	16.1	9.6	5.1	8.0	1.9	100.0	
2010	3.6	10.9	7.9	7.6	9.7	10.3	9.0	16.2	9.7	5.0	7.9	2.2	100.0	
2011	3.7	10.6	7.9	7.6	9.9	10.3	8.9	16.2	9.8	5.0	8.0	2.1	100.0	

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Notes & definitions <https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing>

Source: DVLA/DfT
Last updated:: 12 April 2012
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Department for Transport statistics

Vehicle Licensing Statistics (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Table VEH0506 (TSGB0907)

Licensed heavy goods vehicles by weight (tonnes), Great Britain, annually: 1994 to 2011

	Thousands/Percentages						Total	Avg weight (t)
	3.5 to 7 t	over 7 to 8 t	over 8 to 18 t	over 18 to 31 t	over 31 to 41 t	over 41 t		
Thousands								
1994	37.0	133.5	115.0	56.9	77.9	0.7	420.9	17.5
1995	38.7	134.0	110.7	55.4	82.8	1.2	422.9	17.7
1996	41.3	137.2	108.9	54.0	86.9	1.6	429.9	17.7
1997	41.4	139.9	106.9	54.0	91.5	2.3	436.0	17.9
1998	41.6	143.9	103.9	54.4	93.7	3.3	440.8	18.0
1999	42.3	150.1	105.9	58.0	101.2	1.6	459.2	18.3
2000	40.7	154.5	104.9	60.2	105.7	5.4	471.5	18.7
2001	39.8	155.5	104.0	61.1	92.0	25.1	477.5	19.2
2002	40.0	157.4	103.6	61.4	82.9	40.2	485.4	19.5
2003	41.6	158.5	102.5	61.7	75.2	51.7	491.1	19.7
2004	44.2	162.7	103.2	63.0	69.7	63.0	505.8	19.9
2005	46.0	161.8	102.8	62.7	64.9	69.9	508.2	20.0
2006	47.2	159.7	101.6	63.3	61.3	75.3	508.3	20.1
2007	49.0	157.0	101.4	63.3	59.9	80.2	510.8	20.3
2008	50.2	149.3	97.7	62.1	56.1	80.6	495.9	20.3
2009	51.0	141.1	94.3	60.3	51.8	79.3	477.8	20.3
2010	51.2	134.9	93.1	59.2	49.9	81.8	470.1	20.5
2011	51.9	129.9	92.2	58.9	48.1	84.5	465.5	20.7
Percentages								
1994	8.8	31.7	27.3	13.5	18.5	0.2	100.0	
1995	9.2	31.7	26.2	13.1	19.6	0.3	100.0	
1996	9.6	31.9	25.3	12.6	20.2	0.4	100.0	
1997	9.5	32.1	24.5	12.4	21.0	0.5	100.0	
1998	9.4	32.6	23.6	12.3	21.3	0.7	100.0	
1999	9.2	32.7	23.1	12.6	22.0	0.3	100.0	
2000	8.6	32.8	22.3	12.8	22.4	1.2	100.0	
2001	8.3	32.6	21.8	12.8	19.3	5.3	100.0	
2002	8.2	32.4	21.3	12.6	17.1	8.3	100.0	
2003	8.5	32.3	20.9	12.6	15.3	10.5	100.0	
2004	8.7	32.2	20.4	12.5	13.8	12.5	100.0	
2005	9.1	31.8	20.2	12.3	12.8	13.8	100.0	
2006	9.3	31.4	20.0	12.5	12.1	14.8	100.0	
2007	9.6	30.7	19.8	12.4	11.7	15.7	100.0	
2008	10.1	30.1	19.7	12.5	11.3	16.2	100.0	
2009	10.7	29.5	19.7	12.6	10.8	16.6	100.0	
2010	10.9	28.7	19.8	12.6	10.6	17.4	100.0	
2011	11.2	27.9	19.8	12.7	10.3	18.1	100.0	

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Notes and definitions (<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>)

Source: DVLA/DfT

Last updated:: 12 April 2012

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Department for Transport statistics

Transport Statistics Great Britain

Table TSGB0908

Road vehicle testing scheme (MOT) test results: 2000/01 to 2011/12

Thousands/percentages

	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07 ¹	2007/08	2008/09	2009/10	2010/11	2011/12
Motorcycles:												
Tested	567.8	568.4	584.9	745.0	801.0	873.2	902.6	897.9	942.0	948.3	989.6	1,032.4
PRS ²							48.5	57.9	70.9	76.1	79.2	85.5
Failed	112.9	113.1	108.2	134.0	166.5	164.1	115.9	118.7	124.7	126.1	126.2	130.5
Initial Failure Rate ³	19.9	19.9	18.5	18.0	20.8	18.8	18.2	19.7	20.8	21.3	20.8	20.9
Final Failure Rate ⁴							12.8	13.2	13.2	13.3	12.8	12.6
Cars and other passenger vehicles (up to 12 seats):												
Tested	22,775.0	22,768.0	22,781.0	22,509.0	20,695.0	22,665.0	24,416.9	24,912.5	25,537.7	26,047.5	26,637.5	26,827.4
PRS ²							1,865.0	2,267.6	2,502.5	2,495.0	2,515.7	2,573.3
Failed	7,212.8	7,281.2	7,084.9	6,622.1	5,951.9	7,516.4	6,885.9	7,318.4	7,676.0	8,070.3	8,075.9	8,184.5
Initial Failure Rate ³	31.7	32.0	31.1	29.4	28.8	33.2	35.8	38.5	39.9	40.6	39.8	40.1
Final Failure Rate ⁴							28.2	29.4	30.1	31.0	30.3	30.5
Private passenger vehicles (more than 12 seats):												
Tested	27.0	28.0	27.0	44.00	30.0	46.4	49.4	48.7	49.6	49.5	49.2	48.3
PRS ²							2.2	2.6	3.1	3.3	3.5	3.4
Failed	6.64	5.9	5.3	10.8	5.01	12.7	12.5	13.2	14.2	13.9	13.5	13.3
Initial Failure Rate ³	24.6	21.0	19.5	24.6	17.0	27.5	29.7	32.4	34.9	34.7	34.5	34.5
Final Failure Rate ⁴							25.4	27.0	28.7	28.1	27.4	27.5
Goods vehicles between 3,000 and 3,500 kg gross weight:												
Tested	283.0	284.0	376.0	495.0	634.0	437.4	495.3	520.7	541.3	563.8	602.1	608.1
PRS ²							26.0	34.8	44.0	47.9	53.1	55.6
Failed	89.6	97.5	132.0	167.3	209.0	190.5	200.3	214.7	223.2	233.8	244.8	247.5
Initial Failure Rate ³	35.9	34.4	35.1	33.8	33.0	43.6	45.7	47.9	49.3	50.0	49.5	49.8
Final Failure Rate ⁴							40.4	41.2	41.2	41.5	40.7	40.7
All vehicles:												
Tested	23,652.8	23,648.4	23,768.9	23,793.0	22,160.0	24,022.0	25,864.2	26,379.9	27,070.6	27,609.1	28,278.3	28,516.2
PRS ²							1,941.6	2,362.8	2,620.4	2,622.3	2,651.6	2,717.8
Failed	7,422.0	7,497.7	7,330.4	6,934.2	6,332.4	7,883.8	7,214.7	7,665.0	8,038.1	8,444.1	8,460.4	8,575.7
Initial Failure Rate ³	31.4	31.7	30.8	29.1	28.6	32.8	35.4	38.0	39.4	40.1	39.3	39.6
Final Failure Rate ⁴							27.9	29.1	29.7	30.6	29.9	30.1

1. MOT computerised figures are available from 2005/06 but computerisation was only phased in at the vehicle testing stations during that year. This results in the shortfall in volumes for 2005/06 in comparison to later years. Full records are available from 2006/07, and up to 2004/05 a 2% Sample Survey was used. Figures prior to 2006/07 are either incomplete or estimated and should be treated with caution.
2. Pass after Rectification at the Station (PRS). This indicates that a vehicle initially failed its test. It was then repaired within one hour of the test, re-tested and passed.
3. Initial Failure Rate = (PRS + Failures) / Total Tests
4. Final Failure Rate = Failures / Total Tests

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Source: VOSA
 Last updated: November 2012
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This table is outside the scope of National Statistics

Table TSGB0909

Road vehicle testing scheme (MOT): percentage of tests with one or more Fail or PRS¹ type RfRs² in defect group: 2007/08 to 2011/12

	Percentage				
	2007/08	2008/09	2009/10	2010/11	2011/12
Motorcycles:					
Motorcycle body and structure	0.9	1.0	1.0	0.9	1.0
Motorcycle brakes	5.8	5.9	5.8	5.3	5.1
Motorcycle drive system	1.2	1.4	1.5	1.4	1.4
Motorcycle driving controls	0.4	0.5	0.5	0.4	0.4
Motorcycle fuel and exhaust	1.7	1.7	1.6	1.4	1.3
Motorcycle lighting and signalling	10.8	11.5	11.8	10.8	11.0
Motorcycle reg plates and vin	1.0	1.4	1.9	1.5	1.4
Motorcycle sidecar	-	-	-	0.0	0.0
Motorcycle steering and suspension	5.8	5.7	5.6	4.9	4.8
Motorcycle tyres and wheels	3.7	3.8	3.8	3.6	3.6
Cars and other passenger vehicles (up to 12 seats):					
Body and structure	1.8	1.8	1.7	1.4	1.4
Brakes	12.9	12.8	12.9	10.7	10.4
Drivers view of the road	8.0	8.4	8.5	7.7	7.5
Driving controls	-	-	-	0.0	0.0
Fuel and exhaust	7.2	6.9	6.7	5.5	5.2
Lighting and signalling	19.8	20.7	21.0	18.6	18.6
Reasons specific to motor tricycles and quadricycles	-	-	-	0.0	0.0
Registration plates and VIN	1.4	1.5	1.7	1.2	1.0
Road wheels	0.4	0.4	0.4	0.4	0.4
Seat belts	1.9	1.9	2.0	1.7	1.5
Steering	2.9	2.9	3.1	3.2	3.5
Suspension	12.4	12.7	13.4	11.9	12.2
Towbars ³	.	.	0.1	0.1	0.1
Tyres	9.1	9.2	9.0	8.0	7.8
Private passenger vehicles (more than 12 seats):					
Body and structure	5.4	5.5	5.3	4.6	4.6
Brakes	13.0	13.5	13.6	12.1	12.2
Drivers view of the road	6.0	6.4	6.5	6.5	6.2
Driving controls	1.0	2.3	1.5	1.1	1.0
Fuel and exhaust	4.7	4.6	4.3	3.6	3.7
Lighting and signalling	16.0	17.5	17.6	16.7	16.2
Reg plates and vin	0.5	1.1	1.1	0.8	0.6
Road wheels	0.1	0.1	0.1	0.1	0.1
Seat belts	8.1	8.3	8.1	7.1	6.5
Steering	3.3	3.6	3.8	3.6	4.1
Suspension	7.2	7.4	7.4	6.5	6.5
Towbars ³	.	.	0.2	0.2	0.1
Tyres	3.6	3.9	3.9	3.7	3.7
Goods vehicles between 3,000 and 3,500 kg gross weight:					
Body and structure	6.2	6.1	5.8	4.8	4.4
Brakes	25.0	24.8	25.1	22.2	21.5
Drivers view of the road	13.1	13.3	13.1	12.1	11.3
Fuel and exhaust	8.4	7.8	7.2	5.8	5.3
Lighting and signalling	30.6	31.9	32.3	29.5	28.8
Reg plates and vin	2.4	2.5	2.6	1.9	1.6
Road wheels	0.4	0.4	0.4	0.3	0.3
Seat belts	4.6	4.7	4.5	3.6	3.1
Steering	6.4	6.1	6.4	7.0	7.5
Suspension	19.4	18.7	17.8	15.4	15.0
Towbars ³	.	.	0.5	0.4	0.3
Tyres	8.1	8.0	7.9	7.4	7.2

1. Pass after Rectification at the Station (PRS). This indicates that a vehicle initially failed its test.

It was then repaired within one hour of the test, re-tested and passed.

2. RfR = Reason for Rejection

3. The testing of towbars only became part of the MOT test on 27 April 2009

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Source: VOSA

Last updated: November 2012

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Table TSGB0910
 Road passenger service vehicle testing scheme (PSV tests¹), Great Britain: 1999/00 to 2011/12

Numbers/percentage

Year	1999/00	2000/01	2001/02 ²	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
First tests:													
Passed	67,219	67,016	65,899	65,458	67,528	67,425	69,270	69,447	70,777	73,003	73,864	74,109	72,894
Failed	11,216	11,583	14,290	14,515	13,832	13,045	12,086	12,237	11,046	10,725	9,204	8,805	8,534
Total tested	78,435	78,599	80,189	79,973	81,360	80,470	81,356	81,684	81,823	83,728	83,068	82,914	81,428
Re-tests:													
Passed	10,417	10,533	13,207	13,731	13,067	11,608	10,148	10,043	11,072	10,874	9,259	8,732	8,305
Failed	980	1,053	1,265	1,318	1,197	1,076	847	880	889	851	652	545	532
Total tested	11,397	11,586	14,472	15,049	14,264	12,684	10,995	10,923	11,961	11,725	9,911	9,277	8,837
Percentage failed:													
First test	14.3	14.7	17.8	18.1	17.0	16.2	14.9	15.0	13.5	12.8	11.1	10.6	10.5
Re-tests	8.6	9.1	8.7	8.8	8.4	8.5	7.7	8.1	7.4	7.3	6.6	5.9	6.0
All tests	13.6	13.97	16.4	16.7	15.7	15.2	14	14.2	12.72	12.1	10.6	10.1	10.0

- EEC Directive 77/143 stipulated that all class VI (Public Service Vehicles) in use for more than one year must by 1 January 1983 have undergone a road-worthiness examination and be subject to an annual inspection thereafter. To meet this deadline, statutory testing of class VI vehicles commenced on 1 January 1982.
- Due to revisions of testing policy, from 2001/02 onwards fewer defects are now allowed to be rectified at the testing station, resulting in a decrease in passes, an increase in failures and an increase in re-tests.

