



Department
for Transport



Transport Statistics Great Britain 2016

December 2016



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Unless otherwise stated, tables refer to **Great Britain**
Metric units are generally used.

Conversion factors:

1 kilometre	0.6214 mile
1 kilogram	2.2lb
1 tonne (1,000 kg)	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.

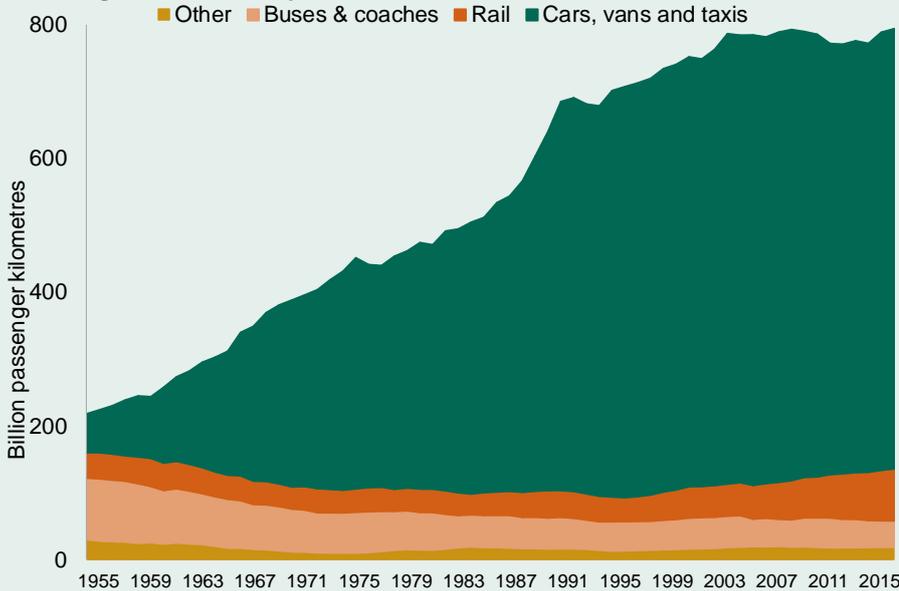
Symbols used throughout are defined below:

: ..	Not available
z .	Not applicable
0	Nil
p	Provisional
r	Revised
e	Estimated
f	Forecast
~ -	Less than half the final digit shown and different from a real zero
*	Sample size too small for reliable estimates
|	break in time series
ow	of which



Passenger transport [TSGB0101-0102](#)

Passenger kilometres by mode: Great Britain 1952 to 2015



793 billion passenger kilometres - the highest volume ever recorded.

5 billion passenger journeys on local bus services - 60% lower than 1950.



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



20.5 million passengers on domestic flights - a 3% rise since 2014.



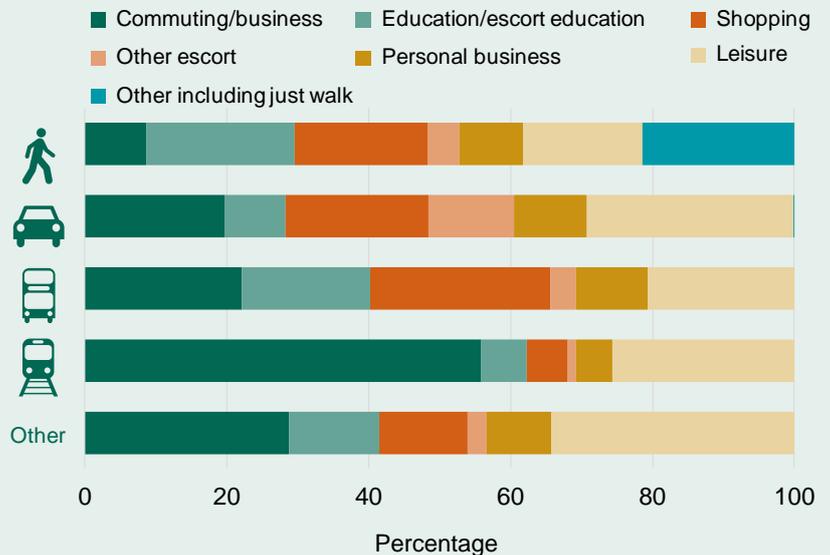
Mode share [TSGB0104-0105](#)

How we travelled, mode share of trips: England 2015



Mode and purpose share [TSGB0104](#)

Trips by main mode and purpose: England 2015



Most modes are used for a mixture of purposes, however over half (56%) of all trips by rail are for commuting/business purposes.

