



Department  
for Transport



# Transport Statistics Great Britain 2015



**28.3**

The number of road fatalities per million population, second only to Sweden at 28 per million

**6,500 miles**

People travel on average per year

**1.7 billion**

Rail passenger journeys have more than doubled since privatisation in 1994/95

**35.6 million**

licensed vehicles on the road in Great Britain

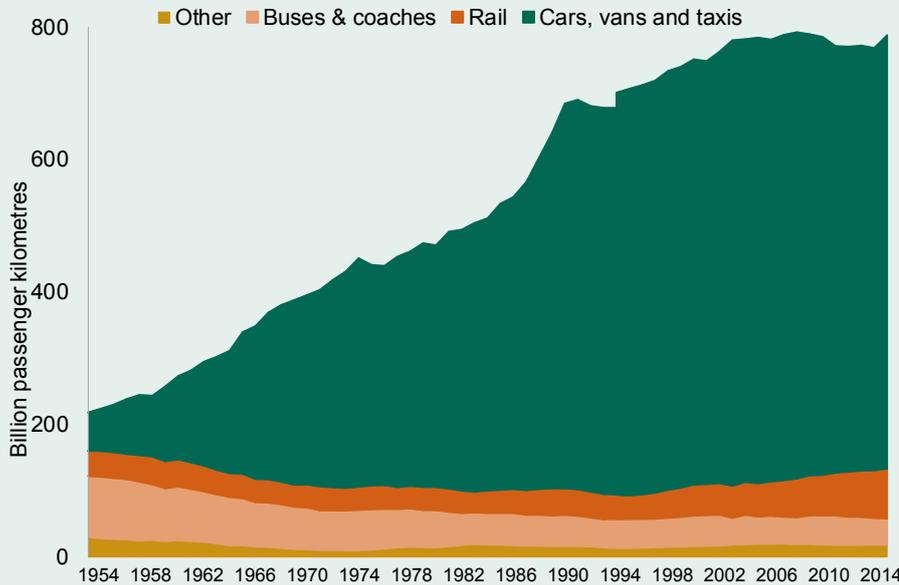
**95%**

of goods the UK imports and exports, in terms of tonnage, are by sea



## Passenger transport [TSGB0101-0102](#)

Passenger kilometres by mode: Great Britain 1952 to 2014



**788 billion** passenger kilometres - 0.6% lower than the peak of 792 billion kilometres in 2007.

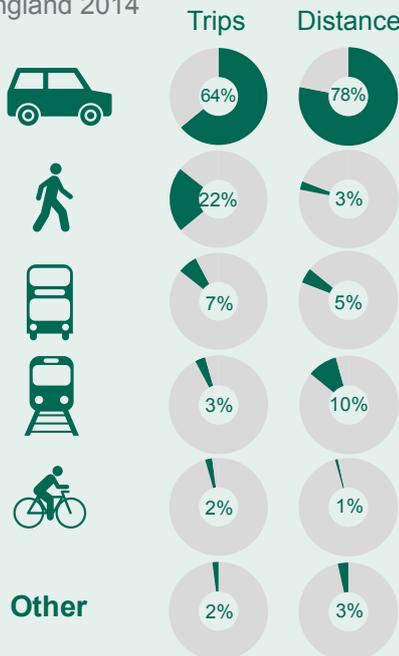
**5.2 billion** passenger journeys on local bus services - 59% lower than 1950.

**240 million** passenger journeys on light rail systems - the highest volume ever recorded.

**19.8 million** passengers on domestic flights - a 1% rise since 2013.

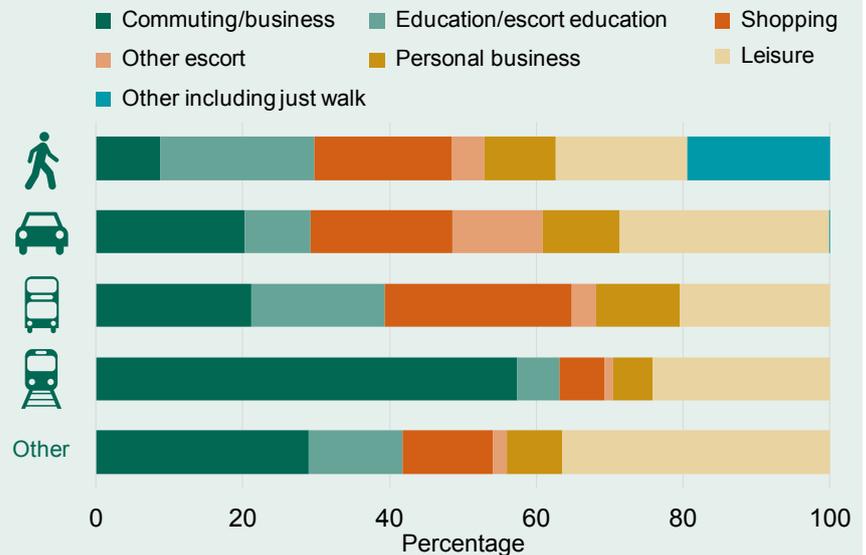
## Mode share [TSGB0104-0105](#)

How we travelled, mode share of trips: England 2014



## Mode and purpose share [TSGB0104](#)

Trips by main mode and purpose: England 2014



Most modes are used for a mixture of purposes, however over half (57%) of all trips by rail are for commuting/business purposes.

Further data are available on Modal comparisons, including:

- ▶ Passenger transport and personal travel: mode, distance, purpose, casualty rates and travelling in London during the morning peak: [TSGB0101-07](#)
- ▶ Transport related employment: [TSGB0116](#)

More detailed information on personal travel can be found in the [National Travel Survey](#).



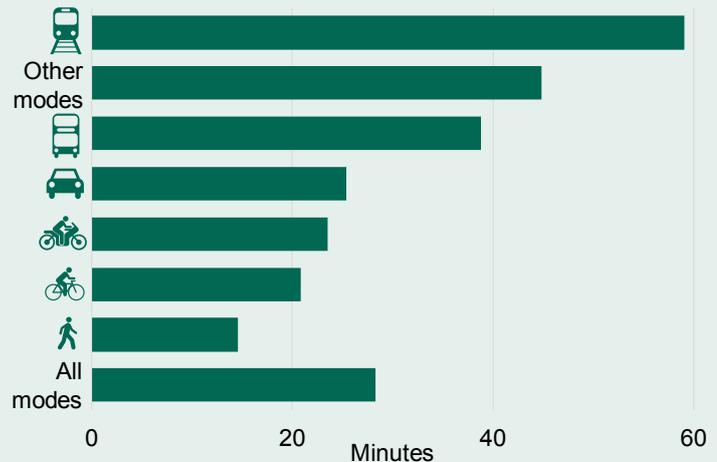
## Travel to work [TSGB0110-0111](#)

Travel time (minutes) to work by region:  
Great Britain Oct to Dec 2014



## Travel to work [TSGB0111](#)

Travel time to work by mode: Great Britain Oct to Dec 2014



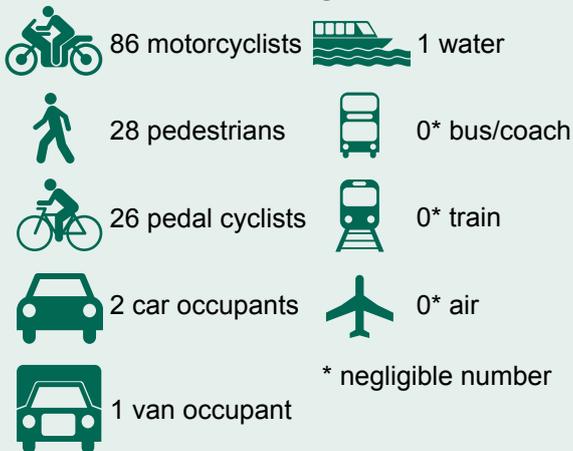
**59 mins**  
The average rail commute.

**15 mins**  
The average walking commute.

## Passenger casualty rates

### [TSGB0107](#)

Fatalities per billion passenger kilometres by mode: 2005 to 2014 average



## Travel to work [TSGB0108-0109](#)

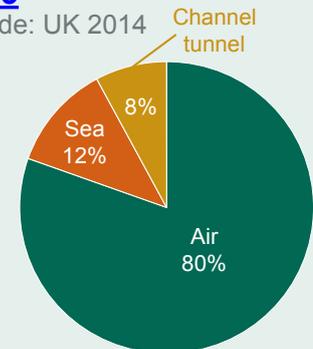
Travel to work mode share: Great Britain 2014



## Overseas travel [TSGB0113](#)

Visits abroad by residents by mode: UK 2014

**60.1 million** visits abroad by UK residents in 2014 - almost double the 34.4 million visits to the UK by overseas residents.



### Further data are available, including:

- ▶ Travel to work by region of residence/workplace and method of travel: [TSGB0108-12](#)
- ▶ Overseas travel - visits to and from the UK: [TSGB0113-15](#)
- ▶ Passenger casualty rates by mode of travel: [TSGB0107](#)

### Further information and detailed statistical tables: Modal Comparisons statistics

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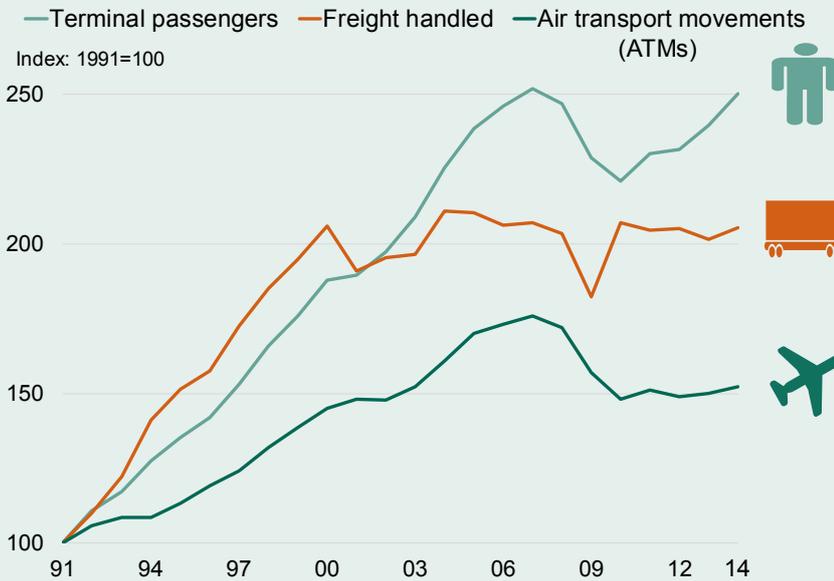
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## Trends in air traffic [TSGB0201](#)

Trend in air traffic at UK airports: 1991 to 2014



## 2014 figures

**238 million**

terminal passengers (arrivals and departures) - an increase of 4% compared to 2013 and less than 1% below the peak in 2007.

**2.3 million**

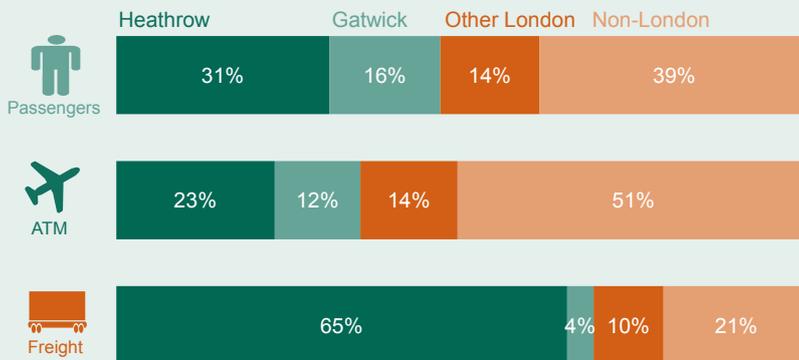
tonnes of freight handled in 2014 - a 2% increase compared to 2013.

**2.1 million**

air transport movements (ATMs) (landings and take-offs) - 13% lower than the peak in 2007.

## Traffic at UK airports [TSBG0202](#)

Traffic at UK airports: 2014



Heathrow is the largest airport in the UK, accounting for almost twice as many passengers and ATMs as the next largest airport, Gatwick.