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Source: VOSA
 Last updated: November 2012
 Next update: November 2013

This table is outside the scope of National Statistics

Table TSGB0911

Goods vehicles over 3.5 tonnes testing scheme (HGV Motor vehicles and Trailers¹), Great Britain: 1999/00 to 2011/12

	Thousands/percentage												
Year	1999/00	2000/01	2001/02 ²	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
First tests:													
Passed	536.1	530.0	510.5	511.5	526.9	538.9	556.9	556.1	568.1	578.0	572.1	558.0	550.3
Failed	163.1	166.4	192.1	196.6	182.3	168.6	155.1	150.6	135.2	119.9	102.4	95.0	88.0
All	699.2	696.4	702.6	708.0	709.1	707.4	711.9	706.7	703.3	697.9	674.5	653.0	638.3
Re-tests:													
Passed	150.7	153.9	179.1	182.7	169.5	148.0	127.9	121.5	125.5	111.9	96.0	89.1	82.4
Failed	23.7	24.4	31.5	29.9	25.8	23.9	20.5	18.5	15.3	13.9	11.0	9.6	8.7
All	174.4	178.3	210.6	212.6	195.3	171.9	148.4	140.0	140.8	125.8	106.9	98.7	91.2
Percentage failed:													
First test	23.3	23.9	27.3	27.8	25.7	23.8	21.8	21.3	19.2	17.2	15.2	14.6	13.8
Re-tests	13.6	13.7	15.0	14.1	13.2	13.9	13.8	13.2	10.9	11.0	10.3	9.7	9.6
All tests	21.4	21.7	24.5	24.6	23.0	22.0	20.4	20.0	17.8	16.2	14.5	13.9	13.3

1. Vehicles subject to plating and testing have to undergo a test when they are 1 year old and are tested annually thereafter; the term 'first test' refers to the first test of a vehicle in a particular year. The figures quoted cover the 52 week period ending on the Friday which precedes the first Monday in April.
2. Due to revisions of testing policy, from 2001/02 onwards fewer defects are now allowed to be rectified at the testing station, resulting in a decrease in passes, an increase in failures and an increase in re-tests.

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Source: VOSA
 Last updated: November 2012
 Next update: November 2013

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Department for Transport statistics

[Transport Statistics Great Britain](#)

Table TSGB0912

Trailer tests by axle type: 1999/00 to 2011/12

Thousands

	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
1 axle	7.5	7.1	6.7	6.4	6.0	5.6	5.2	5.0	4.7	4.4	4.0	3.8	3.8
2 axle	89.8	82.2	74.1	68.9	63.9	58.4	53.9	49.0	45.9	42.6	38.5	36.3	34.6
3 axle	143.2	151.2	156.7	166.5	171.5	177.9	184.7	186.1	189.6	192.9	188.1	186.6	186.0
4 axle	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3
5 axle	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	240.6	240.6	237.6	241.9	241.5	242.1	244.1	240.3	240.5	240.1	230.8	227.1	224.7

Although there is no registration system for trailers which carry goods, there is still a requirement to have them tested each year under the DfT's plating and testing scheme.

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Source: VOSA

Last updated: November 2012

Next update: November 2013

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Department for Transport statistics

[National Travel Survey](#)

Table NTS0205 (TSGB0913)

Household car availability: Great Britain, 1951 to 2011

Percentage/number

Year	No car / van	One car / van	Two or more cars / vans	All households	Cars / vans per household	Cars / vans per adult (17+)	Unweighted sample size (households)
1951	86	13	1	100	..	..	..
1961	69	29	2	100	..	..	..
1971	48	44	8	100	..	..	..
1981	40	45	15	100	..	..	..
1985/86 ¹	38	45	17	100	0.82	0.42	10,266
1989/91	33	45	22	100	0.94	0.50	10,752
1992/94	33	44	23	100	0.96	0.52	10,296
1995/97 ²	30	44	25	100	1.00	0.54	10,461
1998/00	28	44	28	100	1.05	0.57	10,459
2002	27	44	29	100	1.08	0.58	8,849
2003	27	43	31	100	1.10	0.59	9,196
2004	26	44	30	100	1.10	0.59	8,991
2005	25	43	32	100	1.15	0.61	9,453
2006	25	44	32	100	1.15	0.61	9,261
2007	25	43	32	100	1.14	0.60	9,278
2008	25	43	32	100	1.14	0.60	8,924
2009	25	43	32	100	1.14	0.60	9,128
2010	25	42	33	100	1.16	0.61	8,775
2011	25	43	32	100	1.14	0.60	8,460

1 Figures from 1985/86 are from the National Travel Survey. Earlier years are derived from other household surveys.

2 Figures prior to 1995 are based on unweighted data.

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[Notes and definitions](#)

Source: National Travel Survey

Last updated: December 2012

Next update: July 2013

The figures in this table are National Statistics

Note: The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain and for the drop off in trip recording. The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS9902 (TSGB0914)

Household car ownership by region and area type: Great Britain, 1995/97¹ and 2009/10²

Percentage/number

	No car/van		One car/van		Two or more cars/vans		Cars/vans per household		Unweighted sample size (households)	
	1995/97 ¹	2009/10 ²	1995/97 ¹	2009/10 ²	1995/97 ¹	2009/10 ²	1995/97 ¹	2009/10 ²	1995/97 ¹	2009/10 ²
	Region of residence:									
North East	45	31	41	40	14	28	0.70	1.03	490	800
North West	31	26	44	43	25	30	0.99	1.10	1,292	2,188
Yorkshire and The Humber	34	26	45	43	21	31	0.90	1.12	886	1,519
East Midlands	28	20	40	42	31	38	1.09	1.29	770	1,361
West Midlands	29	25	42	42	28	33	1.05	1.17	975	1,614
East of England	22	16	47	45	31	39	1.17	1.33	740	1,700
London	39	43	43	42	17	16	0.81	0.76	1,387	2,188
South East	21	18	45	40	34	42	1.20	1.35	1,544	2,451
South West	22	18	48	44	30	38	1.16	1.29	898	1,576
England	30	25	44	42	26	33	1.02	1.16	8,982	15,397
Wales	32	21	44	44	24	34	0.97	1.26	534	885
Scotland	38	30	45	43	17	27	0.81	1.03	945	1,620
Great Britain excluding London	29	23	44	43	27	35	1.03	1.21	9,074	15,714
Great Britain	30	25	44	43	25	32	1.00	1.15	10,461	17,902
Area type of residence:										
London Boroughs	39	43	43	42	17	16	0.81	0.76	1,387	2,188
Metropolitan built-up areas	40	32	40	42	20	25	0.82	0.99	1,512	2,693
Large urban (over 250k population)	35	26	43	44	22	30	0.92	1.11	1,617	2,478
Medium urban (25k to 250k population)	29	24	46	44	24	32	1.00	1.15	2,834	5,008
Small/medium urban (10k to 25k population) ³	25	22	47	45	28	34	1.07	1.21	947	1,345
Small urban (3k to 10k population) ³	20	17	45	43	35	40	1.22	1.32	1,023	1,459
Rural	15	9	45	37	40	53	1.36	1.61	1,141	2,731
All areas	30	25	44	43	25	32	1.00	1.15	10,461	17,902

1 Three calendar years combined, e.g. 1995, 1996 and 1997.

2 Two survey years combined, e.g. 2009 and 2010. A survey year runs from mid-January to mid-January.

3 Due to a change in the definition of small urban areas used in data collection after 1995, some additional assumptions have been used to provide these estimates for comparison.

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[Notes and definitions](#)

Source: National Travel Survey

Last updated: 6 October 2011

Next update: July 2013

The figures in this table are National Statistics

Department for Transport statistics

[National Travel Survey](#)

Table NTS0201 (TSGB0915)

Full car driving licence holders by age and gender: Great Britain, 1975/76 to 2011

	Percentage / millions / number									
	All aged								Estimated	Unweighted
	17+	17-20	21-29	30-39	40-49	50-59	60-69	70+	licence holders	sample size
									(millions)	(individuals
										aged 17+)
All adults:										
1975/76	48	28	59	67	60	50	35	15	19.4	17,064
1985/86	57	33	63	74	71	60	47	27	24.3	19,835
1989/91	64	43	72	77	78	67	54	32	27.8	20,398
1992/94	67	48	75	82	79	72	57	33	29.3	19,030
1995/97 ¹	69	43	74	81	81	75	63	38	30.3	19,422
1998/00	71	41	75	84	83	77	67	39	31.4	19,299
2002	70	33	67	82	84	81	70	44	31.9	16,166
2003	70	29	67	82	83	80	72	44	32.1	16,994
2004	70	27	65	82	83	80	72	46	32.2	16,612
2005	72	32	66	82	84	82	74	51	33.3	17,619
2006	72	34	67	82	84	82	76	50	33.7	17,345
2007	71	38	66	81	83	82	75	52	33.8	17,199
2008	72	36	64	82	83	83	78	53	34.5	16,618
2009	72	36	65	80	84	83	78	54	34.7	17,116
2010	73	35	63	81	84	83	79	57	35.3	16,383
2011	72	31	63	78	83	82	79	59	35.2	15,841
Males:										
1975/76	69	36	78	85	83	75	58	32	13.4	8,113
1985/86	74	37	73	86	87	81	72	51	15.1	9,367
1989/91	80	52	82	88	89	85	78	58	16.7	9,679
1992/94	81	54	83	91	88	88	81	59	17.0	8,862
1995/97 ¹	81	50	80	88	89	89	83	65	17.2	9,211
1998/00	82	44	80	89	91	88	83	65	17.4	9,149
2002	80	35	71	88	90	89	85	68	17.5	7,656
2003	81	33	73	87	90	91	87	69	17.8	8,096
2004	79	30	68	87	89	90	86	72	17.7	7,855
2005	81	37	69	86	90	90	88	73	18.1	8,348
2006	81	37	71	86	89	91	90	76	18.4	8,271
2007	80	41	69	86	88	90	87	75	18.4	8,146
2008	81	38	67	87	89	91	90	75	18.7	7,929
2009	80	37	67	84	89	91	90	76	18.8	8,120
2010	80	35	66	86	90	90	89	78	19.0	7,830
2011	79	31	68	81	88	90	89	79	18.9	7,515
Females:										
1975/76	29	20	43	48	37	24	15	4	6.0	8,951
1985/86	41	29	54	62	56	41	24	11	9.2	10,468
1989/91	49	35	64	67	66	49	33	15	11.1	10,719
1992/94	54	42	68	73	70	57	37	16	12.2	10,168
1995/97 ¹	57	36	67	74	73	62	45	21	13.1	10,211
1998/00	60	38	69	78	76	67	53	22	14.0	10,150
2002	61	31	62	76	78	73	55	27	14.4	8,510
2003	61	25	62	77	77	70	58	26	14.3	8,898
2004	61	24	62	77	77	71	58	28	14.5	8,757
2005	63	27	62	77	79	73	61	35	15.2	9,271
2006	63	31	63	78	79	74	63	31	15.3	9,074
2007	63	34	62	76	78	74	63	36	15.4	9,053
2008	65	35	61	78	78	75	67	36	15.8	8,689
2009	65	35	62	76	79	75	67	37	16.0	8,996
2010	66	34	60	77	79	77	69	41	16.3	8,553
2011	65	31	59	75	79	75	69	44	16.3	8,326

¹ Figures prior to 1995 are based on unweighted data

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[Notes and definitions](#)

Source: National Travel Survey

Last updated: December 2012

Next update: July 2013

The figures in this table are National Statistics

Note: The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain and for the drop off in trip recording. The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0901 (TSGB0916)

Annual mileage¹ of 4-wheeled cars by type and trip purpose: Great Britain, 1995/97 to 2010

		Miles/percentage/number						
Year	Type of car	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample	Unweighted sample size (all cars)	
1995/97	Company cars	11,890	5,920	5,540	23,340	7	711	
2010	Company cars	7,490	6,450	5,250	19,190	5	400	
1995/97	Private cars	900	2,580	5,130	8,610	93	8,781	
2010	Private cars	570	2,500	4,840	7,910	95	8,569	
1995/97	All 4-wheeled cars	1,710	2,830	5,160	9,700	100	9,492	
2010	All 4-wheeled cars	890	2,680	4,860	8,430	100	8,969	

Year	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of company cars in sample	Unweighted sample size (all cars)
1995/97	1,710	2,830	5,160	9,700	7	9,492
1998/00	1,590	2,940	5,030	9,550	8	10,026
2002	1,250	2,780	5,140	9,170	7	8,555
2003	1,230	2,840	5,160	9,230	6	9,088
2004	1,140	2,850	5,170	9,160	6	8,707
2005	1,090	2,840	5,080	9,010	6	9,534
2006	1,040	2,770	4,960	8,770	5	9,448
2007	1,070	2,740	5,060	8,870	5	9,253
2008	1,020	2,640	5,030	8,690	5	8,987
2009	890	2,520	5,010	8,430	4	9,237
2010	890	2,680	4,860	8,430	5	8,969

¹ Total annual mileage and the purpose split is estimated by the respondent.