Further data are available on modal comparisons, including:

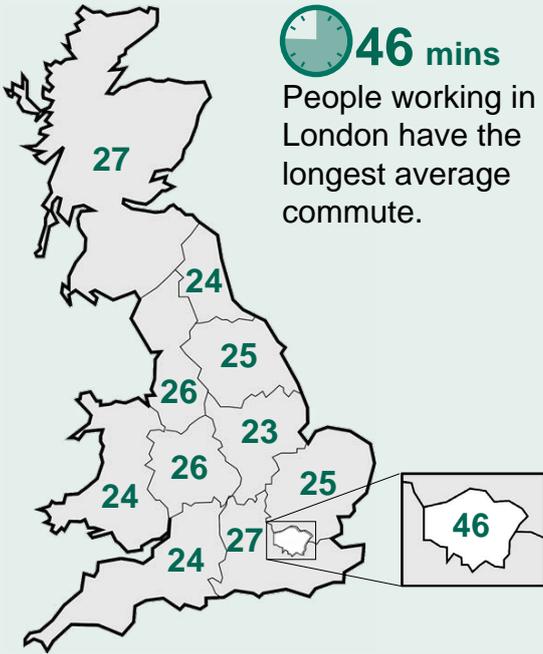
- ▶ Passenger transport and personal travel: mode, distance, purpose, casualty rates and travelling in London during the morning peak: [TSGB0101-07](#)
- ▶ Transport related employment: [TSGB0116](#)

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 2015

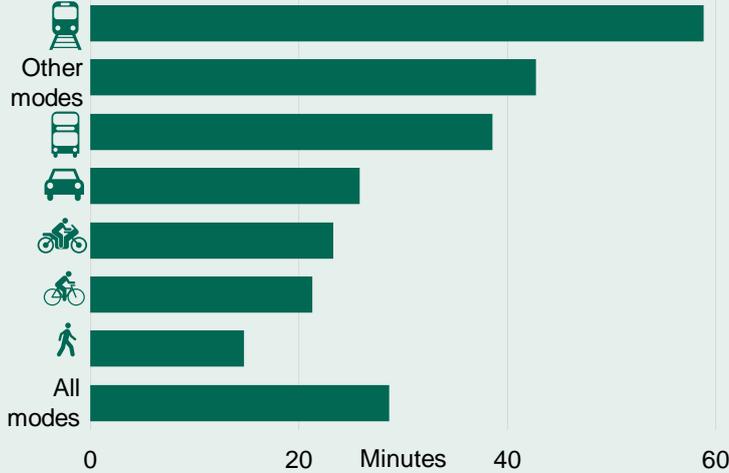


46 mins

People working in London have the longest average commute.

Travel to work [TSGB0111](#)

Travel time to work by mode: Great Britain Oct to Dec 2015



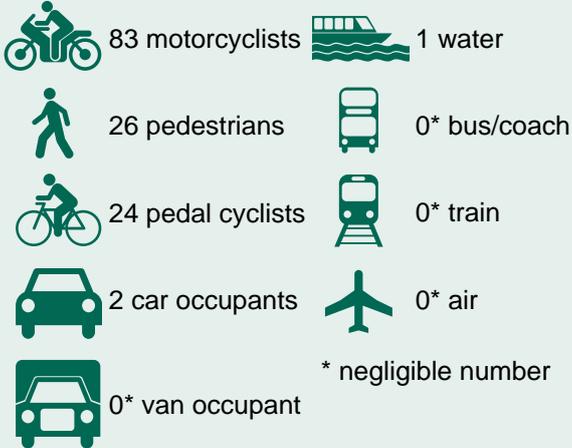
59 mins
The average rail commute.

15 mins
The average walking commute.

Passenger casualty rates

[TSGB0107](#)

Fatalities per billion passenger kilometres by mode: 2006 to 2015 average



Travel to work [TSGB0108-0109](#)

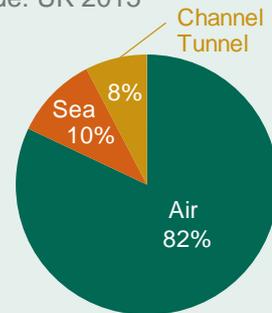
Travel to work mode share: Great Britain 2015



Overseas travel [TSGB0113](#)

Visits abroad by residents by mode: UK 2015

65.7 million visits abroad by UK residents in 2015 - almost double the 36.1 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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Trends in air traffic [TSGB0201](#)

Trend in air traffic at UK airports: 1991 to 2015



2015 figures

251 million terminal passengers (arrivals and departures) - an increase of 5% from 2014 and 5% above the former peak in 2007.

2.3 million tonnes of freight handled in 2015 - a decrease of less than 1% compared to 2014.

2.1 million air transport movements (ATMs) (landings and take-offs) - 11% lower than the peak in 2007.