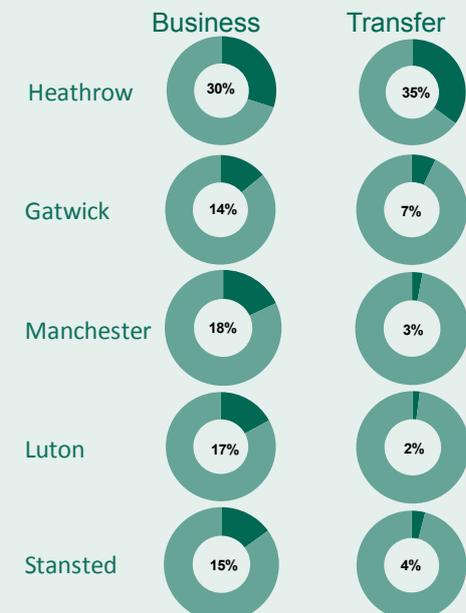
The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 61% passengers, 49% ATMs and 79% freight.

East Midlands handles the most air freight (12%) after Heathrow.

## Passenger characteristics [TSGB0208](#), [TSGB0206](#)

Passenger characteristics at selected UK airports: 2014

Passenger characteristics at selected UK airports: 2014



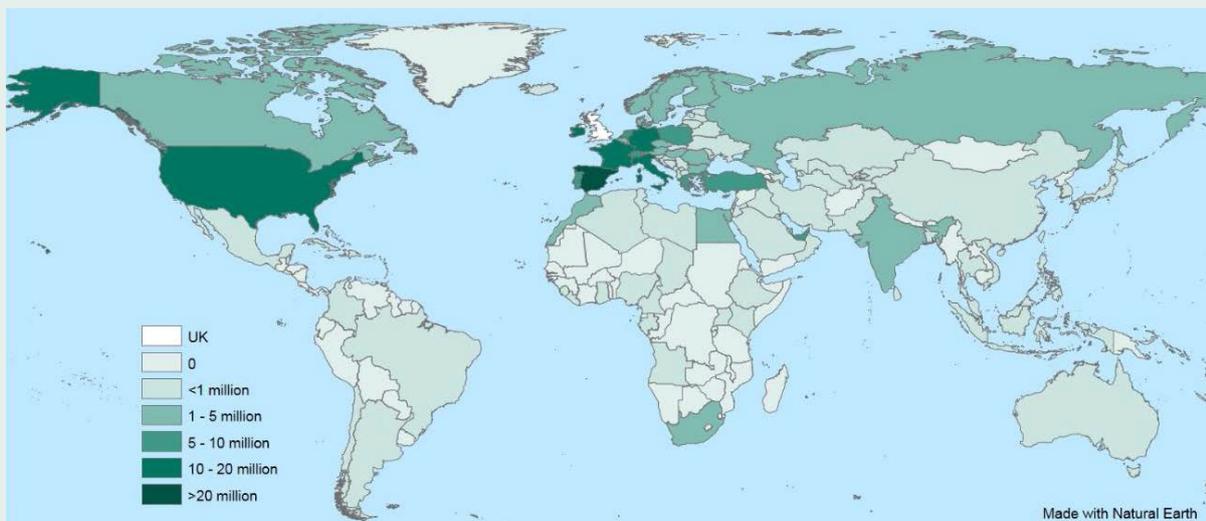
Further data are available on air traffic at UK airports, including:

- ▶ Activity at UK airports, including punctuality and passenger characteristics: [TSGB0201](#)
- ▶ Activity of UK airlines: [TSGB0202](#)
- ▶ Major airports and airlines worldwide: [TSGB0203](#)



## International passenger movements [TSGB0205](#)

International passenger movements at UK airports: 2014

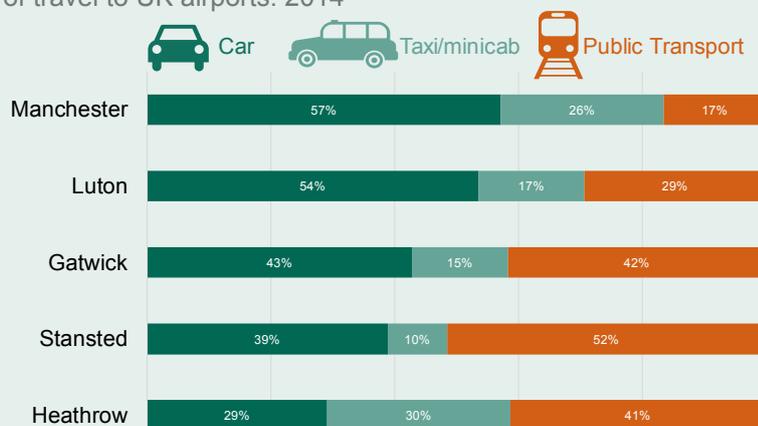


In 2014, nearly three-quarters (73%) of international passenger movements at UK airports were to/from other European countries.

Spain was the most popular origin/destination for passengers at UK airports, accounting for 17% of international movements, followed by the USA (9%).

## Mode of travel [TSGB0207](#)

Mode of travel to UK airports: 2014



Over half of terminating passengers at Stansted travelled to the airport by public transport in 2014, compared to 41%-42% at Heathrow and Gatwick and 17% at Manchester.

Further data are available on passenger characteristics, including:

- ▶ International passenger movements at UK airports: [TSGB0205](#)
- ▶ Type of passenger at selected UK airports: [TSGB0206](#)
- ▶ Mode of transport to selected UK airports: [TSGB0207](#)
- ▶ Purpose of travel at selected UK airports: [TSGB0208](#)
- ▶ International passenger movements at UK airports: [TSGB0209](#)

Further information and detailed statistical tables: **TSGB Aviation**

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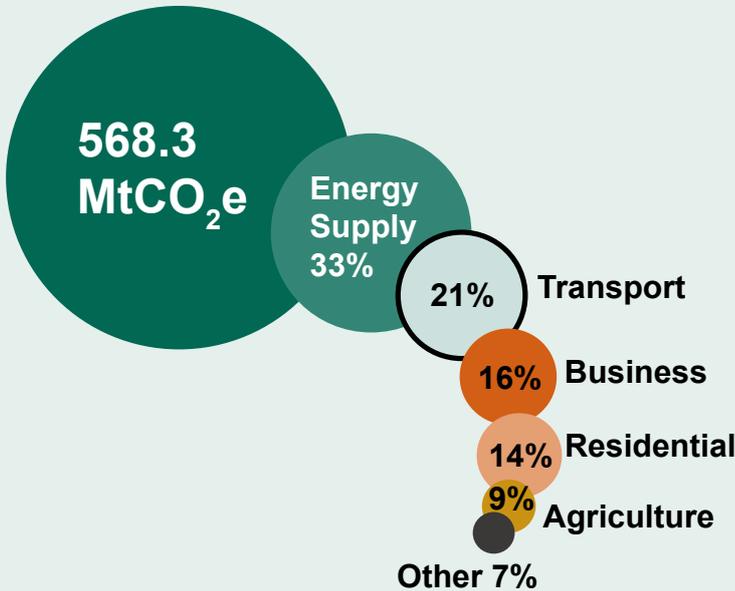
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## UK greenhouse gas emissions [TSGB0306](#)

Domestic emissions from all sectors: 2013



**568.3** million tonnes of CO<sub>2</sub> equivalent



is the total net domestic emissions from all sources.

**21%**



of UK domestic greenhouse gas emissions were from transport, up from 15% in 1990.

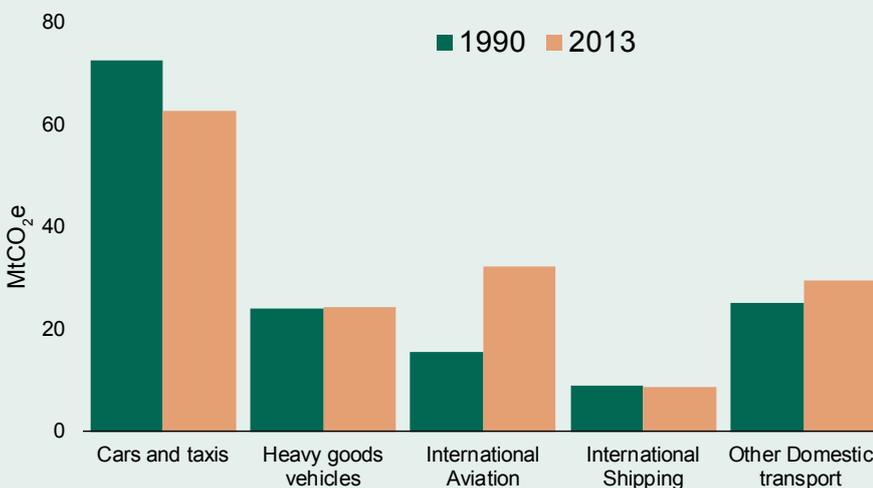
**93%**



of total domestic transport greenhouse gas emissions were from road transport.

## UK transport greenhouse gas emissions [TSGB0306](#)

Emissions by transport mode: 1990 to 2013



**54%**



of domestic transport greenhouse gas emissions were from cars and taxis, down from 60% in 1990.

There was not much change in Heavy Goods Vehicle emissions from 1990 to 2013 whereas emissions from vans have increased from 8% in 1990 to 13% in 2013.



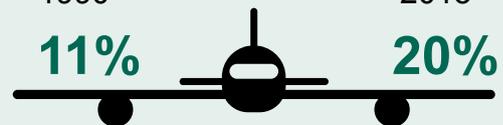
In 2013, emissions from international aviation have more than doubled since 1990. Air transport movements have increased by 76% over the same period.

1990

2013

**11%**

**20%**



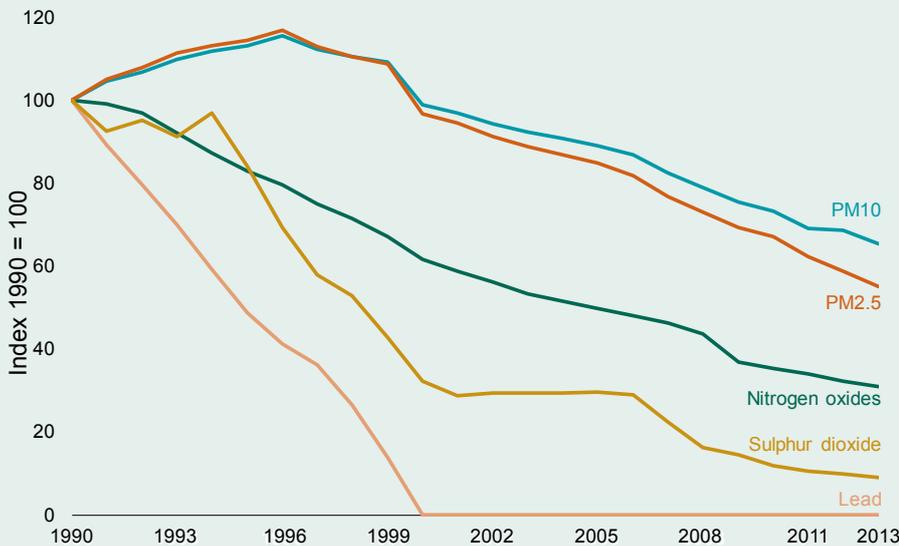
Further data are available on energy and environment including:

- ▶ Petroleum consumption by transport mode and fuel type: [TSGB0301](#)
- ▶ Energy consumption by transport mode: [TSGB0302](#)
- ▶ Petrol and diesel prices and duties per litre at April: [TSGB0305](#)



### UK air pollution emissions from transport [TSGB0308](#)

Total transport emissions: 1990 to 2013



On average, most air pollutants have more than halved since 1990, except particulate matter.



Lead emissions from transport now account for only 3% in 2013 due to the ban of leaded petrol in 1999.

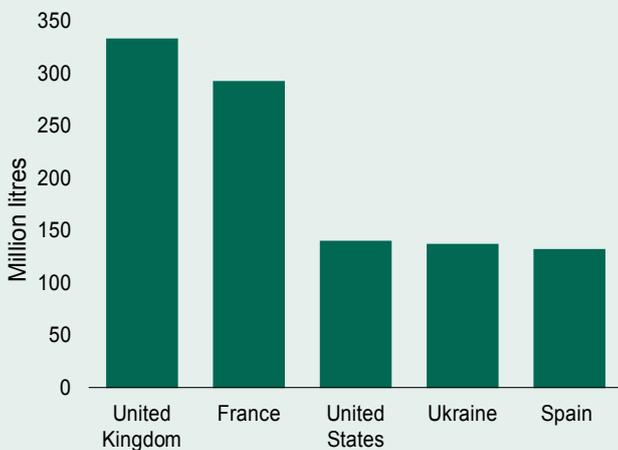


Sulphur dioxide emissions from transport decreased by 91% between 1990 and 2013. This was largely due to the removal of sulphur from fuel.