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[Notes and definitions](#)

Source: National Travel Survey

Last updated: 28 July 2011

Next update: July 2013

The figures in this table are National Statistics

Table TSGB0917
 Car driving tests, Great Britain: 1999/00 to 2011/12

	Thousands/percent												
	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Applications received ¹	1,205	1,263	1,315	1,468	1,526	1,675	1,847	1,883	1,878	1,796	1,590	1,648	1,584
Tests conducted	1,130	1,015	1,216	1,344	1,399	1,668	1,834	1,784	1,769	1,717	1,533	1,606	1,569
Tests passed, by sex:													
Male	256	229	273	300	304	365	411	405	412	408	370	383	374
Female	240	214	254	283	295	340	370	367	370	369	334	361	362
Total	496	443	527	583	598	706	781	773	782	777	703	744	736
Pass rate, by sex:													
Male	48	48	47	47	46	46	46	46	47	49	49	50	50
Female	40	40	40	40	40	39	40	41	41	42	43	43	44
Total	44	44	43	43	43	42	43	43	44	45	46	46	47

¹ These are gross figures and take no account of applications which do not mature into a test due to cancellations etc.

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Source: DSA
 Last updated: November 2012
 Next update: November 2013

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Department for Transport statistics

[Blue Badge Statistics \(https://www.gov.uk/government/organisations/department-for-transport/series/disabled-parking-badges-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/disabled-parking-badges-statistics)

Table DIS0101 (TSGB0918)

Valid Blue Badges held by disabled people by category in England, annual¹ from 1997

Thousands/percentage

Year	Estimation method ²	Valid Blue Badges held without further assessment ³	Valid Blue Badges held subject to further assessment ⁴	Valid Blue Badges held by organisations	Valid Blue Badges held
Valid badges (thousands)					
1997		672	938	26	1,636
1998		702	985	26	1,713
1999		712	1,082	28	1,821
2000		685	1,141	27	1,854
2001		714	1,184	27	1,925
2002		761	1,229	30	2,019
2003		825	1,178	26	2,030
2004		806	1,220	27	2,054
2005		843	1,223	26	2,092
2006		825	1,404	28	2,258
2007		827	1,452	29	2,307
2008		894	1,476	26	2,398
2009	Old	918	1,530	27	2,475
2009	R New	940	1,623	29	2,591
2010	R	956	1,656	30	2,641
2011	R	969	1,658	28	2,655
2012		964	1,632	29	2,625
Percentage of valid badges					
1997		41	57	2	100
1998		41	57	2	100
1999		39	59	2	100
2000		37	62	1	100
2001		37	62	1	100
2002		38	61	1	100
2003		41	58	1	100
2004		39	59	1	100
2005		40	58	1	100
2006		37	62	1	100
2007		36	63	1	100
2008		37	62	1	100
2009	Old	37	62	1	100
2009	R New	36	63	1	100
2010	R	36	63	1	100
2011	R	36	62	1	100
2012		37	62	1	100

1 As at 31st March each year

2 Break in series due to changes in the estimation methodology from 2009 (see background notes for information)

3 Previously known as the automatic criteria, people within this category have to meet certain criteria (see background notes) which automatically entitles them to a valid parking badge.

4 This assessment is carried out by the local authority, where people also meet certain criteria (see background notes)

R Previously published figures have been revised due to a change in the estimation methodology

Source: DfT Blue Badge Survey

Last updated: 27 September 2012

Next update: Autumn 2013

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[Blue Badge Statistics - Notes and definitions](#)

The figures in this table are National Statistics

Department for Transport statistics

[Blue Badge Statistics \(https://www.gov.uk/government/organisations/departement-for-transport/series/disabled-parking-badges-statistics\)](https://www.gov.uk/government/organisations/departement-for-transport/series/disabled-parking-badges-statistics)

Table DIS0102 (TSGB0919)

Valid Blue Badges held and population measures: England, annual from 1997¹

Thousands/percentage

Year	Estimation method ²	Valid Blue Badges ¹	Retired population ³	Ratio of retired people to badge holders	Badge holders as a percentage of the population	Retired people as a percentage of the population	Total population
1997		1,636	8,895	5.4 : 1	3.4	18.3	48,519
1998		1,713	8,914	5.2 : 1	3.5	18.3	48,665
1999		1,821	8,950	4.9 : 1	3.7	18.3	48,821
2000		1,854	8,975	4.8 : 1	3.8	18.3	49,033
2001		1,925	9,010	4.7 : 1	3.9	18.3	49,233
2002		2,019	9,055	4.5 : 1	4.1	18.3	49,450
2003		2,030	9,110	4.5 : 1	4.1	18.3	49,649
2004		2,054	9,189	4.5 : 1	4.1	18.4	49,863
2005		2,092	9,273	4.4 : 1	4.2	18.5	50,110
2006		2,258	9,370	4.1 : 1	4.5	18.6	50,466
2007		2,307	9,463	4.1 : 1	4.5	18.6	50,764
2008		2,398	9,646	4.0 : 1	4.7	18.9	51,106
2009	Old	2,475	9,842	4.0 : 1	4.8	19.1	51,465
2009	R New	2,591	9,842	3.8 : 1	5.0	19.1	51,465
2010	R	2,641	10,022	3.8 : 1	5.1	19.3	51,810
2011	R	2,655	10,211	3.8 : 1	5.1	19.5	52,234
2012		2,625	10,385	4.0 : 1	5.0	19.7	52,655

1 Blue Badge counts are at 31 March in year shown. Population estimates relate to mid-point of previous calendar year. For 2012, the 2010 based projection for mid-2011 is used.

2 Break in series due to changes in the estimation methodology from 2009 (see background notes for information).

3 The retired population is defined as men over 65 and women over 60.

R Previously published figures have been revised due to a change in the estimation methodology

Source: DfT Blue Badge Survey, Office for National Statistics population estimates and projections

Last updated: 27 September 2012

Next update: Autumn 2013

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[Blue Badge Statistics - Notes & definitions](#)

The figures in this table are National Statistics



Spotlight on Transport Statistics during the London 2012 Olympic Games and Paralympics

The London 2012 Olympic Games and Paralympic Games took place between 27 July – 12 August and 29 August – 9 September respectively, with the Olympic football starting early on 25 July. Much of this chapter compares data for this period to a comparable period in the previous year. These statistics not only measure 'performance' of the transport network during the Games, but also the behaviour of non-Games travellers who re-timed or chose not to make journeys. This is not intended to be a comprehensive review of transport performance in London or Great Britain during the Games, but supplements evidence from other sources.

Spotlight on Transport Statistics during the London 2012 Olympic Games and Paralympics includes:

- Monthly international passengers and sailings at UK ports;
- Punctuality, passengers and air transport movements at UK airports;
- Average traffic speeds on locally managed 'A' roads in the Olympic host boroughs;
- Performance against profiles on Highways Agency Strategic Route Network (SRN) Olympic Routes, and
- The headline impact on rail journeys including National Rail Games Travel Sales;

Supporting materials

The Olympic Delivery Authority (ODA) published a report *Delivering transport for the London 2012 Games*¹ in October 2012 which provides an overall picture of how transport for the Games was achieved, what was learned on the way, and the transport legacy. It focuses on the additional projects and programmes – mainly funded by the ODA – that would not have happened without the London 2012 Games being staged.

Transport for London (TfL) will also be dedicating a large part of their annual report *Travel in London 5* on how the capital's transport system performed during the Games. TfL collect much more detailed data for London than DfT. Their report will cover the full range of TfL managed transport. *Travel in London 5* will be also be published in mid-December 2012 and will be available on the TfL website at <http://www.tfl.gov.uk/corporate/about-tfl/publications/1482.aspx>. In light of this, we have not aimed to duplicate TfL's analysis of transport in London during the Games, but present a spotlight on DfT statistics supplemented with data from the Highways Agency (HA) and the Association of Train Operating Companies (ATOC) that contribute to the wider understanding of how the transport network performed in London and other key sites of interest during the Games period.

¹http://www.ice.org.uk/ice_upload/delivering_transport_London_2012.pdf

Summary

- The number of sea passengers arriving and departing at UK ports was 15 per cent lower in July 2012 than July 2011 and 10 per cent lower in August 2012 than August 2011. The number of sailings was also seven per cent lower in July and August 2012 when compared to the previous year.
- There were fewer terminal passengers (arrivals and departures) at UK airports in July and August 2012 compared to the same months in 2011: the volume of passengers was reduced by 0.5 million (two per cent) and 0.3 million (one per cent) respectively. The number of air transport movements (ATMs) was also two per cent lower in July, August and September 2012 than in the previous year by 4,000, 3,000 and 5,000 ATMs respectively. The most pronounced feature in arrivals and departures at London Heathrow related to Games family members on Monday 13 August (the day after the closing ceremony). The staging of the Olympic Games had no obvious effect on length of delays at UK airports in July and August.
- These results support the findings from the International Passenger Survey which indicate that there were 8.8 million visits to the UK by overseas residents in July – September 2012 (for any purpose)². This was four per cent lower than in July – September 2011. IPS estimates also suggest that there were 680,000 completed visits to the UK by overseas residents in July – September 2012, either specifically for the 2012 Olympics/Paralympics (participating, working or watching) or primarily for another reason but involving attendance at a ticketed event. This represents eight per cent per of all visits to the UK by overseas residents.
- Average speeds on locally managed 'A' roads in the six London host boroughs were generally slightly slower (1.7mph) during the Olympic Games than during a comparative period in 2011. Although this varied depending on the time of day, the morning and afternoon peak speeds were still at approximately the same time of day as in the comparable period a year earlier.
- Performance against profile for the Olympic Routes on the Highways Agency Strategic Route Network (SRN) was good throughout the period of the Olympic Games, with overall journey speeds being recorded as just 0.5 per cent slower than expected and any substantial delays on specific routes were caused by Road Traffic Collisions and other incidents rather than the weight of traffic on the network.
- Estimates from ATOC confirm that there were substantial increases in the number of rail journeys during the Olympics and Paralympics. The overall national impact was estimated to be 21.2 million journeys. Journeys in the London and South East accounted for the majority of this uplift (93 per cent) with long distance journeys accounting for a further five per cent.

²<http://www.ons.gov.uk/ons/rel/ott/overseas-travel-and-tourism---monthly-release/september-2012/stb-monthly-overseas-travel-and-tourism--september-2012.html>

International passengers and sailings at UK ports

- The number of sea passengers and sailings arriving at UK ports is only available on a monthly basis. In 2012 the number of sailings arriving and departing in the UK in July, August and September was 4-7 per cent lower than in 2011. Similarly, the number of sea passengers arriving and departing in the UK in July – September was 4-15 per cent lower in 2012 than in 2011, with July experiencing the greatest year on year decline.

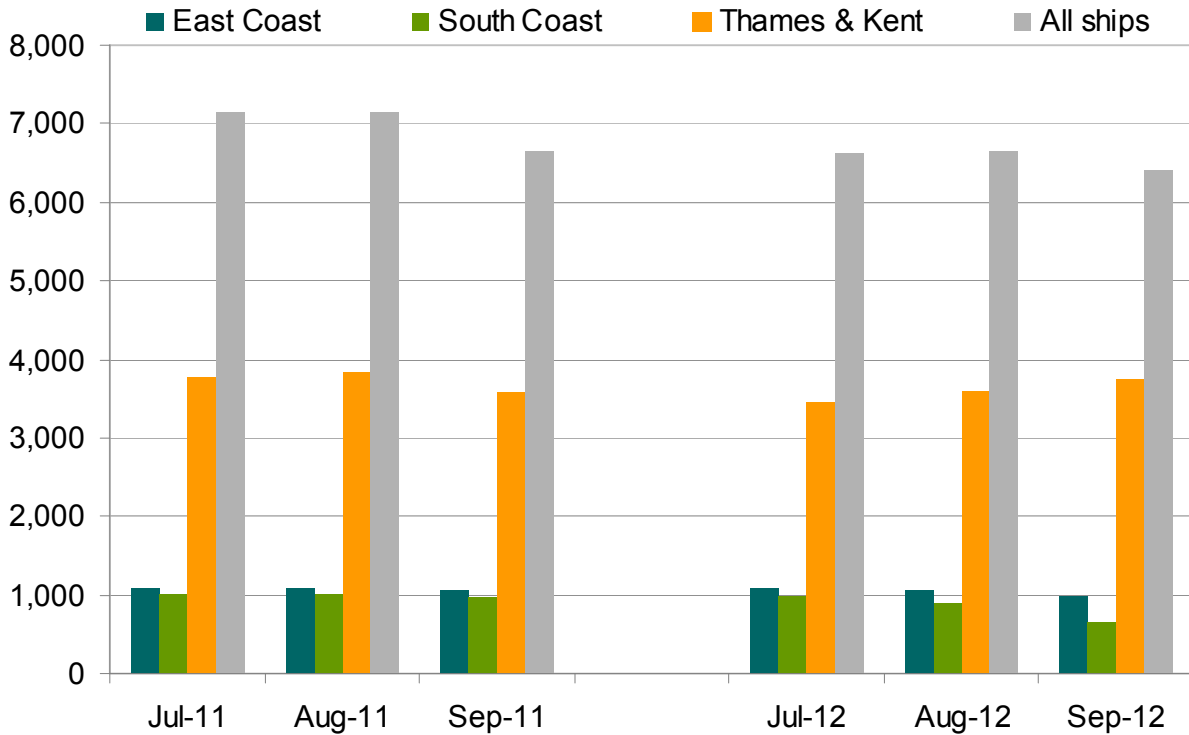
Table 1: Sea Passenger statistics at United Kingdom ports, year on year change

	Percentage		
	Change: 2011 to 2012		
	Jul	Aug	Sept
(a) Passenger ships (arrivals and departures)			
East Coast	-1%	-3%	-6%
South Coast	-4%	-13%	-33%
Thames & Kent	-8%	-6%	5%
<i>of which:</i>			
<i>Dover - Calais</i>	-13%	-8%	9%
<i>Dover - Dunkerque</i>	4%	0%	0%
All ships	-7%	-7%	-4%
(b) Passengers (arrivals and departures, thousands)			
East Coast	-8%	0%	1%
South Coast	-15%	-13%	-20%
Thames & Kent	-16%	-11%	0%
<i>of which:</i>			
<i>Dover - Calais</i>	-17%	-12%	1%
<i>Dover - Dunkerque</i>	-13%	-9%	-5%
All passengers	-15%	-10%	-4%

Source: [TSGB1001](#)

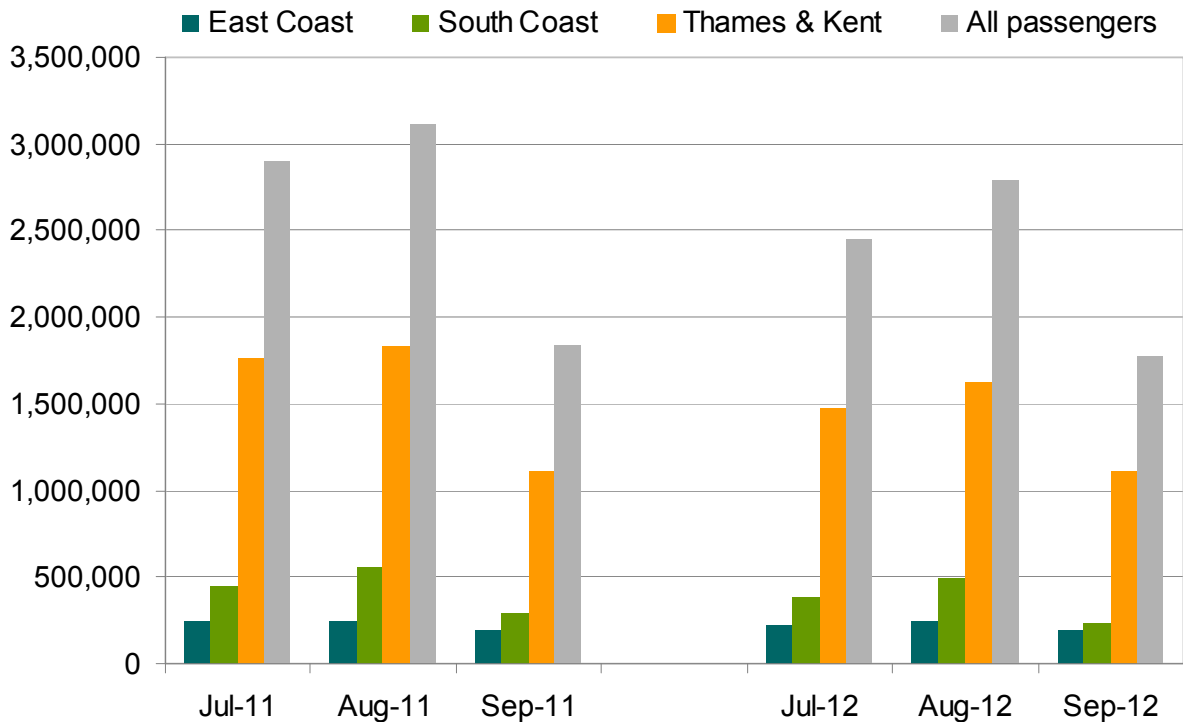
- The number of ships sailing between Dover to Calais in July declined at twice the rate as at all UK ports (13 per cent compared to seven per cent). The Dover – Calais route also experienced an above average decline in July passenger numbers (17 per cent compared to 15 per cent for all UK ports). South coast ports also experienced above average rates of year on year decline in July – September. In September 2012, the number of ships arriving and departing at South coast fell by 33 per cent compared to 2011, and the number of passengers fell by 20 per cent.
- A large element of this can be attributed to a series of staff strikes at Brittany Ferries, which resulted in numerous sailings from Portsmouth, Poole and Plymouth being cancelled. Chart 2 and Chart 3 illustrate the number of sailings and passengers in July – September 2011 and 2012.

Chart 2: Passenger ships (arrivals and departures at UK ports)



Source: [TSGB1001](#)

Chart 3: Passengers (arrivals and departures at UK ports)

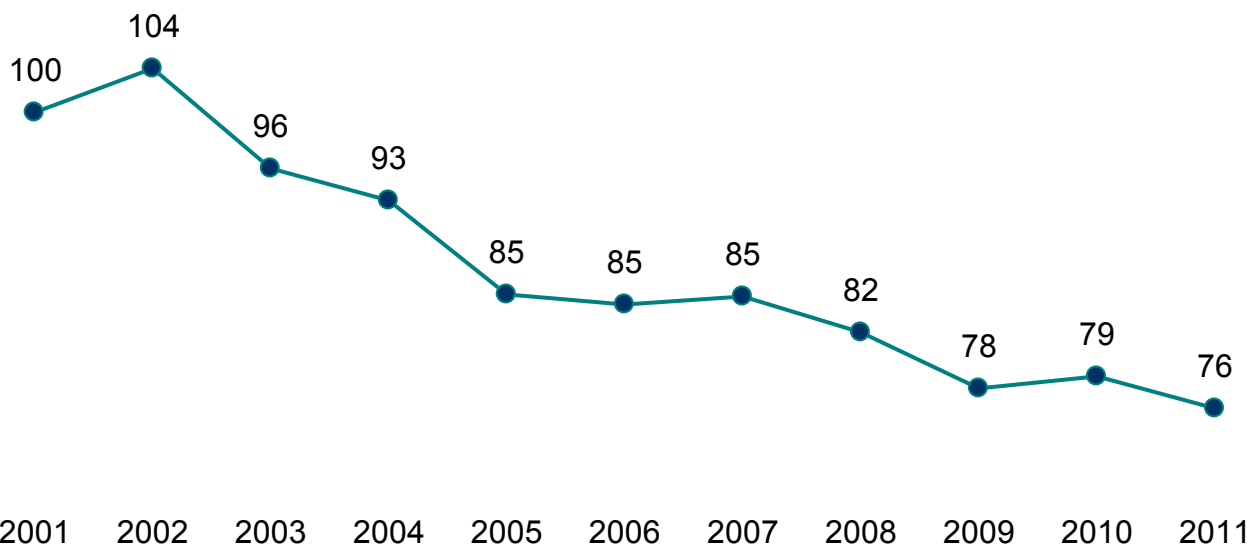


Source: [TSGB1001](#)

- The number of international sea passengers has been in decline for a number of years although the rate of decline has slowed in recent years (Chart 4). Between 2001 and 2011, the number of sea passengers arriving and departing at UK ports declined by an average

of three per cent per annum. This would suggest that the reduced number of passengers (4-15 per cent) in August – September 2011-2012 outstripped this downwards trend.

Chart 4: International sea passengers: index (2001=100)



Data: [SPAS0103](#) UK international short sea passenger movements by overseas country: 1950 – 2011

Passengers, air transport movements and freight at UK airports

- The anticipated increase in traffic at UK airports, including airports in the South East, did not materialise (see Table 5). In July and August the total number of terminal passengers (arrivals and departures) was lower in 2012 than in 2011 at UK airports overall, as well as at Heathrow, Stansted and London City.
- The total number of arrivals and departures in the UK fell from 23.2million passengers in July 2011, to 22.7million in July 2012 (two per cent) and from 23.2million in August 2011 to 23.0 million in August 2012 (one per cent).
- The volumes of passengers at Gatwick and Luton in July – September 2012 were similar to those experienced in 2011. Passenger numbers appear to have recovered in September at Gatwick and Heathrow. Heathrow experienced the highest ever number of passengers in a September 2012, rising by one per cent compared to September 2011, to 6.35 million.

Table 5: Terminal passengers at United Kingdom airports: year on year change

	<i>Change: 2011 to 2012</i>		
	<i>Jul</i>	<i>Aug</i>	<i>Sept</i>
(b) Terminal passengers (arrivals and departures)			
Gatwick	0%	0%	2%
Heathrow	-4%	-2%	1%
London City	-7%	-2%	-2%
Luton	0%	0%	0%
Stansted	-5%	-5%	-4%
All UK airports	-2%	-1%	0%

Source: Civil Aviation Authority, [TSGB1002](#)

- Changes in air transport movements (ATMs) show a similar pattern to passenger numbers. The main exception is London City which saw a large increase in ATMs in 2012 despite a fall in passenger numbers. This is thought to be due to additional leisure routes at London City increasing the number of flights coinciding with a fall in passengers on traditional business routes which remained open over the summer albeit with low loads.
- The total number of ATMs in the UK fell from 194,000 in July 2011 to 189,000 in July 2012 (two per cent) and from 194,000 in August 2011 to 191,000 in August 2012 (two per cent). The number of ATMs at UK airports in September 2012 was also two per cent lower than a year earlier.

Table 6: Air transport movements at United Kingdom airports: year on year change

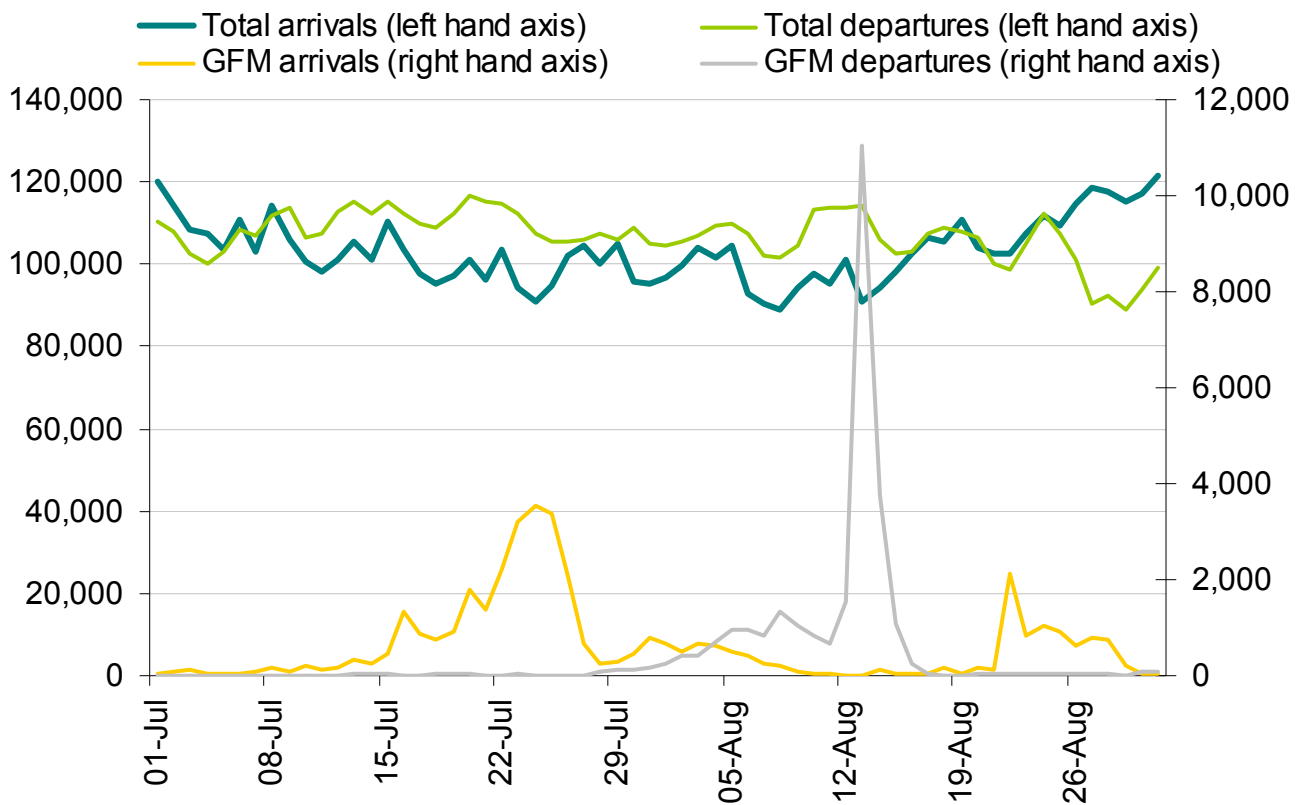
	<i>Change: 2011 to 2012</i>		
	<i>Jul</i>	<i>Aug</i>	<i>Sept</i>
(a) Air transport movements (aircraft landings and take-offs)			
Gatwick	0%	-7%	0%
Heathrow	-1%	-2%	-2%
London City	11%	11%	0%
Luton	0%	-5%	-1%
Stansted	-4%	-7%	-6%
All UK airports	-2%	-2%	-2%

Source: Civil Aviation Authority, [TSGB1002](#)

- There are a few small peaks in the daily arrivals and departures for the London airports at key times, for example, an increase in departures after the Olympic closing ceremony, but these don't stand out compared to the daily flows in the same months in 2011. Chart 7 illustrates daily arrivals and departures at Heathrow for the period covering the Olympic Games. There is a clear peak in the number of Games Family Members (GFM) departing from Heathrow on Monday 13 August (the day after the closing ceremony).