### Supply of biofuels to the UK [TSGB0312](#)

Top 5 countries: 2013/14



UK supply was dominated by biofuels of UK origin (19%) in 2013/14.



France contributed 17% of total supply to the UK.



### Average new car fuel consumption [TSGB0303](#)

2000 to 2014 % change

Petrol



Diesel



There has been a long term decrease in new car fuel consumption due to more fuel efficient cars.

Further data are available on biofuels including:

► Volume of fuels by fuel type: [TSGB0311](#)

Further information and detailed statistical tables: Energy and environment statistics

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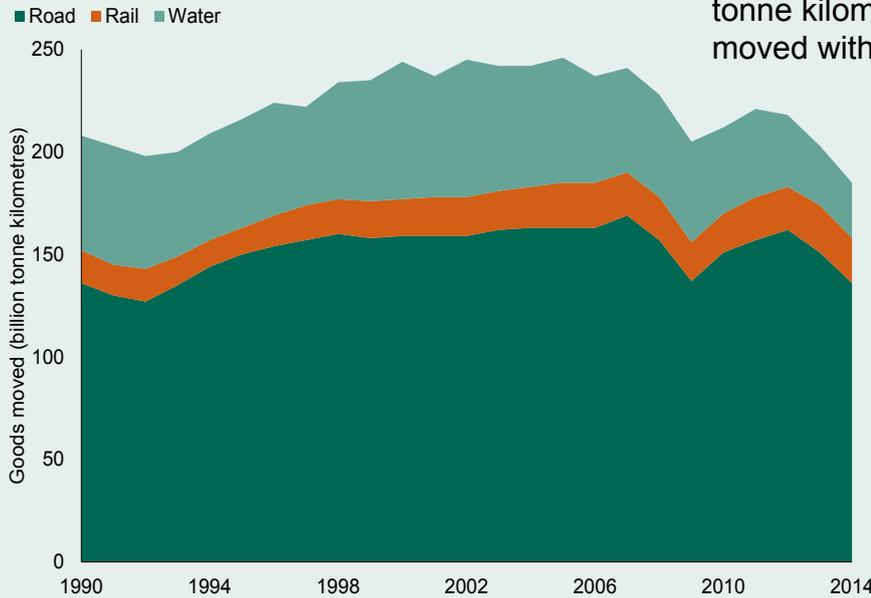
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### Domestic Freight [TSGB0401](#)

Domestic freight, goods moved by mode: 1990 to 2014



**185 billion**

tonne kilometres of domestic freight was moved within Great Britain in 2014 of which ...

**136 billion**  
tonne kilometres moved by road.



**22 billion**  
tonne kilometres moved by rail.

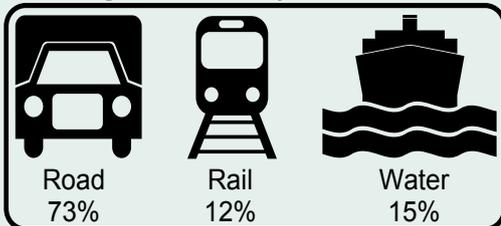


**27 billion**  
tonne kilometres moved by water.



### Proportion of freight goods moved by mode [TSGB0403](#)

How freight is moved by mode share: 2014



### Foreign vehicle activity to and from the UK [TSGB0417](#) and [TSGB0418](#)

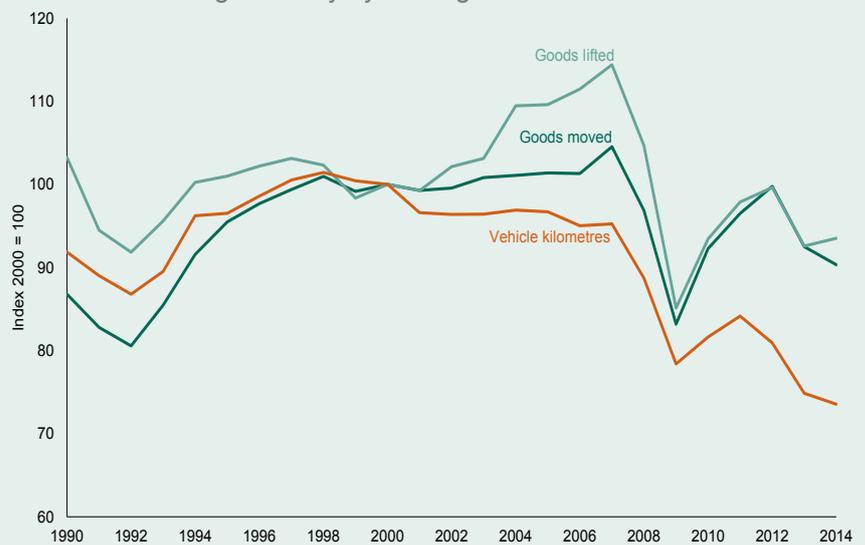
EU-28 foreign registered vehicles operating to and from the UK: 2014



**34.2 million** tonnes loaded and unloaded (+7% change on previous year)

### Domestic road freight activity [TSGB0432](#)

Domestic road freight activity by GB-registered HGVs: 1990 to 2014



Goods moved, 136 billion tonne kilometres (+4% since 1990)

Goods lifted, 1.49 billion tonnes (-9% since 1990)

Vehicle distance, 16.9 billion kilometres (-20% since 1990)

### Further data are available on freight, including:

- ▶ Domestic freight by mode: [TSGB0401-0403](#)
- ▶ Domestic road freight activity: [TSGB0404-0407](#) and [TSGB0429-0433](#)
- ▶ International road freight activity: [TSGB0411-0421](#)
- ▶ Rail freight activity: [TSGB0422-0424](#)
- ▶ Road goods vehicles travelling to mainland Europe: [TSGB0434-0435](#)



### Road goods vehicles [TSGB0434](#)

Road goods vehicles travelling to mainland Europe: 1994 to 2014



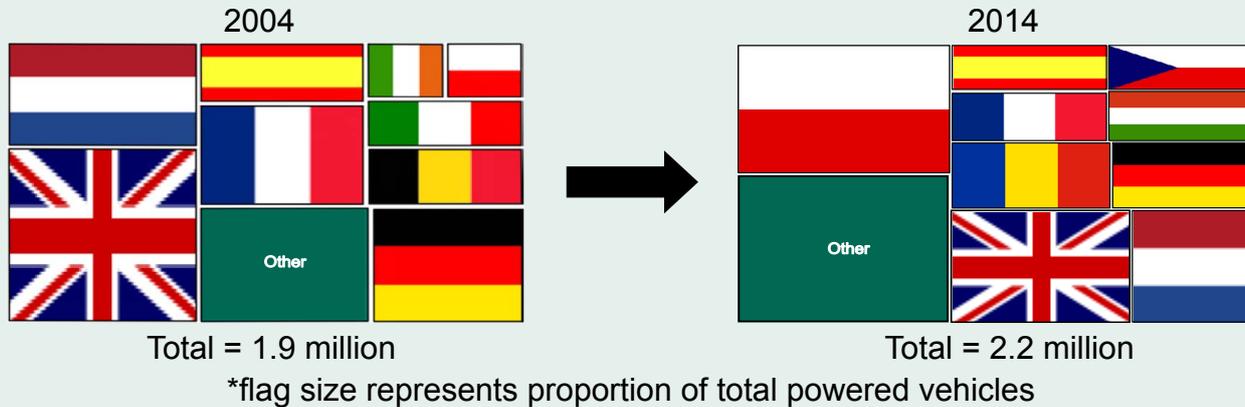
In 2014, a total of 2.9 million goods vehicles travelled from Great Britain to mainland Europe (+8% compared to 2013 and -0.2% on 2007 peak).

Of these goods vehicles, 2.2 million were powered vehicles (+9% compared to 2013, +206% compared to 1990).

0.7 million were unaccompanied trailers (+4% compared to 2013 and +16% since 1990).

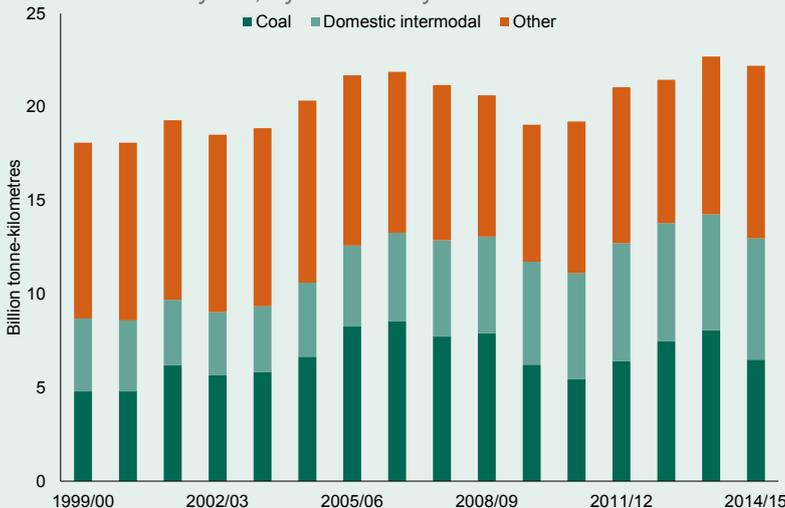
### Powered vehicles [TSGB0435](#)

Percentage of total powered vehicles by country of registration: 2004 and 2014



### Rail freight [TSGB0422](#)

Goods moved by rail, by commodity: 2014/15

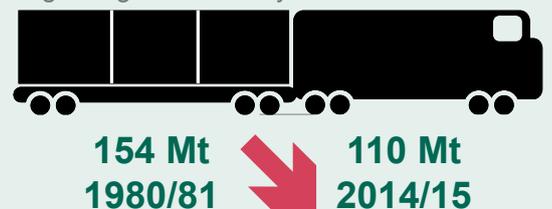


In 2014/15, 22.2 billion net tonne kilometres of freight were moved by rail (down 2% compared with 2013/14).

In 2014/15, coal and domestic intermodal commodities accounted for the largest percentage share of goods moved by rail, both at 29%.

### Rail freight [TSGB0401](#)

Weight of goods lifted by rail



### Further information and detailed statistical tables: Freight statistics

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## Port freight [TSGB0501](#)

UK port freight tonnage: 2014

**Total traffic:**  
**503 million tonnes**

The UK imports twice as much as it exports



## Import

tonnage has increased by 22% since 2000.



## Export

tonnage has decreased by 30% since 2000.



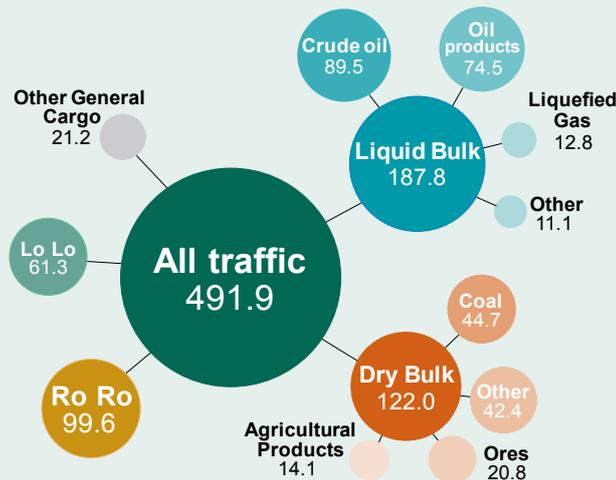
## Domestic

tonnage has decreased by 38% since 2000.



## Port freight cargo types [TSGB0502](#)

UK major port freight traffic by cargo type: 2014



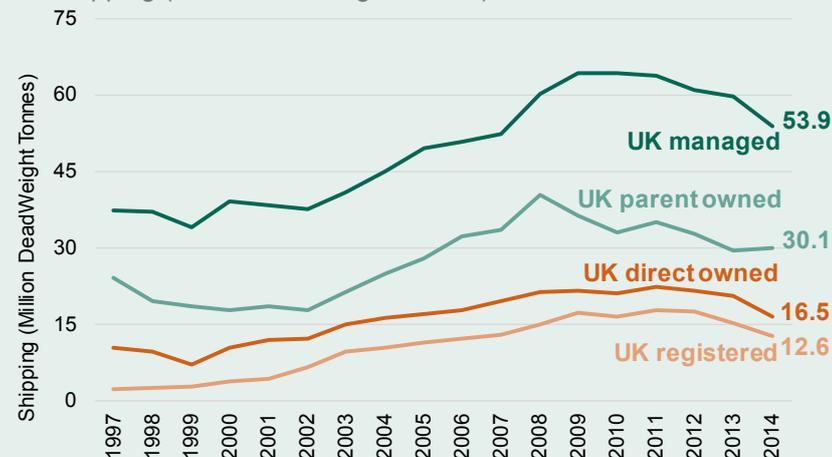
**98%** of all port traffic was handled by major ports - 2% is handled by minor ports.