- It is worth noting that the GFM data are estimates based on the London Organising Committee of the Olympic Games' (LOCOG's) Arrivals and Departures System (ADS) database.
- This held details of GFM's plans submitted in advance of the Games, but it is likely that not everyone submitted their travel arrangements, or adhered to their submitted travel plans, so these estimates may not be an accurate record of GFM's travel although they should give a good indication of the daily flows.

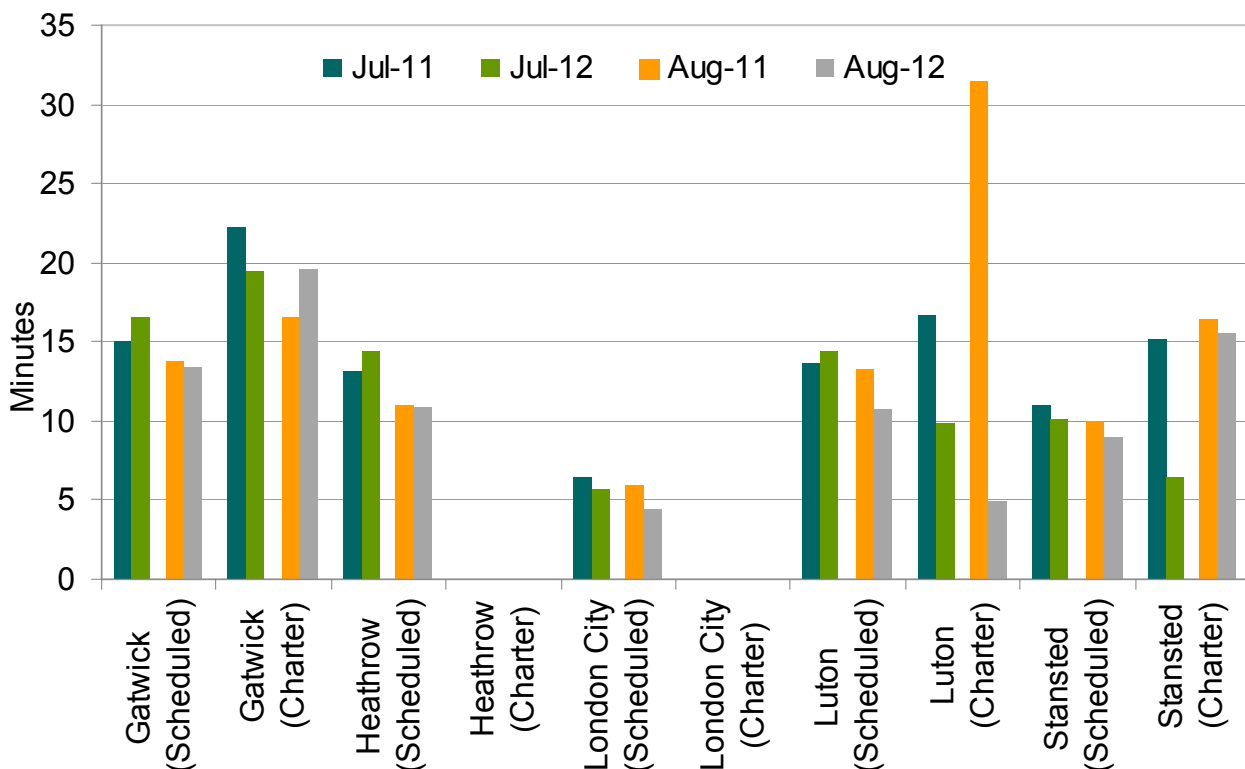
Chart 7: Daily arrivals and departures at Heathrow, total passengers and registered Games Family Members, July and August 2012



Source: Civil Aviation Authority and LOCOG (ADS)

- The Games did not appear to have a marked affect on the punctuality of flights at UK airports ([TSGB1003](#) and Chart 8). Punctuality fluctuated slightly or remained the same at different airports in different months compared to the previous year. It should be noted that delays were relatively low in 2011. Chart 8 illustrates how there is no conclusive direction to the year on year trends for average delays at London airports in July and August 2011-2012.

Chart 8: punctuality at London Airports, July and August, 2011 - 2012 (average delay in minutes)

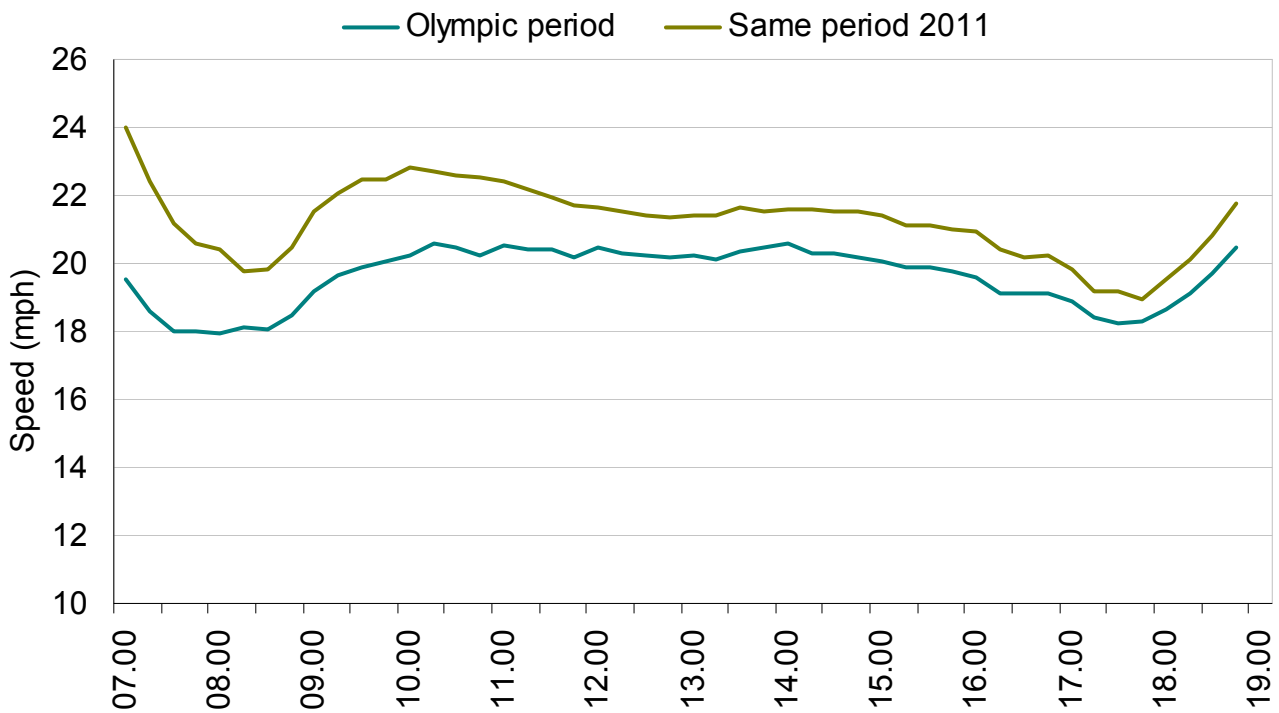


Source: Civil Aviation Authority, [TSGB1003](#)

Average traffic speeds on locally managed 'A' roads in the Olympic host boroughs

- Average speeds on locally managed 'A' roads in the six London host boroughs were 1.7 mph slower during the Olympic Games period than during a comparative period in 2011. The difference in average speed during the Olympics for the six host boroughs varied between 0.7 – 4.5 mph slower than in the same period a year earlier depending on the time of day.
- Changes in average speeds during the day broadly followed a similar pattern during the Olympics compared to the previous year. That is, the morning and afternoon peak times were much the same. Similar effects on average speeds were observed in other London boroughs, although the reduction in speeds during the Olympic period compared to the previous year was generally greater for the London host boroughs.
- To put the reduction in speeds during the Games into context, average speeds for weekdays in the week commencing 9 September 2012, directly after the Paralympics were around 3-4mph lower during the morning and afternoon peaks, compared to during the Olympic period. This is believed to be largely due to the impact of additional traffic relating to school travel.
- Chart 9 presents estimated average traffic speeds on locally managed 'A' roads in the six London 2012 host boroughs on weekdays during the Olympic Games period, by time of day. For comparison, average speeds for the same period in 2011 are also presented.

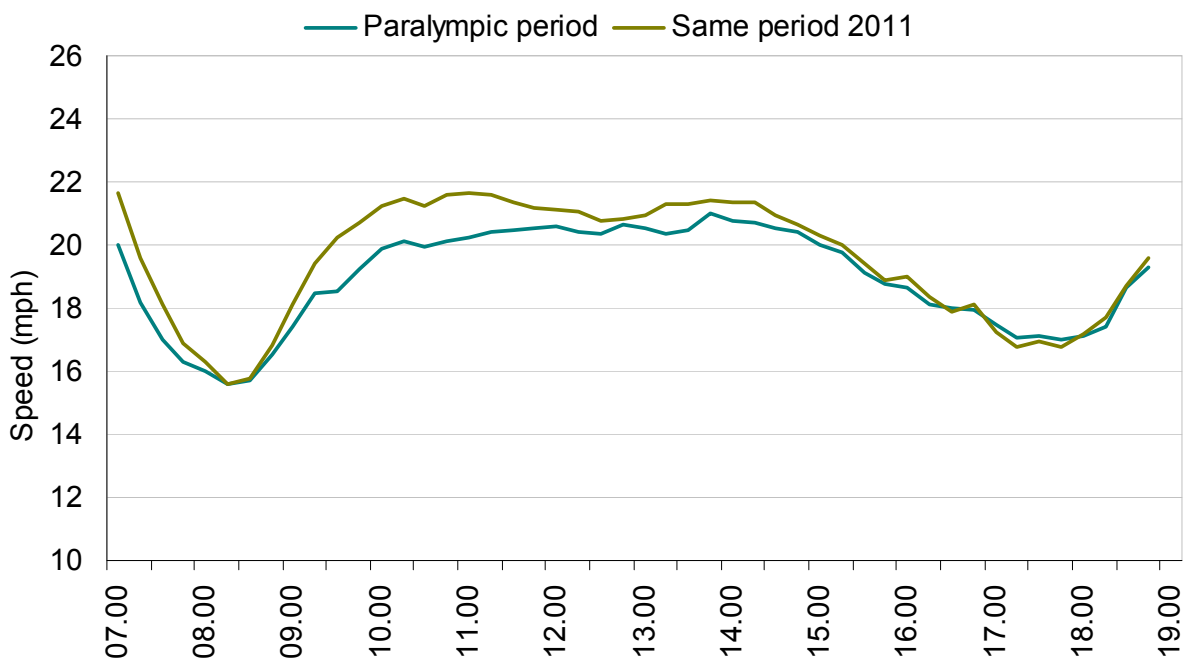
Chart 9: Average speed during the Olympics on locally managed 'A' roads for the six London 2012 host boroughs by time of day



Source: [TSGB1005](https://www.gov.uk/government/statistical-data-sets/tsgb1005)

- Chart 10 presents equivalent data for the duration of the Paralympics. The impact upon the average speed on 'A' roads in the host boroughs was negligible during peak hours. However, the mid-late morning traffic (09.15-11.15) was 1.0 - 1.7 mph slower during the Paralympics compared to the same period a year earlier.

Chart 10: Average speed during the Paralympics on locally managed 'A' roads for the six London 2012 host boroughs by time of day

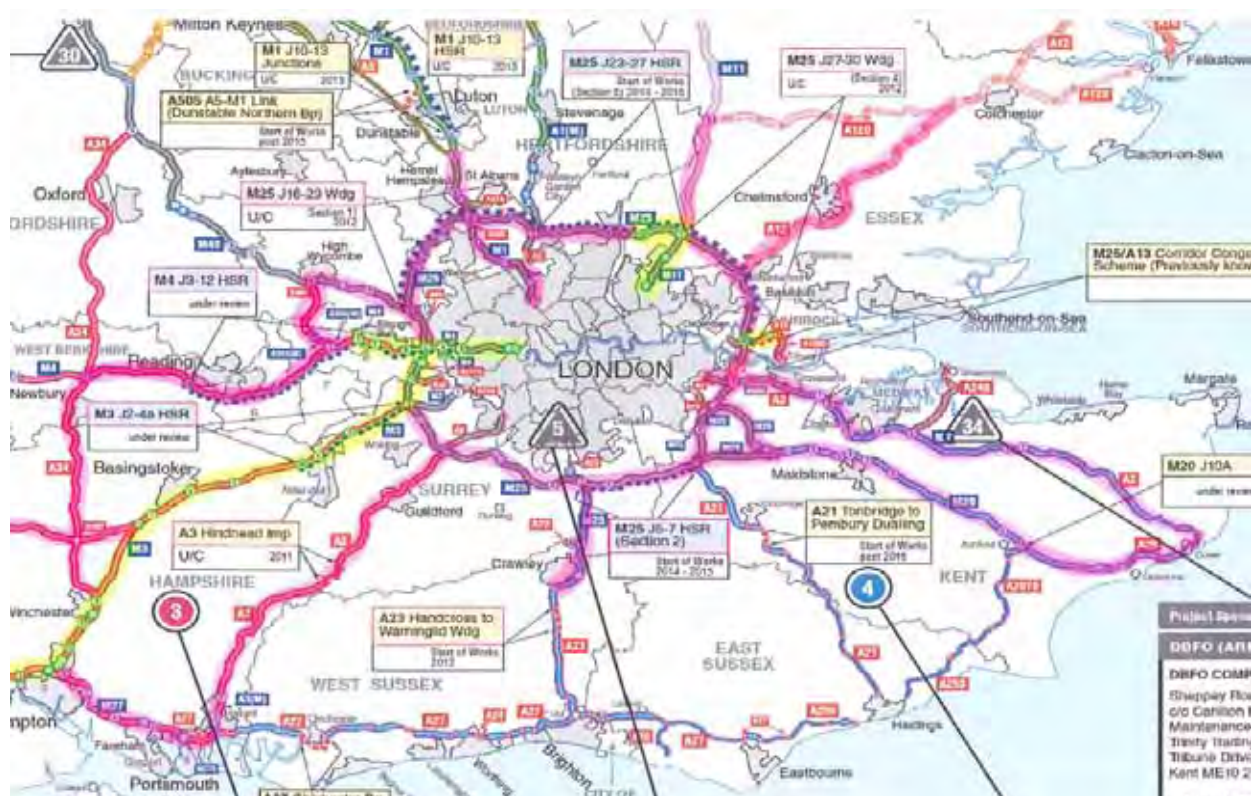


Source: [TSGB1005](https://www.gov.uk/government/statistical-data-sets/tsgb1005)

Performance against profiles on Highways Agency Strategic Route Network (SRN) Olympic Routes

- DfT Automatic Traffic Counter (ATC) sample is not used here as it is designed to produce estimates at a national level and as a result have a limited number of Automatic Traffic Counters in London and elsewhere in the country which are used to collect traffic data.
- The quality and coverage of data from these ATCs is not sufficiently robust for use on for London or specific Olympic Routes outside of London over a relatively short reference period. This section therefore draws upon analysis by the Highways Agency using their traffic data for the strategic road network on Olympic Routes.
- Prior to London 2012, the Highways Agency identified key routes within the Strategic Route Network (SRN) that were deemed key for supporting a successful Olympics. These routes (highlighted in Figure 11) were identified as key to supporting travel to the games and the regular traffic whose daily lives were also likely to be impacted upon.

Figure 11: Highways Agency Strategic Road Network Olympic Routes

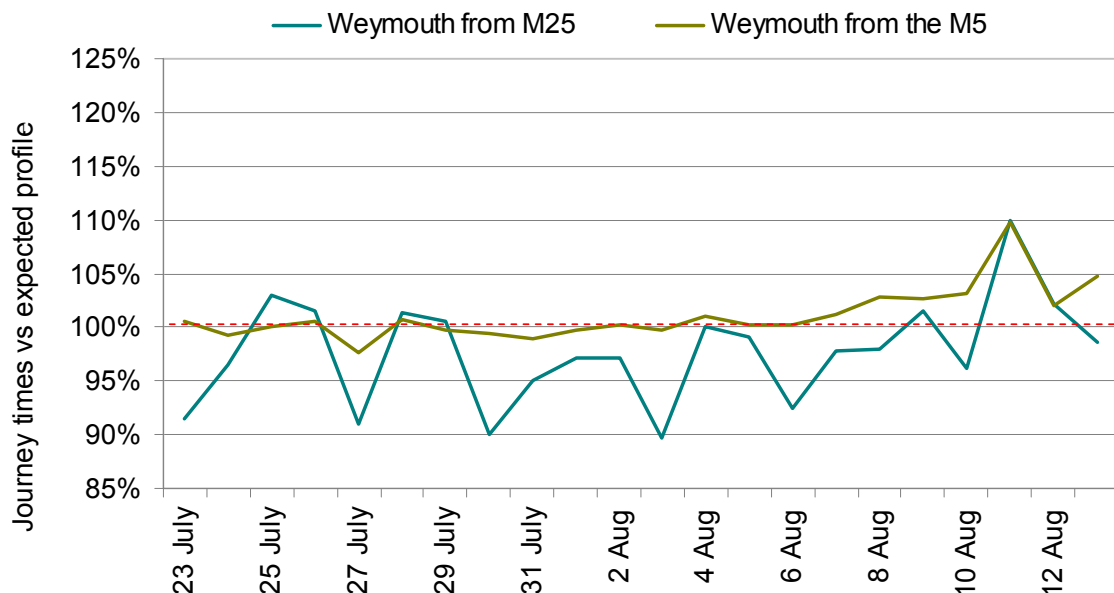


Source: Highways Agency

- The Highways Agency gauges the performance of its network through a system of rolling profiles which establish a typical journey time for all routes at all times of the day. Through these profiles they are able to assess how well the network is performing. This text focuses on the key Olympic Routes during the period between 23rd July and 13th August.

- On the whole performance against profile on these routes was good throughout the period of the Olympics. Overall, average journey times were recorded as being just 0.5 per cent slower than expected across the Olympic Network. For example, the profiled journey time from Heathrow to the end of the M4 (as of 12:00 on 23rd July) was 10 minutes. An increase of 0.5 per cent on this would result in an additional journey time of 3 seconds being added to this journey time. It should be noted, however, that this is the average performance of the network and there were many delay causing incidents that did impact upon travellers' journeys.
- In addition to looking at journey times across all Olympic routes, performance against profile has been analysed for five specific routes:
 - two routes to Weymouth;
 - Hertfordshire Park and Ride to junction four of the M11
 - the M25 and Heathrow to the end of the M4.
- Charts 12-14 illustrate how average journey times 'above profile' (*Journey time versus expected profile* > 100%) were longer than expected, and journey times 'below profile' (*Journey time versus expected profile* < 100%) were shorter than expected.
- The routes to Weymouth were from the M5 junction 29 using the A30 and A35. The route from the M25 used the M3, M27 and A31. Both routes to Weymouth performed well and were only under major strain on one day - the 11th August when there was a three vehicle Road Traffic Collision (RTC) that closed the A35 for four hours.

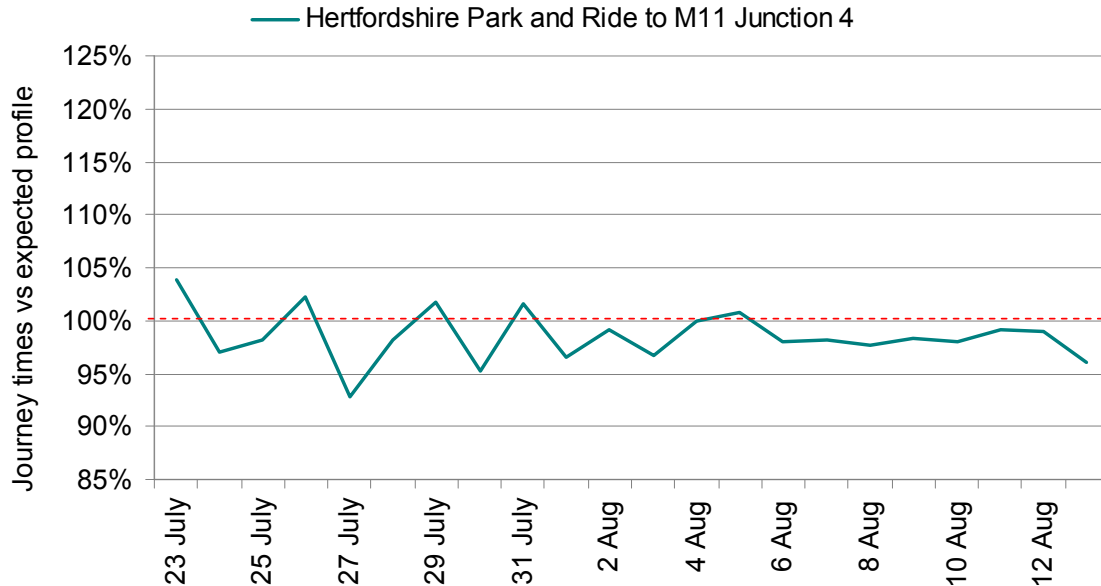
Chart 12: Olympic route performance – Weymouth



Source: Highways Agency

- The route from the Hertfordshire Park and Ride begins at junction nine of the M1, joins the M25 and finishes at the end of the M11 at junction four. This remained near profile throughout the Olympic period. There were no significant incidents on this route and journey times were constant.

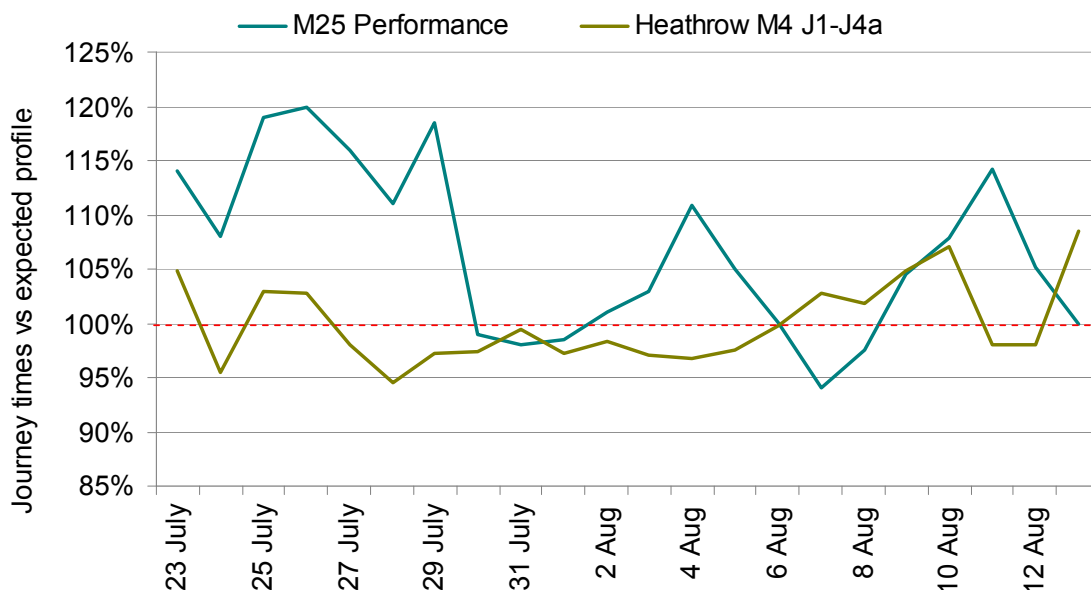
Chart 13: Olympic route performance – Hertfordshire Park and Ride to the end of the M11



Source: Highways Agency

- The M25 is the busiest part of the Olympic Network and during the games there were eight days where the expected profiles for the routes were considerably exceeded. The Highways Agency managed 18 significant incidents on the M25 that directly contributed to the poor performance experienced on those eight days. In total, these 18 events were on the network for 32.5 hours and were directly responsible for poor journey times on these days. That is, delays were not due to the weight of traffic using the network. The M4 route from Heathrow performed well with no significant incidents.

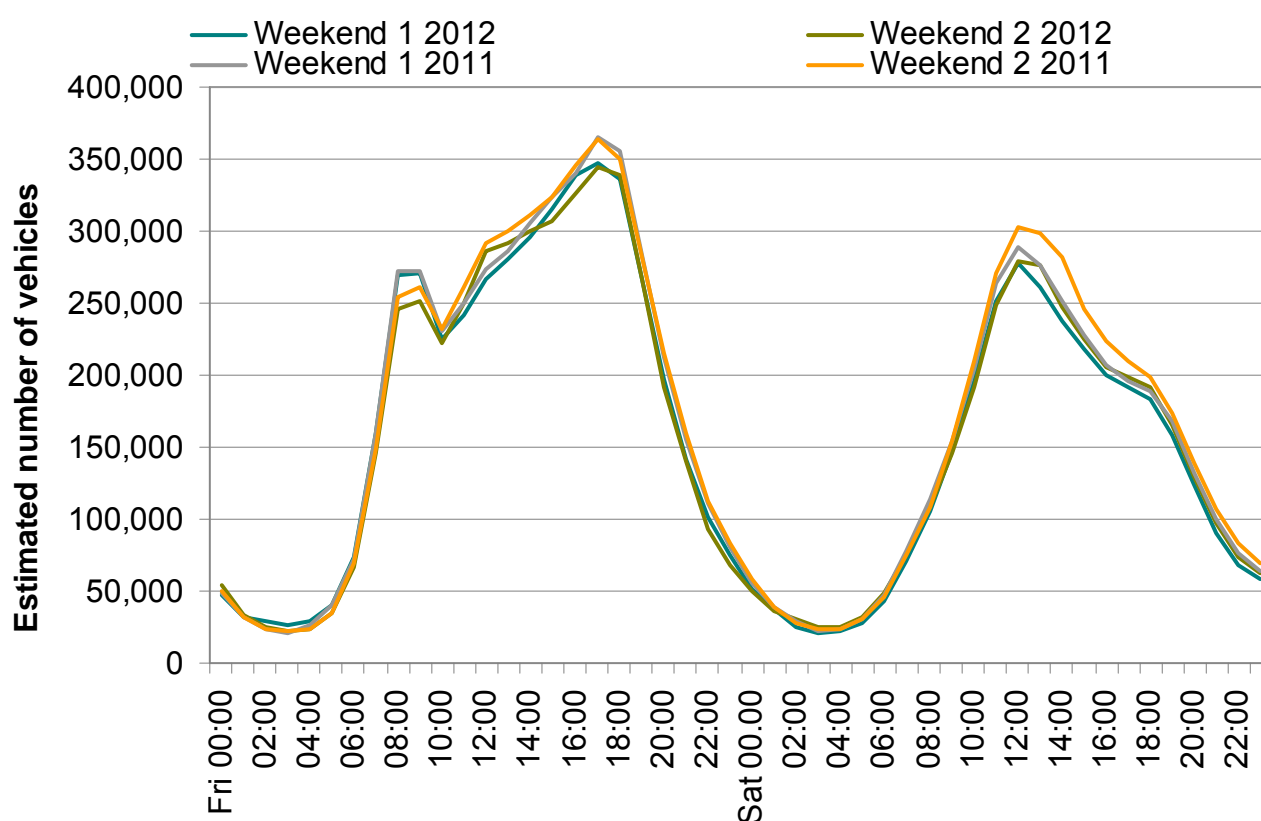
Chart 14: Olympic route performance – M25 and M4 to Heathrow



Source: Highways Agency

- The last two ‘summer getaway’ weekends in July are usually peak demand days for the SRN which traditionally experiences a substantial spike in traffic on the last two Fridays and Saturdays in July. As illustrated in Chart 15, this effect was less pronounced in July 2012 than the previous year.
- For the first weekend³ there were four per cent fewer vehicles on the road compared to 2011 and for the second weekend⁴ there were six per cent fewer vehicles on the network. This suggests that road users modified their journeys at these crucial getaway periods in 2012, and have either deferred travelling or have decided against travel at this time in 2012.