**Liquid bulk** has steadily declined since 2001 due to large decreases in crude oil imports and exports. Three oil refineries closed in 2014 in a likely response to increasing international competition and a decline in demand for UK oil refinery.

**Dry bulk** remained stable in 2014. This was largely due to the increase in Other dry bulk - driven by the decision of some major power stations to switch from burning coal to biomass.

## UK shipping fleet [TSGB0513-0515](#)

UK shipping (million deadweight tonnes): 1997 to 2014



Since 2009 there has been a relatively sharp decrease in the number of UK registered vessels, following a period of steady growth.

In total 465 vessels left the UK Ship Register between 2010 and 2014, with approximately half leaving to other registers - the most popular destinations being open registers, including Liberia, or Asian Flags such as Singapore and Hong Kong.

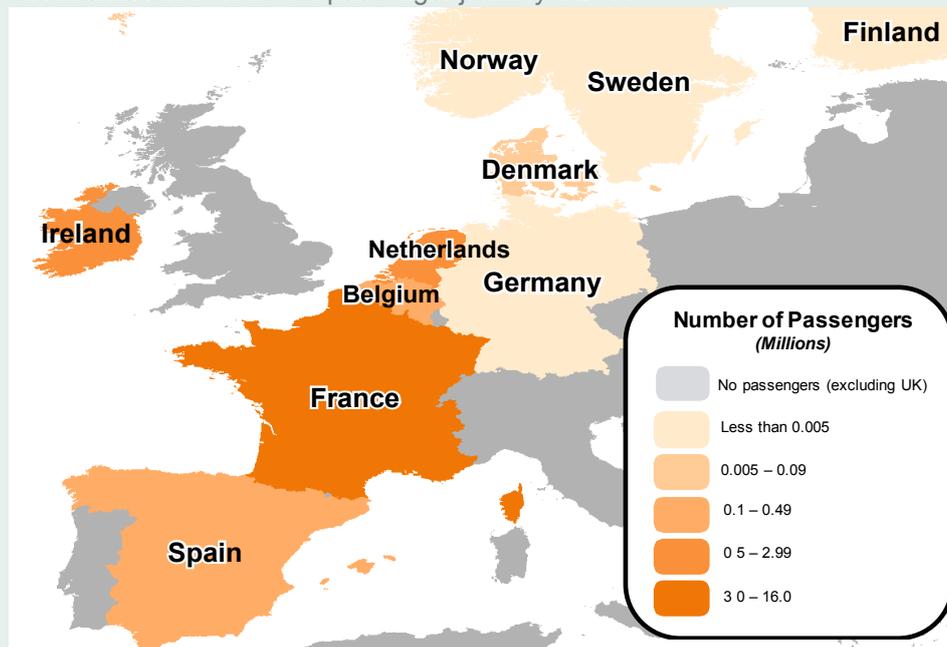
Further data are available on Maritime and shipping, including:

- ▶ Port freight: [TSGB0501-TSGB0510](#)
- ▶ UK Shipping fleet: [TSGB0513-TSGB0515](#)



### Sea passengers [TSGB0511](#)

UK international short sea passenger journeys: 2014



In 2014, there were 21.3 million international short sea passenger journeys to and from the UK.

Journeys to and from France accounted for 3 out of every 4 of these.

The port of Dover handled 62% of all international short sea passengers.

### Cruise passengers [TSGB0512](#)

UK cruise passengers

1994

236 thousand

2014

1,776 thousand

There were over 7 times more UK cruise passengers in 2014 than 20 years ago.

In 2014, 4 out of every 5 UK cruise passengers began or ended their cruise at Southampton.

### Seafarers [TSGB0519](#)

UK seafarers active at sea: 2002 to 2014



In 2014 there were 22,910 UK seafarers active at sea - a broadly similar number to 2013 (22,830).

There were 1,940 officer trainees active in 2014 - the second highest number since the SMarT1 scheme was introduced in 1998 - compared with 1,010 in 2002.

### Passenger Vehicles [TSGB0507](#)

Accompanied pass. vehicles: UK 2014



**5.9 million** cars were handled at UK ports in 2014 - 55% travelled to or from France.

Further data are available on Maritime and shipping, including:

- ▶ Sea Passengers: [TSGB0501-TSGB0510](#)
- ▶ Seafarers: [TSGB0513-TSGB0515](#)
- ▶ Accompanied Passenger Vehicles: [TSGB0506-TSGB0507](#)

Further information and detailed statistical tables: [Maritime statistics](#)

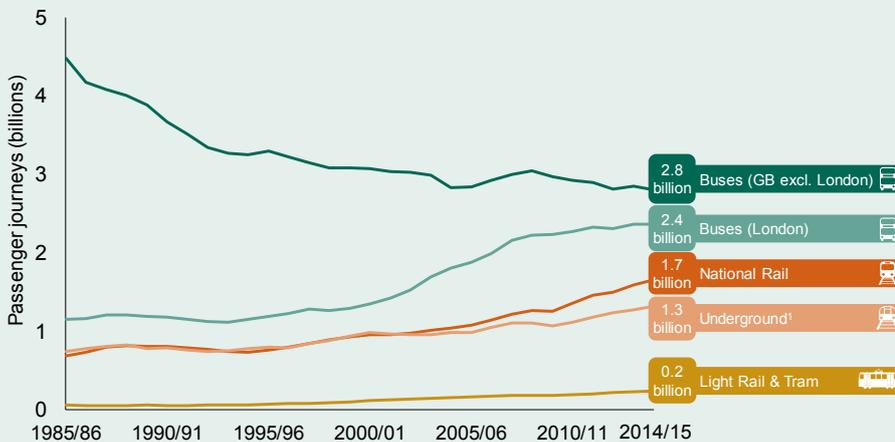
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### Passenger journeys on public transport

Passenger journeys by mode: Great Britain 1985/86 to 2014/15



<sup>1</sup> London and Glasgow.

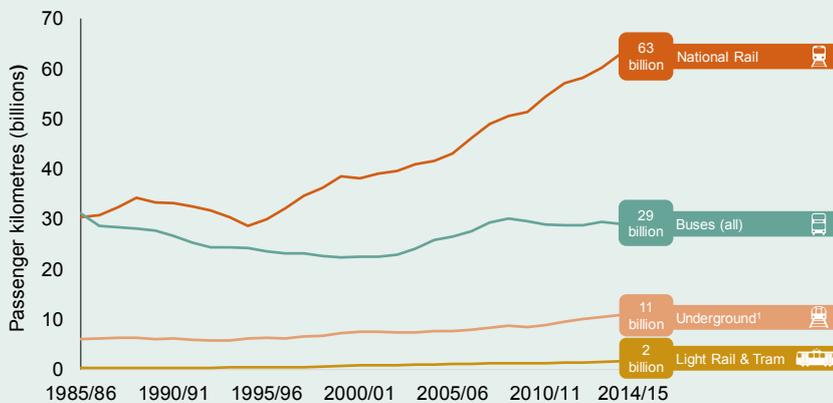
**Half** of all bus journeys in England were made in London.

**National rail** journeys have more than doubled since privatisation in 1994/95.

**Highest** levels of journeys on the London and Glasgow underground, and England's light rail and trams since the early 1980s

### Passenger kilometres on public transport

Passenger kilometres by mode in Great Britain: 1985/96 to 2014/15



<sup>1</sup> London and Glasgow underground

Total distance travelled by bus passengers has been broadly constant since 2007/08.

Total distance travelled by national rail passengers has increased steadily since the mid-1990s, and is now at the highest level since the 1920s.

### Share of journeys and kilometres by public transport mode

Percentage share of passenger journeys and kilometres by mode: 2014/15



Most journeys using public transport are made on buses, but national rail carries passengers over a longer distance.

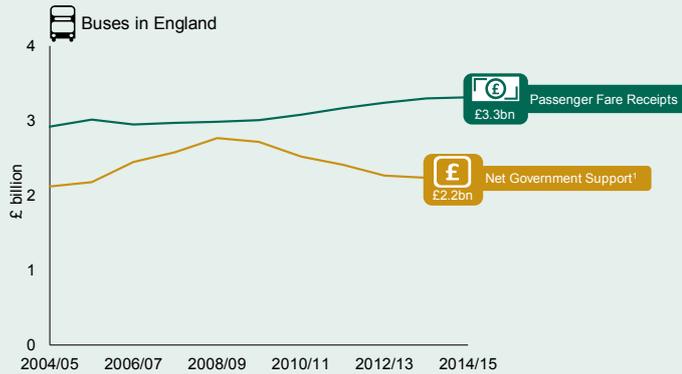
Further data are available for each of the public transport modes, including:

- ▶ National Rail: [TSGB0601-TSGB0608](#)
- ▶ Underground: [TSGB0609-TSGB0610](#)
- ▶ Light Rail & Trams: [TSGB0611-TSGB0617](#)
- ▶ Local Bus Services: [TSGB0618-TSGB0624](#)
- ▶ Taxis: [TSGB0628](#)

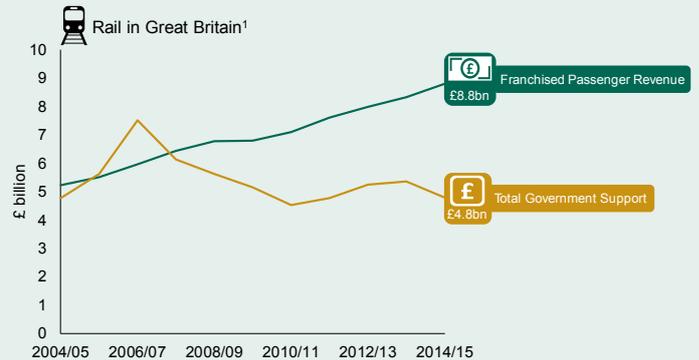


## Revenue and Government Support [TSGB0622](#) [TSGB0623](#) [TSGB0602](#) [TSGB0625](#)

Revenue and Government support for rail and buses: 2004/05 to 2014/15.



<sup>1</sup> Data are unavailable for 2014/15.

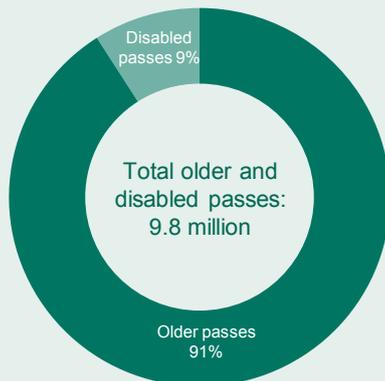


<sup>1</sup> Passenger revenue and Government support are presented in 2014/15 prices.

Bus revenue has increased since 2004/05, while government support has fallen since 2008/09. Rail fares have continued to increase above the cost of living (RPI) on average. The grant payment to Network Rail (£3.8 billion) made up the majority of Government funding for rail in 2014/15.

## Concessionary travel [TSGB0627](#)

Concessionary travel pass ownership: England 2014/15



Ownership of passes in England increased by 1.2% in the last year, but in London decreased by 5.0%.

## Passengers in excess of capacity (PiXC)<sup>1</sup>

[TSGB0607](#) PiXC for London & SE operators

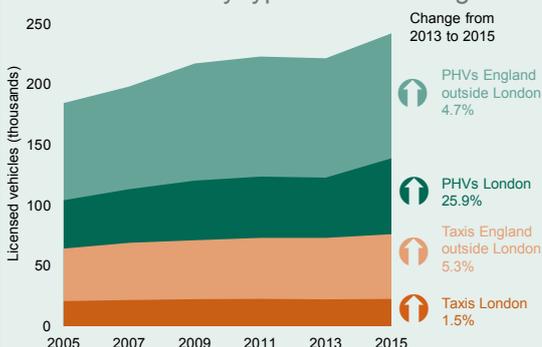


PiXC tends to be higher in the morning peak due to more concentrated commuter travel.

<sup>1</sup> PiXC is the percentage of passengers in excess of capacity on a typical autumn weekday.