Chart 15: estimated number of vehicles on the Strategic Route Network on “summer getaway” weekends (Friday and Saturday)



Source: Highways Agency

The estimated headline impact on rail journeys including National Rail Games travel sales

- This section evaluates the impact of the Games on services on three specific rail sectors: London and the South East, long distance rail services and regional services, as well as National Rail as a whole. All three rail sectors saw sizeable uplifts in Off Peak growth across the Games period, with the greatest overall impact in London and the South East where there were approximately 20 million more journeys (across all ticket types) than would normally be seen at that time of year.

³Weekend 1: 20th-21st July 2012 compared with 22nd-23rd July 2011

⁴Weekend 2: 27th-28th July 2012 compared with 29th-30th July 2011

Table 16: Net impact on rail journeys⁵

<i>Sector</i>	<i>Net Olympics Impact (million journeys)</i>	<i>Net Paralympics Impact (million journeys)</i>	<i>Net Overall Impact (million journeys)</i>
London and South East	13.6	6.1	19.7
Long Distance	0.5	0.5	1.0
Regional	0.2	0.3	0.5
National net impact	14.2	6.9	21.2

Source: ATOC

- Eight million additional journeys were made on Off-Peak tickets (including National Rail Games Travel sales) and there was also strong growth on Anytime tickets within London and South East, with two million more journeys than would normally be seen.
- Games Travelcards were the largest contributor to the uplift in London and South East travel with an estimated 11 million journeys made on these. Season ticket journeys were negatively impacted as many commuters attended Games events (although some of these will have used their season ticket to do so), stayed at home or chose to go on holiday, with two million fewer journeys than usual made on these tickets.
- The impacts on the Long Distance and Regional Train Operating Companies (TOCs) were less pronounced, but both saw uplifts in travel compared to normal levels. One million additional Long Distance journeys were made whilst the corresponding uplift in the Regional sector was 0.5 million journeys.
- Long Distance Anytime travel was below usual levels as many business trips were cancelled or postponed until after the Games, although the National Rail Games Travel website boosted long distance travel overall.

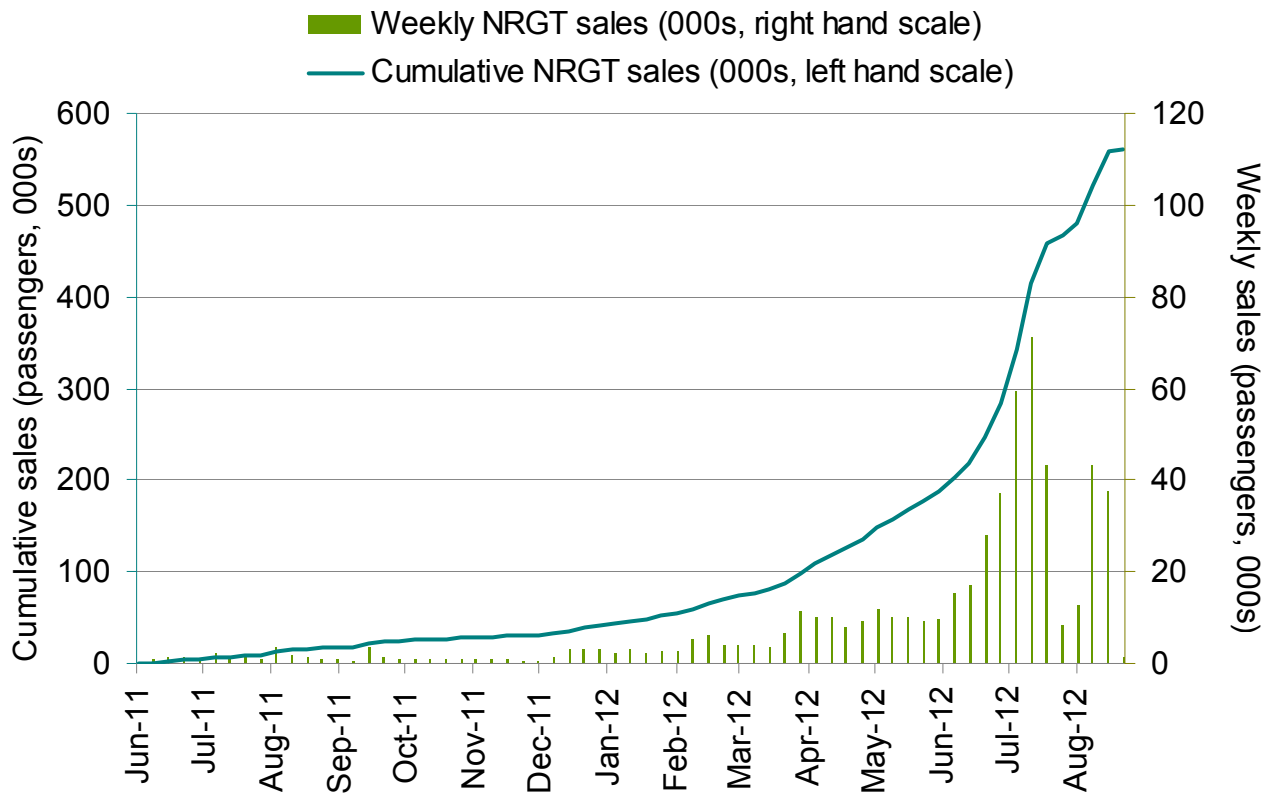
National Rail Games Travel Sales

- The National Rail Games Travel (NRGT) website was launched in June 2011 to enable Olympic spectators, volunteers and officials to make their travel arrangements at the same time as buying their Games event tickets. There were two ticket types available through NRGT – Games Advance tickets and Games Day Tickets – with a travel period between 18th July and 14th September.

⁵ Please see background notes at the end of this chapter for methodology

- In the first six months of operation, fewer than 500 people bought tickets through NRGT per week, but this increased to around 3,500 people per week in the first quarter of 2012, and then to 10,000 per week in the second quarter. The NRGT website saw a substantial increase in sales as the Games approached, with 40,000 people buying rail tickets each week in July 2012. Sales peaked in the first week of the Olympics when 71,000 people bought tickets. In total, 561,000 passengers travelled on tickets sold through the NRGT website, totalling 1.1 million journeys.

Chart 17: National Rail Games Travel Sales



Source: ATOC, Table TSGB1004

- In addition to the NRGT website, many tickets (for Games-related journeys) were also sold through conventional means such as station booking offices, ticket vending machines, and other websites. On top of this, Games spectators and volunteers were given free Games Travelcards so did not need to purchase tickets for travel within London.

Background notes and contacts

Background notes for DfT Maritime Statistics can be found at:

<https://www.gov.uk/government/organisations/department-for-transport/series/ports-statistics>

- Enquiries regarding Maritime statistics should be directed to maritime.stats@dft.gsi.gov.uk or Phone: 020 7944 4131

Background notes for DfT Aviation statistics can be found at:

<https://www.gov.uk/government/organisations/department-for-transport/series/aviation-statistics>

- Enquiries regarding Aviation statistics should be directed to aviation.stats@dft.gsi.gov.uk or Phone: 020 7944 3088

Background notes for the DfT speeds and congestion statistics can be found at:

<https://www.gov.uk/government/organisations/department-for-transport/series/road-congestion-and-reliability-statistics>

- Enquiries regarding Congestion statistics should be directed to congestion.stats@dft.gsi.gov.uk or Phone: 020 7944 6579
- For the purposes of this analysis, the Olympic Games period was defined as the period 23 July to 13 August 2012. The same period in 2011 was defined as 25 July to 15 August, containing same number of each day of the week as the Olympic Games period. The Paralympic Games period was defined as 29 August -13 September 2012 and the same period the year earlier was defined as 31 August – 15 September 2011.
- The six Olympic host boroughs are Barking & Dagenham, Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest.
- Average speeds in Chart 9 and Chart 10 were estimated using data from weekdays only. It should be noted that the sample used to estimate average speeds may not be representative of traffic. Temporary factors such as road works or bad weather may have influenced the estimates of average speeds.

Background notes for DfT Traffic statistics can be found at:

<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>

- Enquiries regarding Traffic Statistics should be directed to roadtraff.stats@dft.gsi.gov.uk or Phone: 020 7944 3095.
- The analysis and commentary in this section was produced by Paul Trow at the Highways Agency.

Background notes for DFT rail statistics can be found at:

<https://www.gov.uk/government/organisations/department-for-transport/series/rail-statistics>

- Enquiries regarding Rail statistics should be directed to rail.stats@dft.gsi.gov.uk or Phone: 020 7944 2419.
- The analysis and commentary in this section was produced by Billy Denyer at ATOC.
- Table 16 provides an estimate of the net impact of the Olympics and Paralympics on national rail journeys. The key assumption behind this analysis is that the Olympics and Paralympics periods were 'on-trend' without the presence of the Games.
- Growth rates during the Games were compared to the Pre-Games trend and any variation was attributed to the Olympics or Paralympics. This analysis must therefore be used with caution. However, this ensures that travel by non-ticket holders (e.g. journeys to London to sample the atmosphere, and journeys made by Games volunteers) is included in the overall impact assessment.
- 'Games Travelcards' and 'National Rail Games Travel' sales are included to give a full estimate of the Games impact. We do not know exactly how many journeys were made on Games Travelcards so the journeys have been estimated by dividing the revenue received by the average within-London journey price.
- Please note that the Travel Demand Management (TDM) campaign actively shifted and successfully depressed demand in some areas. There will have been considerable variation in the impact within each sector, but we do not have robust enough data to analyse the impact at TOC level.

Department for Transport statistics

[TSGB \(https://www.gov.uk/government/publications/transport-statistics-great-britain-2012\)](https://www.gov.uk/government/publications/transport-statistics-great-britain-2012)

TSGB1001

Sea Passenger statistics at United Kingdom ports, July - September, 2011 and 2012

	2011			2012			Number/percentage Change: 2011 to 2012		
	Jul	Aug	Sept	Jul	Aug	Sept	Jul	Aug	Sept
	(a) Passenger ships (arrivals and departures)								
East Coast	1,088	1,086	1,053	1,078	1,058	993	-1%	-3%	-6%
South Coast	1,027	1,026	961	982	891	645	-4%	-13%	-33%
Thames & Kent	3,772	3,851	3,575	3,461	3,610	3,737	-8%	-6%	5%
<i>of which:</i>									
<i>Dover - Calais</i>	2,544	2,570	2,380	2,211	2,373	2,587	-13%	-8%	9%
<i>Dover - Dunkerque</i>	687	736	648	713	734	651	4%	0%	0%
All ships	7,148	7,164	6,637	6,632	6,652	6,402	-7%	-7%	-4%
(b) Passengers (arrivals and departures, thousands)									
East Coast	251	248	188	230	249	189	-8%	0%	1%
South Coast	454	561	287	386	490	230	-15%	-13%	-20%
Thames & Kent	1,761	1,834	1,112	1,480	1,626	1,111	-16%	-11%	0%
<i>of which:</i>									
<i>Dover - Calais</i>	1,375	1,399	872	1,144	1,228	883	-17%	-12%	1%
<i>Dover - Dunkerque</i>	374	424	231	326	387	219	-13%	-9%	-5%
All passengers	2,898	3,110	1,843	2,453	2,790	1,775	-15%	-10%	-4%

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The figures in this table are National Statistics

[Notes and definitions](#)

Source: DfT Port Statistics

Last updated: November 2012

Department for Transport statistics

TSGB (<https://www.gov.uk/government/publications/transport-statistics-great-britain-2012>)