## Taxis and Private Hire Vehicles [TSGB0628](#)

Taxis and PHVs by type and area: England 2015



There were 242,200 licensed taxis and PHVs in England in 2015.

## Light rail passenger journeys [TSGB0611](#)

Light rail passenger journeys: England 2014/15



Light rail journeys in London have been increasing since the early 1990s.

## Further information and detailed statistical tables: Public Transport statistics

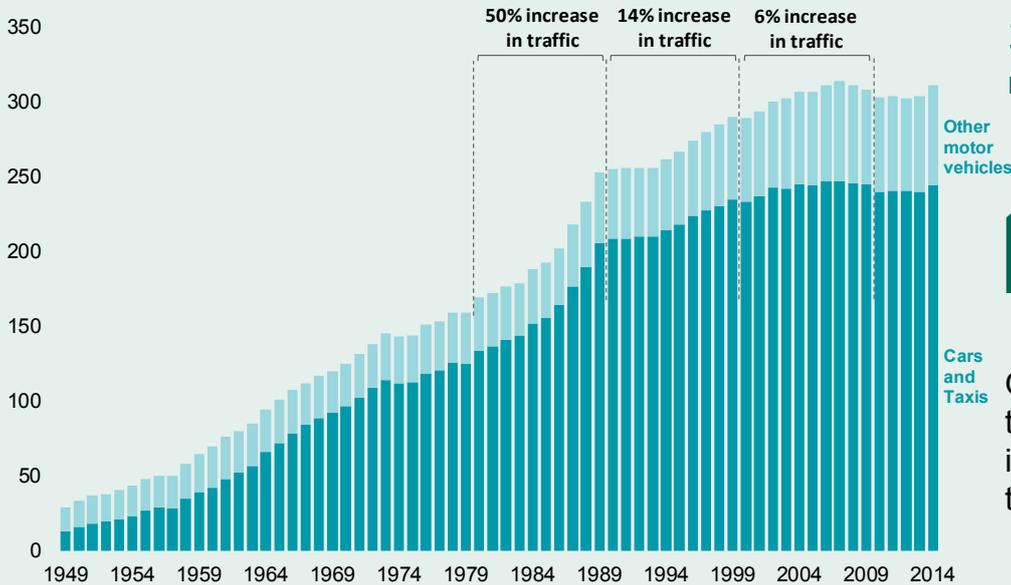
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## Road traffic trends [TSGB0701](#)

Annual motor vehicle traffic, billion vehicle miles: Great Britain 2014



**311 billion vehicle miles in 2014**

**2.4% Increase from 2013**

**1.0% below the 2007 peak**

Over the last 20 years there has been a decline in the rate of growth of traffic.

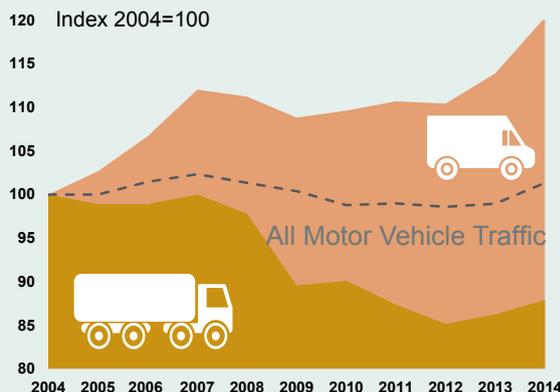
## Road traffic by vehicle type [TSGB0705](#)

Billion vehicle miles travelled: Great Britain 2014



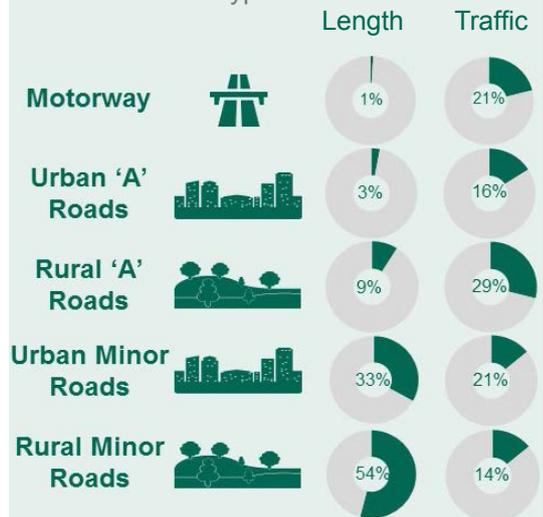
LGV traffic has grown and HGV traffic has fallen over the last 10 years.

LGV traffic was the highest ever in 2014.



## Road type [TSGB0702](#) [TSGB0709](#)

Percentage of road traffic and road length on different road types: Great Britain 2014



Major roads combined accounted for 13% of road length and carried 65% of total road traffic, while minor roads made up 87% of road length but carried 35% of traffic.

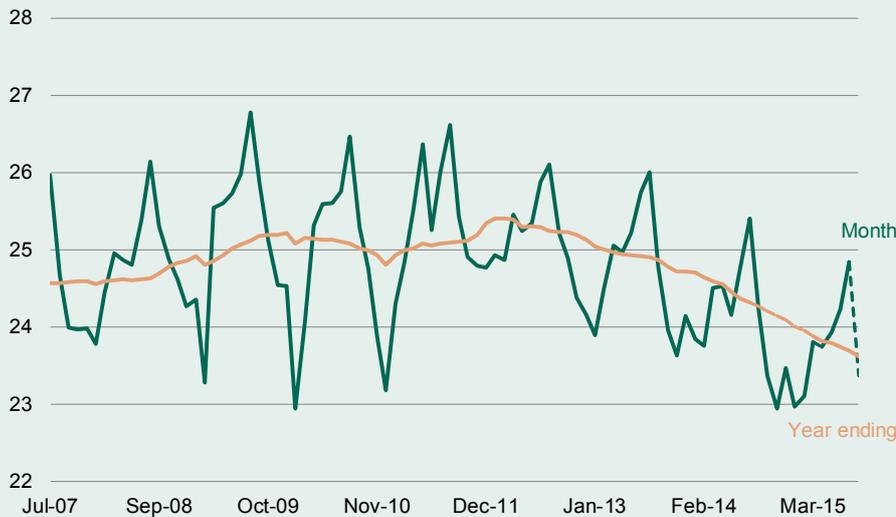
Further data are available on **Roads and Traffic**, including:

- ▶ Road traffic: [TSGB0701-06](#)
- ▶ Road lengths: [TSGB0708-13](#)



**Congestion on local authority managed 'A' roads, England [TSGB0716](#)**

Average vehicle speeds (miles per hour): England



**23.6mph**

average speed on local 'A' roads in England during the weekday morning peak in the year ending September 2015.

**2.7% decrease on previous year**

**Vehicle Speeds [TSGB0714](#) [TSGB0715](#)**

Vehicles exceeding the speed limit on roads: Great Britain 2014



**Non-built up roads**

Motorway	46%	46%	1%
Dual carriageway	37%	43%	82%
Single carriageway	7%	20%	75%

**Built up roads**

30mph roads	45%	47%	44%
40mph roads	21%	30%	20%

Since 2002, the percentage of vehicles exceeding the speed limit for each type of vehicle has declined on all roads except single carriageways, where HGV speed limit compliance has fallen since 2002.

**Further data are available on roads and traffic, including:**

- ▶ Road traffic forecasts: [TSGB0707](#)
- ▶ Road speeds: [TSGB0714-15](#)
- ▶ Road congestion: [TSGB0721](#)
- ▶ Road construction and expenditure [TSGB0717-0720](#)

**Road length [TSGB0709](#)**

Total road length: Great Britain 2014

**245.8 thousand miles of road**

2014 represents the 100 year anniversary of road lengths being first estimated in Great Britain. Methods and data sources have varied much over the last century however, figures suggest that road length has:

**increased by around 40% since 1914**

**Further information and detailed statistical tables: Roads and Traffic**

Road traffic and speeds  
020 7944 3095

[roadtraff.stats@dft.gsi.gov.uk](mailto:roadtraff.stats@dft.gsi.gov.uk)

Road length, condition and expenditure  
020 7944 5032

[road.length@dft.gsi.gov.uk](mailto:road.length@dft.gsi.gov.uk)  
[roadmaintenance.stats@dft.gsi.gov.uk](mailto:roadmaintenance.stats@dft.gsi.gov.uk)

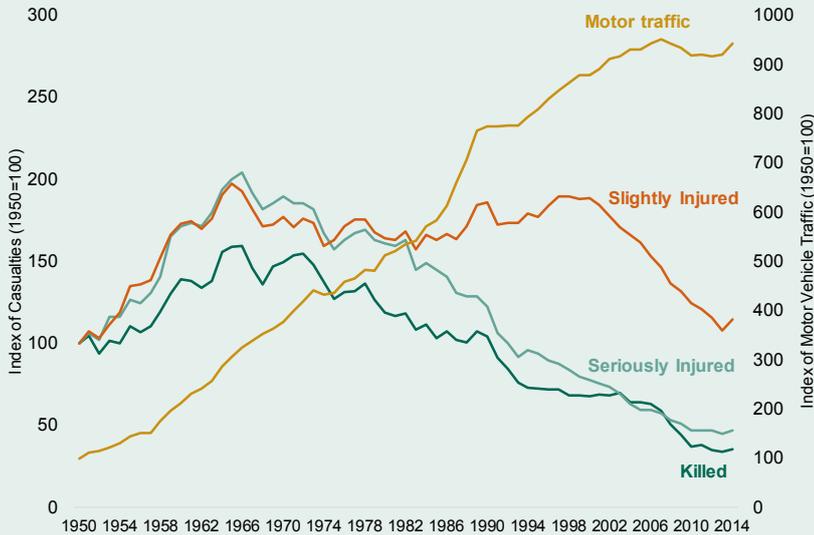
Road congestion and reliability  
020 7944 5383

[congestion.stats@dft.gsi.gov.uk](mailto:congestion.stats@dft.gsi.gov.uk)



### Road Casualties and Traffic Levels [TSGB0801](#)

Reported road casualties by severity and motor vehicle traffic: Great Britain 1950 to 2014



**1,775 fatalities**

4% higher than 2013. However this was not statistically significant.

**22,807 seriously injured**

5% higher than 2013.

**169,895 slightly injured**

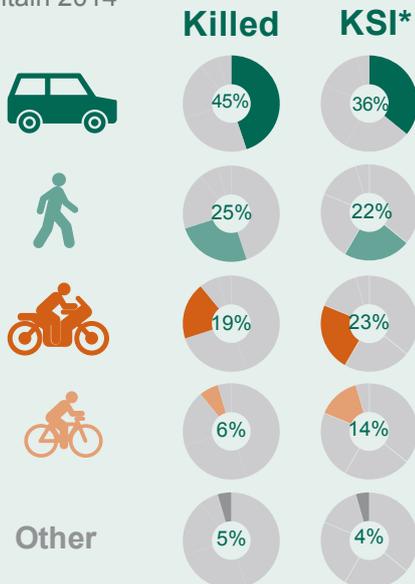
6% higher than 2013.

**311 billion vehicle miles**

travelled by motor vehicles - 2.4% higher than 2013.

### Road User Type [TSGB0802](#)

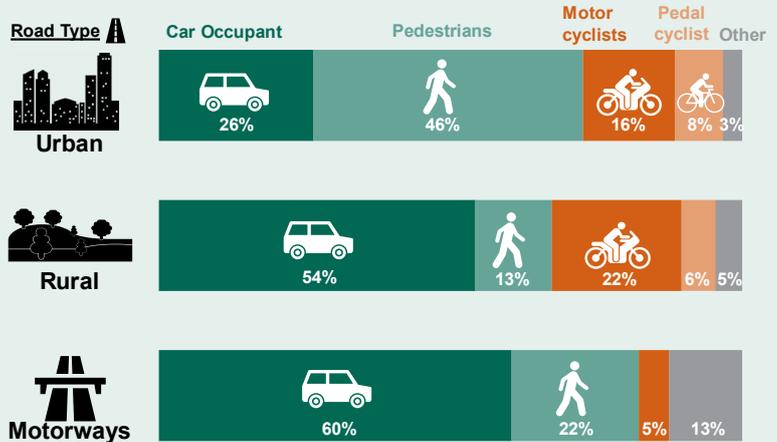
Casualties by road user type: Great Britain 2014



\*KSI: Killed or seriously injured

### Road Type [TSGB0803](#)

Fatalities by Road User and Road Type: Great Britain 2014



On **Urban roads** there were **616** fatalities.

On **Rural roads** there were **1,063** fatalities.

On **Motorways** there were **96** fatalities.

Further data are available on Road accidents and casualties, including:

- ▶ Total number of reported road accidents and casualties by severity: [TSGB0801](#)
- ▶ Number of reported casualties by road user type: [TSGB0802](#)
- ▶ Reported accidents and accidents rates by road type: [TSGB0803](#)
- ▶ Breath tests and failures of drivers and riders in reported accidents: [TSGB0804](#)

More detailed information on reported road accidents can be found in the [Reported Road Casualties: 2014](#).



## Rail accidents and safety [TSGB0805-0807](#)

Fatalities on the national rail network: Great Britain 2001/02 to 2014/15



**332 fatalities**

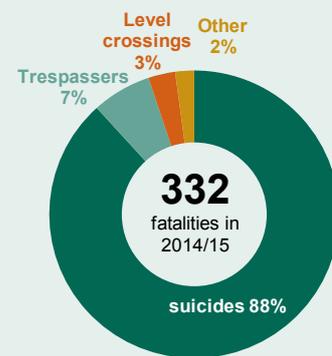
22% higher than the 273 in 2001/02.

**293 suicides**

accounting for 88% of the fatalities. Suicides are 53% higher than in 2001/02.

**0 passengers**

killed in a train accident since 2007/08.



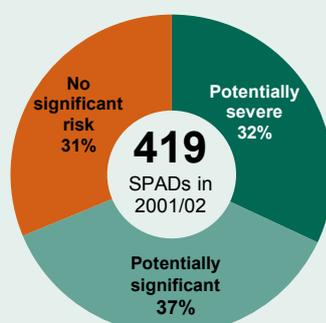
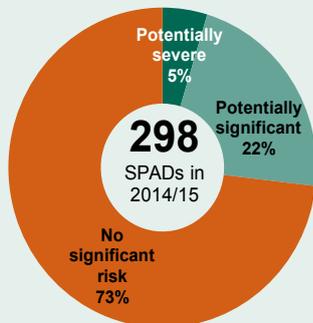
**62.9 billion**



passenger kms - 61% higher than in 2001/02.

## Signals passed at danger (SPADs) [TSGB0808](#)

SPADs on Network rail controlled infrastructure: Great Britain 2001/02 to 2014/15



\*Unclassified SPADs excluded.

**298**



SPADs - 29% lower than the 419 in 2001/02.

**73%**

of SPADs posed no significant risk compared with 31% in 2001/02.

Further data are available on Rail accidents and casualties, including:

- ▶ Rail accidents and safety: [TSGB0805-0807](#)
- ▶ Signals passed at danger (SPADs) on Network Rail controlled infrastructure: [TSGB0808](#)

Further information are published by the [Rail Safety and Standards Board](#).

## Further information and detailed statistical tables: Accidents and Casualties statistics

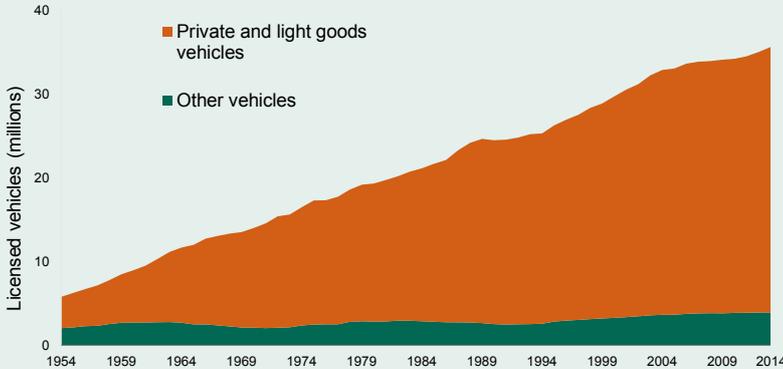
Road accidents and casualties  
Alice Marshall  
020 7944 3102  
roadacc.stats@dft.gsi.gov.uk

Rail accidents and safety  
Margaret Shaw  
020 7944 2419  
rail.stats@dft.gsi.gov.uk



## Licensed vehicles [TSGB0901](#)

Licensed vehicles by tax class: Great Britain 1954 to 2014



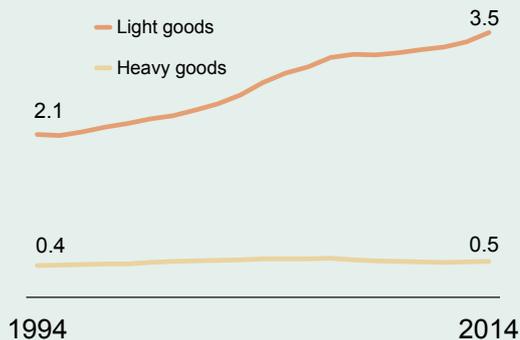
**35.6 million** licensed vehicles - a 41% rise since 1994.

**31.7 million** private and light goods vehicles.

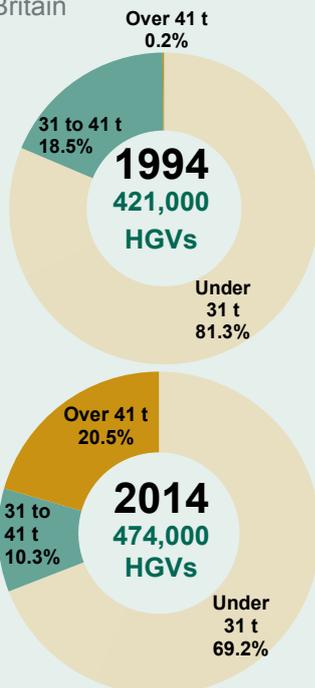
**4.0 million** other vehicles.

## Licensed goods vehicles [TSGB0903](#) [TSGB0907](#)

Licensed goods vehicles (millions): Great Britain 1994 to 2014

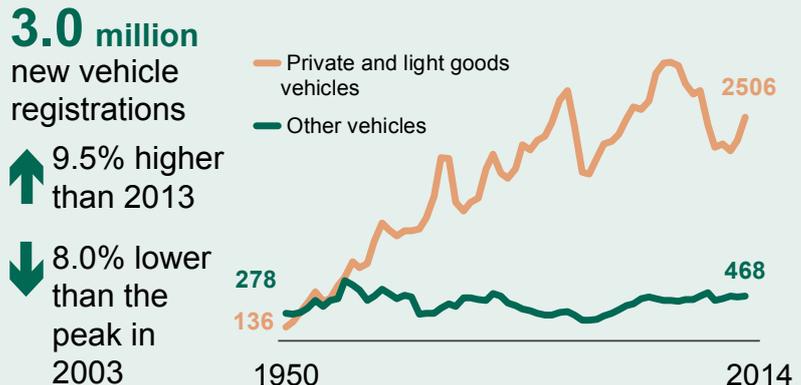


Heavy goods vehicles by weight (tonnes): Great Britain



## New vehicle registrations [TSGB0902](#)

Vehicles registered for the first time by tax class (millions): Great Britain 1951 to 2014



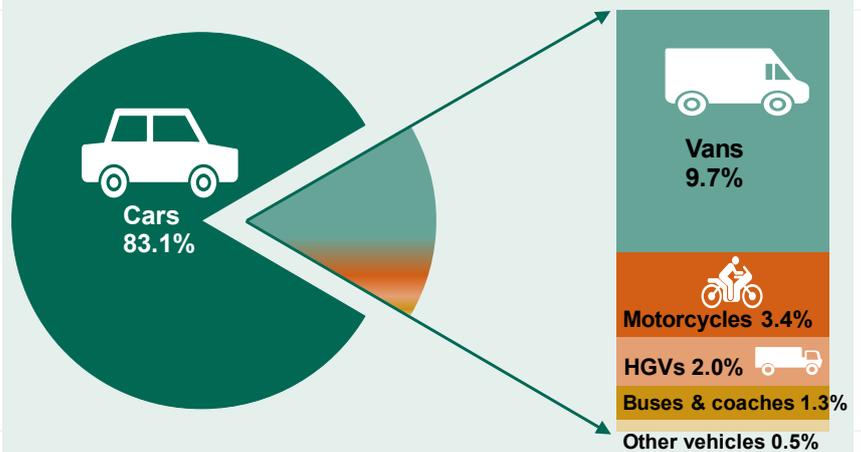
**3.0 million** new vehicle registrations

↑ 9.5% higher than 2013

↓ 8.0% lower than the peak in 2003

## Licensed vehicles [TSGB0903](#)

Licensed vehicles by body type: Great Britain 2014

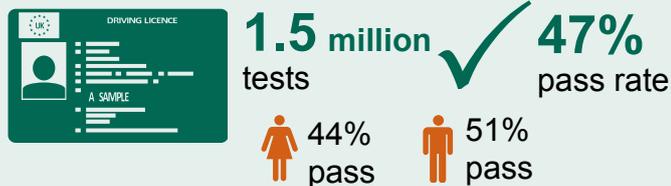


**29.6 million** licensed cars - 83% of all licensed vehicles in 2014.



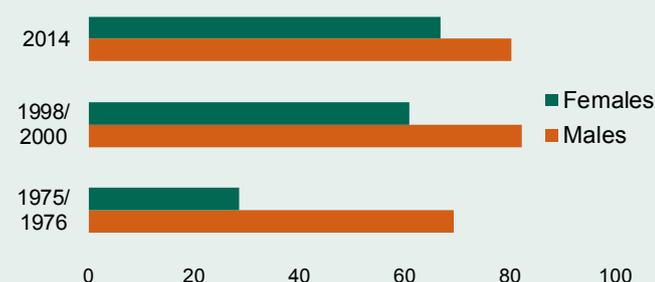
### Car driving tests [TSGB0917](#)

Practical driving tests by gender: Great Britain 2014/15



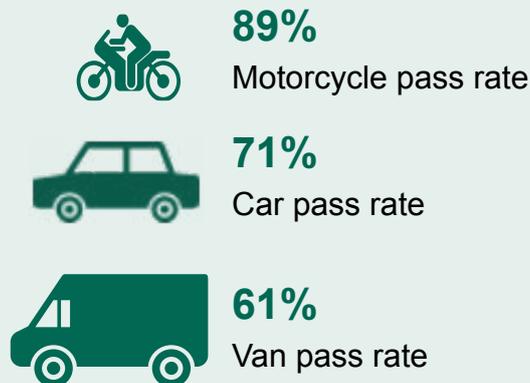
### Full car driving licence holders [TSGB0915](#)

Percentage holding a licence by sex: England



### Road vehicle testing scheme (MOT) [TSGB0908](#)

MOT pass rate by body type: Great Britain 2014/15



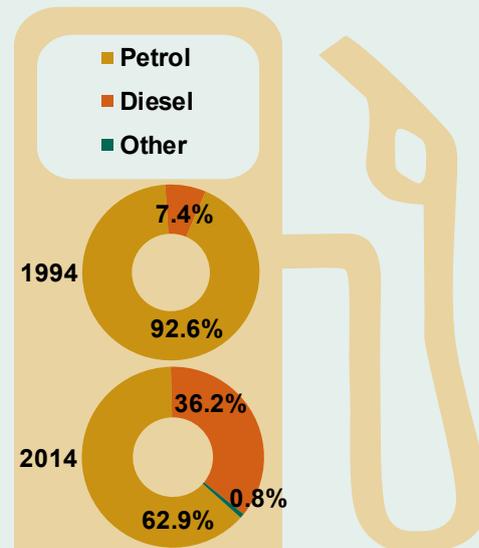
### Household car availability [TSGB0913](#)

Households with access to a car or van by rural/urban classifications: England 2014



### Car fuel types [TSGB0905](#)

Cars licensed by propulsion/fuel type: Great Britain 1994 and 2014



#### Further data are available on vehicles, including:

- ▶ Licensed vehicles: [TSGB0901-07](#)
- ▶ Road vehicle testing schemes: [TSGB0908-12](#)
- ▶ Car availability, drivers and use: [TSGB0913-17](#)

#### Further information and detailed statistical tables: Vehicles

Vehicle licensing  
Mike Dark  
0207 944 6386  
vehicles.stats@dft.gsi.gov.uk

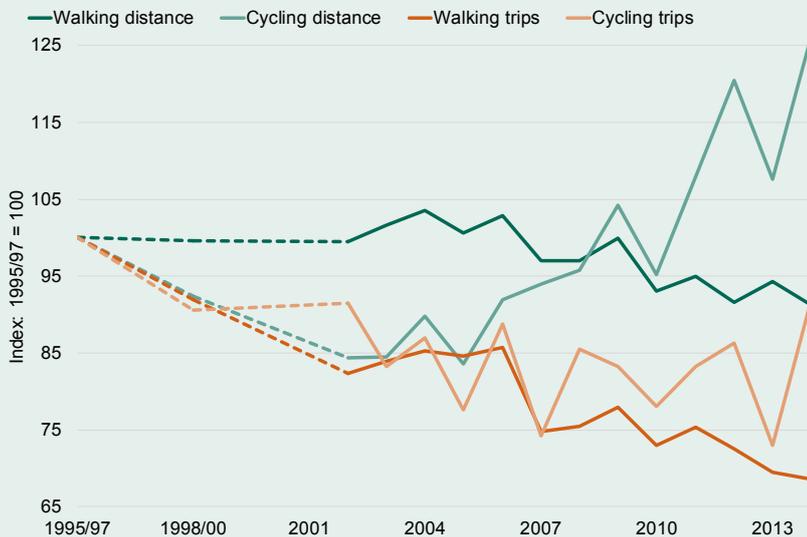
MOT and driving tests  
Rachel Moyce  
0207 944 4139  
vehicles.stats@dft.gsi.gov.uk

National Travel Survey  
John Cummings  
0207 944 2519  
national.travelsurvey@dft.gsi.gov.uk



### Trips and distance [TSGB0103](#), [TSGB1109](#)

Walking and cycling trips and distance: England 1995/97 = 100



**22%** of trips were made by walking in 2014

Walking and cycling trips have declined since 1995/97. The trend in cycling has been mixed since 2007.