TSGB1002

Air traffic at United Kingdom airports, July-September, 2011 and 2012

	Number/percentage								
	2011			2012			Change: 2011 to 2012		
	Jul	Aug	Sept	Jul	Aug	Sept	Jul	Aug	Sept
(a) Air transport movements (aircraft landings and take-offs)									
Gatwick	23,933	24,610	22,852	23,896	22,852	22,869	0%	-7%	0%
Heathrow	41,607	41,166	40,529	41,125	40,529	39,624	-1%	-2%	-2%
London City	5,162	4,957	5,521	5,743	5,521	5,501	11%	11%	0%
Luton	7,146	7,106	6,774	7,128	6,774	6,712	0%	-5%	-1%
Stansted	12,954	13,454	12,553	12,496	12,553	11,785	-4%	-7%	-6%
All UK airports	193,963	193,810	186,904	189,489	190,568	182,411	-2%	-2%	-2%
(b) Terminal passengers (arrivals and departures: thousands)									
Gatwick	3,632	3,826	3,363	3,631	3,837	3,444	0%	0%	2%
Heathrow	6,872	6,585	6,310	6,570	6,459	6,346	-4%	-2%	1%
London City	282	249	280	263	243	275	-7%	-2%	-2%
Luton	1,020	1,047	937	1,015	1,043	941	0%	0%	0%
Stansted	1,879	1,983	1,705	1,781	1,880	1,638	-5%	-5%	-4%
All UK airports	23,241	23,231	21,519	22,732	23,038	21,549	-2%	-1%	0%
(c) Freight handled (set down and picked up)									
Gatwick	7,254	7,247	7,130	9,075	8,434	7,808	25%	16%	10%
Heathrow	128,075	120,939	119,087	126,501	121,469	121,135	-1%	0%	2%
London City	.	.	.	.	.	.	.	.	.
Luton	2,308	1,964	2,167	2,518	2,637	2,831	9%	34%	31%
Stansted	16,935	16,663	16,975	18,391	19,074	18,470	9%	14%	9%
All UK airports	194,643	186,478	187,202	199,494	191,213	190,603	2%	3%	2%

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[Notes and definitions](#)

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

[TSGB \(https://www.gov.uk/government/publications/transport-statistics-great-britain-2012\)](https://www.gov.uk/government/publications/transport-statistics-great-britain-2012)

TSGB1003

Punctuality at selected United Kingdom airports, July-August, 2011 and 2012

			Average delay (minutes)				Sample size (number of matched flights)			
			July		Aug		July		Aug	
			2011	2012	2011	2012	2011	2012	2011	2012
London airports	Gatwick	Scheduled	15	17	14	13	20,498	20,840	20,891	21,332
		Charter	22	19	17	20	3,231	2,864	3,516	3,136
	Heathrow	Scheduled	13	14	11	11	41,228	40,825	40,855	40,772
		Charter	*	*	*	*	124	64	100	64
	London City	Scheduled	6	6	6	4	5,161	5,740	4,948	5,347
Charter		*	*	*	*			1	0	
Luton	Scheduled	14	14	13	11	6,381	6,399	6,475	6,422	
	Charter	17	10	31	5	353	347	372	376	
Stansted	Scheduled	11	10	10	9	11,560	11,059	12,077	11,337	
	Charter	15	6	16	16	469	510	500	572	
Regional airports	Birmingham	Scheduled	11	12	9	11	6,653	6,916	6,499	7,078
		Charter	17	9	21	9	1,272	1,149	1,302	1,168
	Edinburgh	Scheduled	10	11	9	9	9,280	9,062	9,189	8,902
		Charter	29	18	25	14	309	269	219	214
	Glasgow	Scheduled	10	12	10	9	5,645	5,944	5,628	5,868
Charter		32	18	26	24	1,190	1,048	815	747	
Manchester	Scheduled	15	14	13	14	12,277	12,932	12,411	12,812	
	Charter	20	22	21	22	3,013	2,661	3,046	2,706	
Newcastle	Scheduled	10	11	10	9	3,466	3,421	3,408	3,351	
	Charter	11	15	15	8	904	839	886	845	

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[Notes and definitions](#)

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

[TSGB \(https://www.gov.uk/government/publications/transport-statistics-great-britain-2012\)](https://www.gov.uk/government/publications/transport-statistics-great-britain-2012)

TSGB1004

National Rail Games Tickets (NRGT) revenue and sales

<i>Week commencing</i>	<i>Weekly NRGT revenue (£000)</i>	<i>Cumulative NRGT revenue (£m)</i>	<i>Weekly NRGT sales (000s)</i>	<i>Cumulative NRGT sales (000s)</i>
19/06/2011	4.9	0.0	0.1	0.1
26/06/2011	25.3	0.0	0.7	0.8
03/07/2011	40.8	0.1	1.2	2.0
10/07/2011	46.2	0.1	1.3	3.3
17/07/2011	23.1	0.1	0.7	4.1
24/07/2011	72.1	0.2	2.1	6.1
31/07/2011	44.9	0.3	1.3	7.4
07/08/2011	35.9	0.3	1.1	8.5
14/08/2011	34.2	0.3	1.0	9.5
21/08/2011	107.3	0.4	3.4	12.9
28/08/2011	56.4	0.5	1.8	14.7
04/09/2011	36.3	0.5	1.3	16.0
11/09/2011	32.0	0.6	1.0	17.0
18/09/2011	26.3	0.6	0.8	17.8
25/09/2011	17.7	0.6	0.6	18.5
02/10/2011	111.8	0.7	3.5	21.9
09/10/2011	38.1	0.8	1.3	23.3
16/10/2011	31.4	0.8	0.9	24.2
23/10/2011	28.7	0.8	0.9	25.1
30/10/2011	25.7	0.8	0.9	26.1
06/11/2011	29.4	0.9	1.0	27.1
13/11/2011	24.7	0.9	0.9	27.9
20/11/2011	21.3	0.9	0.7	28.6
27/11/2011	20.7	0.9	0.7	29.3
04/12/2011	18.1	1.0	0.7	30.0
11/12/2011	15.0	1.0	0.5	30.5
18/12/2011	16.5	1.0	0.5	31.1
25/12/2011	33.8	1.0	1.2	32.2
01/01/2012	82.4	1.1	3.1	35.3
08/01/2012	82.2	1.2	3.0	38.3
15/01/2012	79.8	1.3	2.9	41.1
22/01/2012	67.0	1.3	2.4	43.5
29/01/2012	85.9	1.4	3.2	46.7
05/02/2012	63.4	1.5	2.2	49.0
12/02/2012	66.0	1.5	2.4	51.4
19/02/2012	79.0	1.6	2.6	54.0
26/02/2012	137.5	1.8	5.2	59.2
04/03/2012	157.3	1.9	6.3	65.4
11/03/2012	95.1	2.0	3.8	69.2
18/03/2012	109.3	2.1	4.0	73.2
25/03/2012	93.6	2.2	3.9	77.1
01/04/2012	99.0	2.3	3.7	80.8
08/04/2012	160.4	2.5	6.6	87.3
15/04/2012	272.5	2.7	11.3	98.7
22/04/2012	227.1	3.0	10.0	108.7
29/04/2012	224.2	3.2	10.1	118.8
06/05/2012	156.9	3.4	7.7	126.5
13/05/2012	189.4	3.5	9.4	135.9
20/05/2012	220.7	3.8	11.9	147.7
27/05/2012	191.1	4.0	10.0	157.7
03/06/2012	179.6	4.1	10.1	167.8
10/06/2012	156.0	4.3	9.4	177.2
17/06/2012	169.9	4.5	9.7	186.9
24/06/2012	239.2	4.7	15.2	202.1
01/07/2012	281.2	5.0	17.0	219.0
08/07/2012	414.2	5.4	28.0	247.0
15/07/2012	542.4	5.9	37.2	284.2
22/07/2012	803.5	6.7	59.2	343.4
29/07/2012	925.4	7.7	71.3	414.7
05/08/2012	543.3	8.2	43.4	458.1
12/08/2012	116.0	8.3	8.2	466.3
19/08/2012	160.5	8.5	12.6	478.9
26/08/2012	491.9	9.0	43.0	522.0
02/09/2012	400.1	9.4	37.4	559.4
09/09/2012	11.2	9.4	1.2	560.5

Source: Association of Train Operating Companies (ATOC)

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Department for Transport statistics

[TSGB \(https://www.gov.uk/government/publications/transport-statistics-great-britain-2012\)](https://www.gov.uk/government/publications/transport-statistics-great-britain-2012)

TSGB1005

Average week day speed (miles per hour) on local 'A' roads in the six London Host Boroughs ^{1,2,3,4}

<i>Time of day</i>	<i>Olympic Games period⁵</i>	<i>Comparable period 2011⁶</i>	<i>Paralympic Games period⁷</i>	<i>Comparable period 2011⁸</i>
07.00	19.5	24.0	20.0	21.7
07.15	18.6	22.4	18.2	19.6
07.30	18.0	21.2	17.0	18.1
07.45	18.0	20.6	16.3	16.9
08.00	18.0	20.4	16.0	16.3
08.15	18.1	19.8	15.6	15.6
08.30	18.1	19.8	15.7	15.7
08.45	18.5	20.5	16.5	16.8
09.00	19.2	21.5	17.4	18.1
09.15	19.6	22.1	18.4	19.4
09.30	19.9	22.5	18.5	20.2
09.45	20.1	22.5	19.2	20.7
10.00	20.2	22.8	19.9	21.2
10.15	20.6	22.7	20.1	21.5
10.30	20.5	22.6	20.0	21.3
10.45	20.2	22.5	20.1	21.6
11.00	20.5	22.4	20.2	21.7
11.15	20.4	22.2	20.4	21.6
11.30	20.4	21.9	20.5	21.3
11.45	20.2	21.7	20.5	21.2
12.00	20.5	21.7	20.6	21.1
12.15	20.3	21.6	20.4	21.1
12.30	20.2	21.4	20.3	20.8
12.45	20.2	21.4	20.7	20.8
13.00	20.2	21.4	20.5	21.0
13.15	20.1	21.4	20.4	21.3
13.30	20.4	21.6	20.5	21.3
13.45	20.5	21.5	21.0	21.4
14.00	20.6	21.6	20.8	21.4
14.15	20.3	21.6	20.7	21.4
14.30	20.3	21.6	20.5	21.0
14.45	20.2	21.5	20.4	20.6
15.00	20.1	21.4	20.0	20.3
15.15	19.9	21.1	19.7	20.0
15.30	19.9	21.1	19.1	19.4
15.45	19.8	21.0	18.8	18.9
16.00	19.6	20.9	18.6	19.0
16.15	19.1	20.4	18.1	18.3
16.30	19.1	20.2	18.0	17.9
16.45	19.1	20.3	18.0	18.1
17.00	18.9	19.8	17.5	17.2
17.15	18.4	19.2	17.1	16.7
17.30	18.2	19.2	17.1	16.9
17.45	18.3	19.0	17.0	16.8
18.00	18.6	19.5	17.1	17.2
18.15	19.1	20.1	17.4	17.7
18.30	19.7	20.8	18.7	18.7
18.45	20.5	21.8	19.3	19.6

1. Average speeds in the chart above were estimated using data from weekdays only

2. The six Olympic host boroughs are Barking & Dagenham, Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest

3. It should be noted that the sample used to estimate average speeds may not be representative of traffic

4. Temporary factors such as road works or bad weather may have influenced the estimates of average speeds

5. The Olympic games period was defined as the period 23 July to 13 August 2012

6. The comparable period to the Olympics in 2011 was defined as 25 July to 15 August, containing same number of each day of the week as the Olympic games period

7. The Paralympic Games period was defined as 29 August - 13 September

8. The comparable period in 2011 was defined as 31 August - 15 September

[Notes and definitions](#)

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Last updated: December 2012

Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

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Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Government - Llywodraeth Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
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E-mail: stats.transport@wales.gsi.gov.uk
Internet: <http://wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
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E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

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 for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision 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.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent and upcoming seminars in 2012-13 include:

- Walking
- Government transport data sources
- Buses
- Aviation policy
- Public attitudes to transport
- Olympic transport review
- Cycling
- EC rail study
- Coping with the results of Growth

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 visit www.tsug.org.uk or contact:

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The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

CLIP TRANSPORT STATISTICS

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

Its formal terms of reference are:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the Department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.

CLIP-TS comprises of a Local Authority side and a DfT side. The LA side represents the Passenger Transport Authorities, Shire Counties, Unitary Authorities and London Boroughs. Transport for London also attends in observer status.

Recent work of the group has centred on the information requirements for the single data list, transport indicators, and national data collections. This and other useful information is shown on the group's website which can be found at:

<http://www.clip.local.gov.uk/lgv/core/page.do?pageld=31640>

Who sits on the group?

Darren Stillwell - Statistician, Buses and Local Transport Statistics, Department for Transport (Chair)

Paul Syron - Buses and Local Transport Statistics, Department for Transport (Secretary)

Claire Horton - Staffordshire County Council (LA Lead)

Tim Stamp - Chief Statistician, Statistics Travel and Safety Division, Department for Transport

Jay Symonds - Statistician, Statistics Roads and Freight Division, Department for Transport

Christine King - South Yorkshire Passenger Transport Executive

Keith Rogers - Solihull MBC

Colin Shepherd - Transport for London

William Bryans - Surrey County Council

Graham Amis – Cambridgeshire County Council

Tim Harvey – Leeds City Council

Keith Dove – Luton Borough Council

Graeme Mateer – Suffolk County Council

Matthew Jones – Sustrans

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