**181 miles**

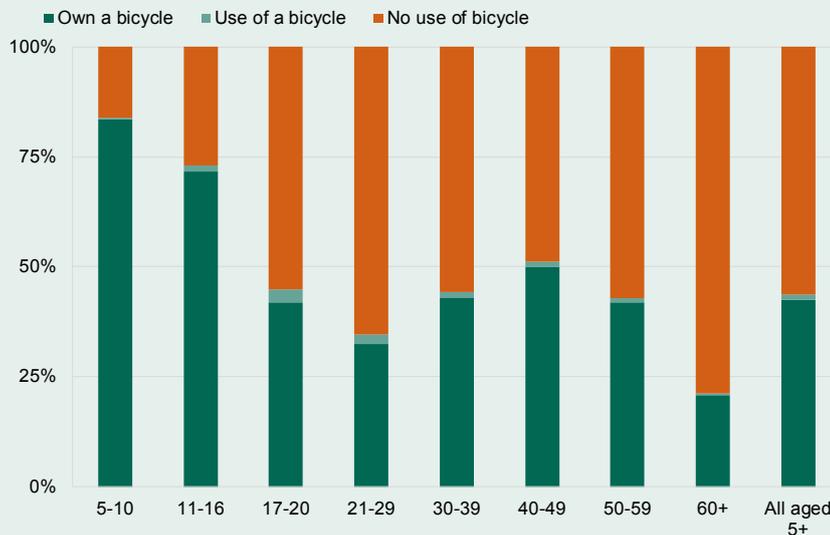
The average distance a person walked in 2014. This is the distance from London to Manchester.

**58 miles**

The average distance people cycled in 2014. This was 26% greater than in 1995/97.

### Bicycle ownership by age [TSGB1105](#)

% of people owning, or with access to, a bicycle: England 2012/2014

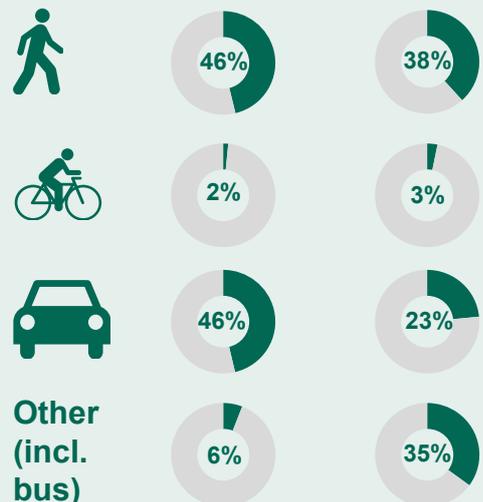


42% of people in England aged 5 and over owned a bicycle over the years 2012-2014.

### Travel to school [TSGB1108](#)

Mode of travel to school for primary and secondary school children: England 2014

Aged 5-10 years    Aged 11-16 years



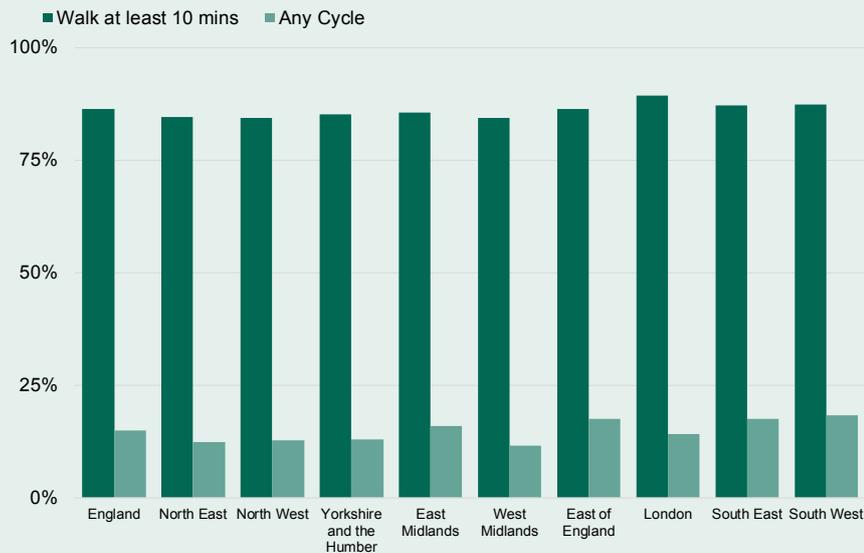
Further data are available on walking and cycling, including:

- ▶ Average trips and distance by age, gender and main mode, England: [TSGB1107](#), [TSGB1113](#)
- ▶ Where people cycled, England: [TSGB1104](#)
- ▶ Walking and cycling by frequency, England: [TSGB1111](#), [TSGB1112](#)
- ▶ Walking and cycling for recreational purposes, England: [TSGB1114](#), [TSGB1115](#)
- ▶ Walking and cycling for utility purposes, England: [TSGB1116](#), [TSGB1117](#)
- ▶ Accessibility to key services by cycling or walking, England: [TSGB1118](#)



## Walking and cycling frequency [TSGB1101](#), [TSGB1102](#)

% of adults walking and cycling at least once per month: England 2013/14



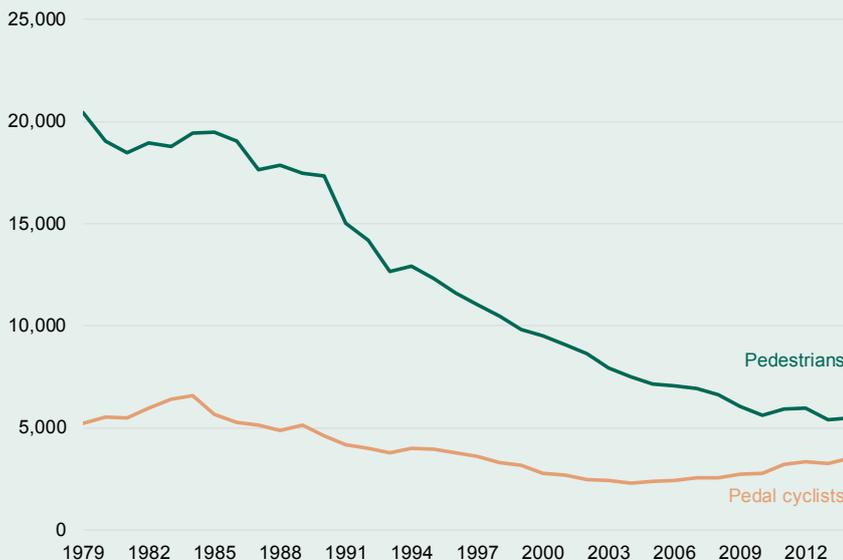
**15%** of adults in England cycled at least once a month in 2013/14. About 86% walked at least one continuous walk of 10 minutes a month.

**18%** of adults in South West cycled at least once a month: the highest rate of the 9 regions.

**57%** of adults in Cambridge cycled at least once a month - the highest rate in the country.

## Pedestrian and pedal cycle road accidents [TSGB1110](#)

Reported killed or seriously injured casualties: Great Britain 1979 to 2014



**3,514** pedal cycle KSIs

This was an 8% rise on the 2013 figure.

**113** pedal cycle deaths

The number of deaths has remained between 104 and 118 since 2008.

**5,509** pedestrian KSIs

in reported road traffic accidents. This was an increase of 2% on the 2013 figure. 22% of KSIs were pedestrians and 14% cyclists.

Further data are available on pedestrian and pedal cyclist road accidents, including:

- ▶ Vehicle accident numbers and rates by severity, GB 2004-2014: [TSGB1119](#)
- ▶ Perceived danger cycling on roads, GB 2011-13: [TSGB1120](#)
- ▶ International comparisons of road deaths, UK: [TSGB1121](#)

Further information and detailed statistical tables: [Walking and Cycling Statistics](#)

Local Transport Statistics

Darren Stillwell

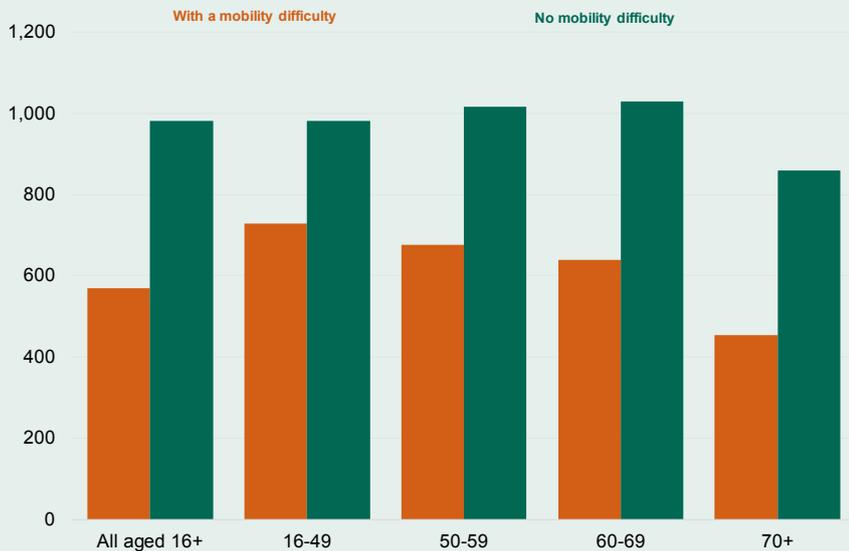
020 7944 3094

[subnational.stats@dft.gsi.gov.uk](mailto:subnational.stats@dft.gsi.gov.uk)



## Travel by people with mobility difficulties [TSGB1201](#)

Trips per person per year by age and mobility status: England 2014



**9%** of adults

reported having a mobility difficulty\* in England in 2014

**42%** fewer trips

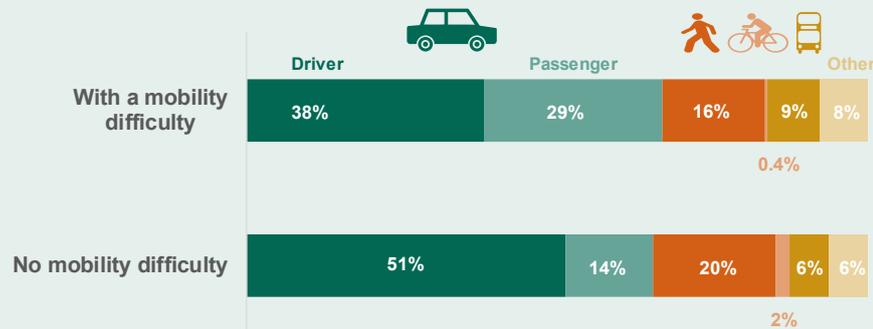
by individuals aged 16 and over with mobility difficulties

**454** trips

per person per year were taken by those aged 70 and over with mobility difficulties - nearly half the number of trips undertaken by those with no mobility disability

## Travel by mobility status and main mode [TSGB1203](#)

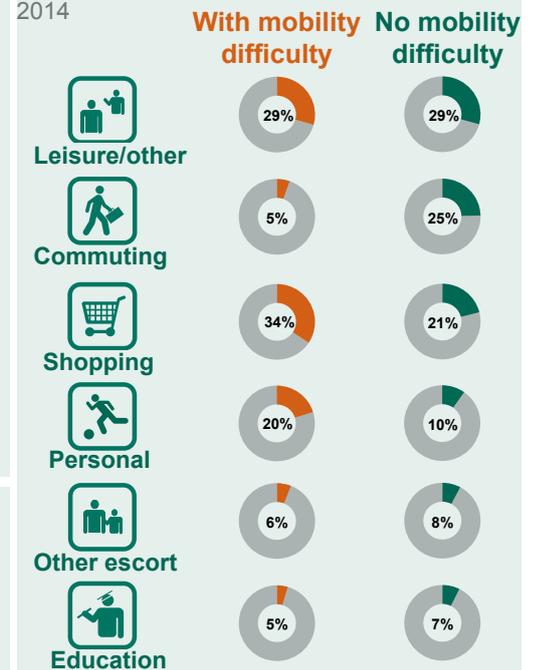
Percentage of trips per person per year by mobility status and main mode: England 2014



Trip reductions in individuals with a mobility difficulty is due to reduction in trips made as car/van driver and walking trips.

## Travel by trip purpose [TSGB1202](#)

Trips per person per year by purpose: England 2014



## Public transport: accessibility to disabled people

% fully accessible vehicles: England March 2015



**89%** Mar 2015  
↑ 60 Percentage points  
since 2005

[TSGB1206](#)



**58%** Mar 2015  
↑ 2 Percentage points  
since 2005

[TSGB1207](#)



**50%** Mar 2015  
↑ 2 Percentage points  
since 2005

Further data are available on transport and disability, including:

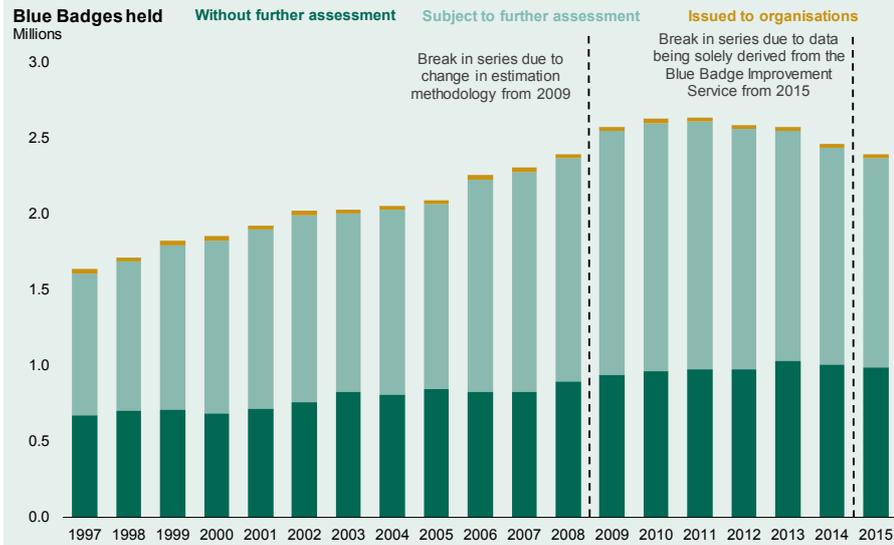
- ▶ Travel by people with mobility difficulties (National Travel Survey): [TSGB1201-3](#)
- ▶ Disability accessible buses and taxis: [TSGB1206](#) (buses) and [TSGB1207](#) (taxis)
- ▶ [List of rail vehicles built or refurbished to modern accessibility standards](#)

\*The National Travel Survey definition of mobility difficulty is based on adults who say they have difficulties travelling on foot, by bus or both



### Disabled parking badges (Blue Badges) [TSGB1204](#)

Blue badges held: England annually since 1997



**2.39 million**

Blue Badges held in England in 2015

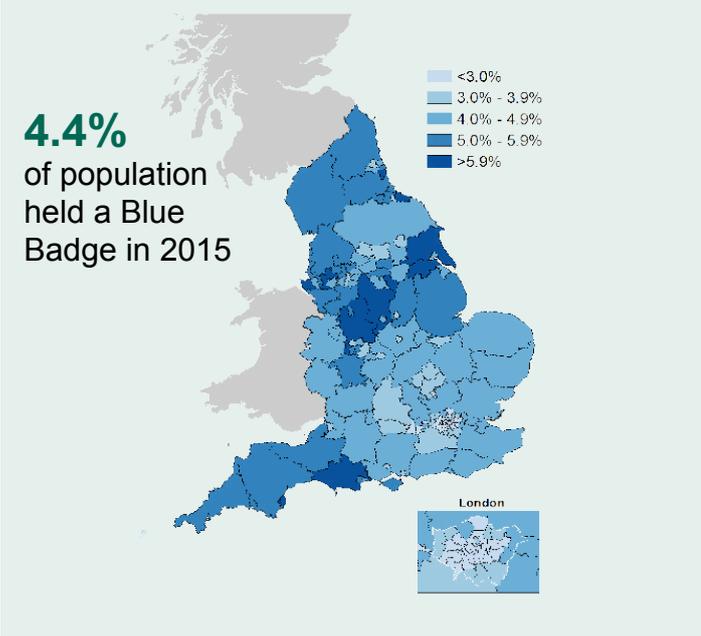
**↓ 2.9%**

in the number of Blue Badges since 2014

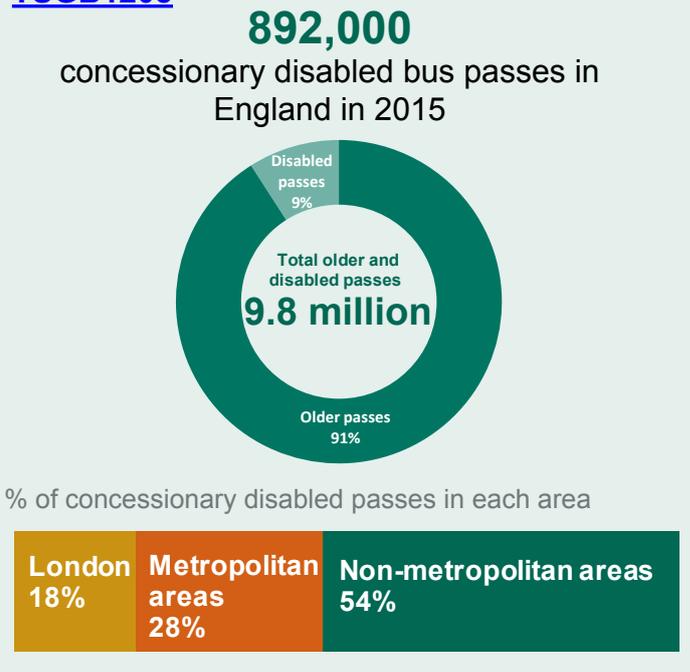
**1.3 million**

vehicles in the disabled tax class at the end of 2014.

### Blue Badges as proportion of the population [TSGB1205](#), [TSGB1209](#)



### Concessionary disabled bus passes [TSGB1208](#)



Further data are available on Transport and Disability, including:

- ▶ Disabled parking badges, England: [TSGB1204](#) (number), [TSGB1205](#) (per head) and [TSGB1209](#) (by local authority)
- ▶ Disabled concessionary bus passes issued, England: [TSGB1208](#)

Further information and detailed statistical tables: [Transport and Disability statistics](#)

National Travel Survey  
 John Cummings  
 020 7944 3094  
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Local Transport Statistics  
 Darren Stillwell  
 020 7944 3094  
[Bus.statistics@dft.gsi.gov.uk](mailto:Bus.statistics@dft.gsi.gov.uk)



### UK public expenditure on transport [TSGB1301](#)

Transport expenditure: 1989/90 to 2014/15



**£20.6 billion**

spent on public transport expenditure in 2014/15.



**29%**

increase compared to 10 years ago in 2004/5.



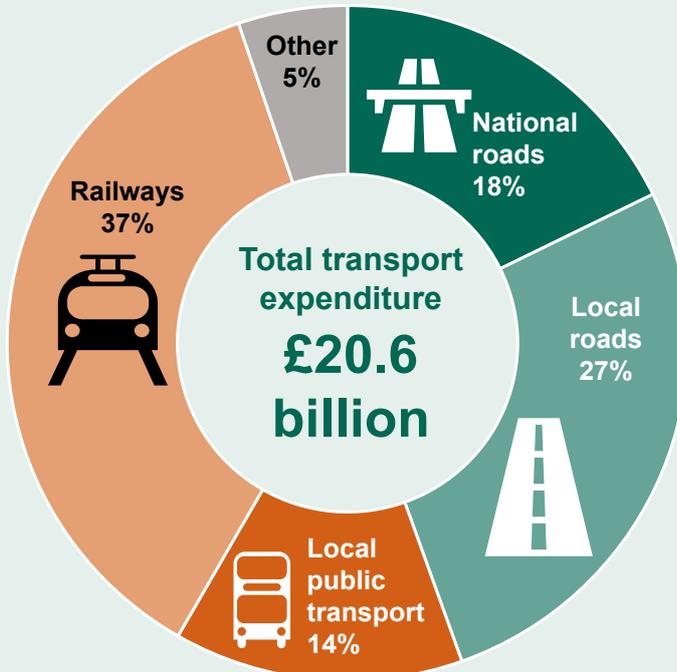
**£23 billion**

peak in 2009/10, compared to 7.3 billion in 1989/90.



### UK public expenditure on transport [TSGB1303](#)

Expenditure by transport function: 2014/15



**£8 billion**

spending on railways in 2014/15, accounting for 35% of total public expenditure on transport.



**£6 billion**

spending on local roads in 2014/15, accounting for 27% of total public expenditure on transport.



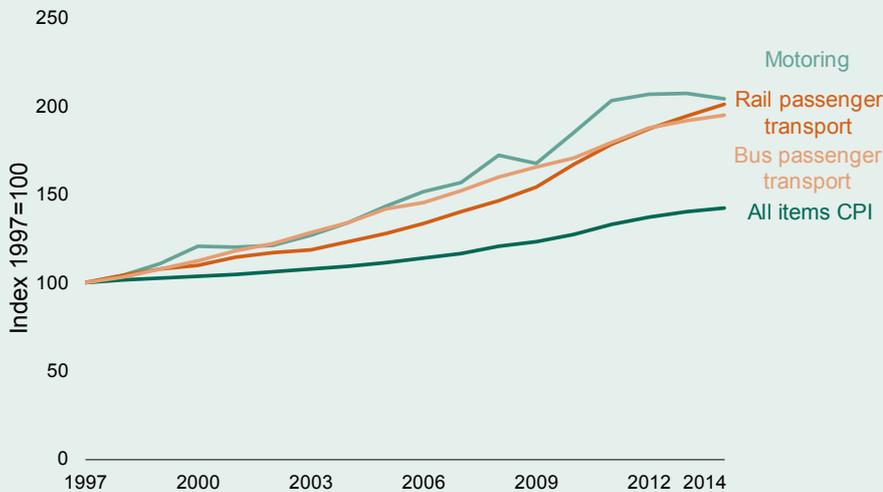
Further data are available on transport expenditure, including:

- ▶ Public expenditure on transport by country and spending authority: [TSGB1302](#)
- ▶ Total UK public corporation capital expenditure on transport: [TSGB1304](#)
- ▶ Public expenditure on specific transport areas: [TSGB1305](#)



### Consumer price index [TSGB1307](#)

Transport components: 1987 to 2014



The cost of travel has risen faster than the cost of living over time.



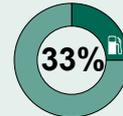
Increases in the cost of travelling by different surface modes are similar.

**13.6%**

of household expenditure per week was spent on transport in 2013 of which:



Purchase of vehicles



Petrol, Diesel and other oils



Other motoring costs



Transport fares



Air and other travel

### Transport taxes [TSGB1310](#)

Fuel duty and vehicle excise duty: 1987 to 2014



Vehicle excise duty generated around £6 billion in 2014, down 2% from 2013.



Fuel duty revenue more than tripled between 1987 and 2010 but has remained at £27 billion since then.



Further data are available on transport expenditure, including:

- ▶ Household expenditure on transport: [TSGB1306](#)
- ▶ Road taxation revenue: [TSGB1310](#)

Further information and detailed statistical tables: [Transport expenditure statistics](#)

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