Traffic at UK airports [TSGB0202](#)

Traffic at UK airports: 2015



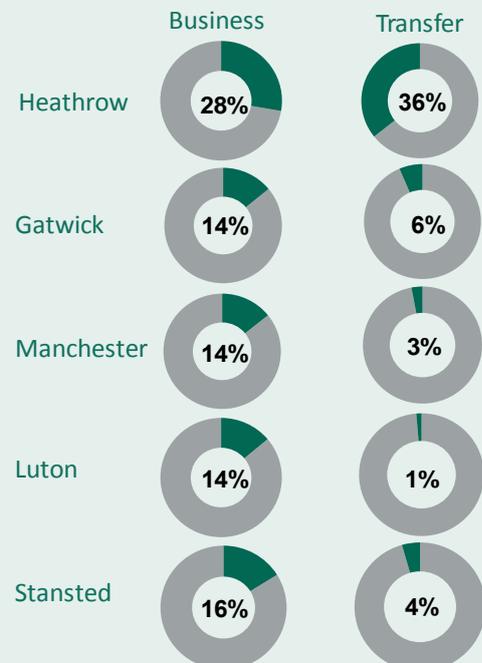
Heathrow is the largest airport in the UK, accounting for almost twice as many passengers as the next largest airport, Gatwick.

The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 61% of passengers, 50% of ATMs and 79% of freight.

East Midlands handles the most air freight (13%) after Heathrow.

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

Passenger characteristics at selected UK airports: 2015



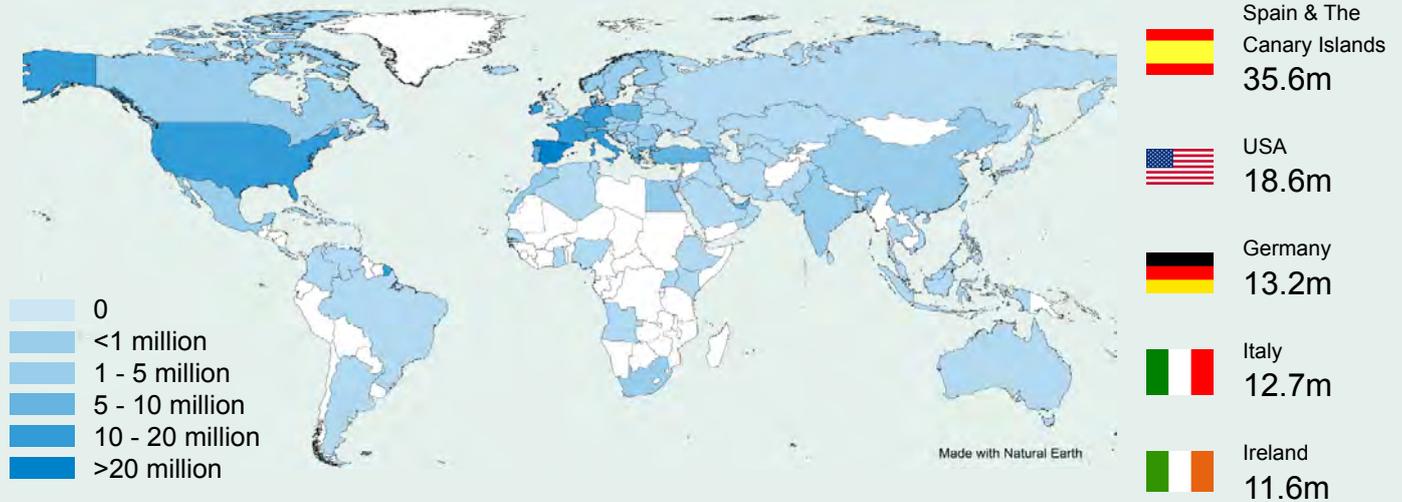
Further data are available on air traffic at UK airports, including:

- ▶ 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: 2015

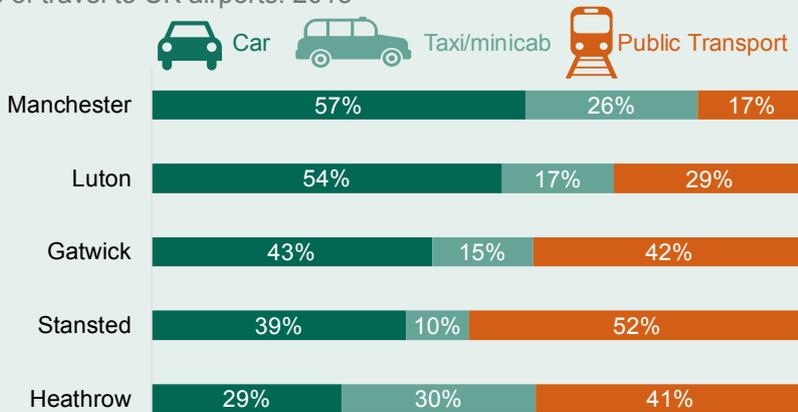


In 2015, nearly three-quarters (74%) of international passenger movements at UK airports were to/from other European countries.

Spain was the most popular country origin/destination for passengers at UK airports, accounting for 17% of international movements, followed by the USA (9%) and then Germany, Italy and Ireland, each at approximately 6%.

Mode of travel [TSGB0207](#)

Mode of travel to UK airports: 2015



Over half of terminating passengers at Stansted travelled to the airport by public transport in 2015, compared to 41%-42% at Heathrow and Gatwick, 17% at Manchester and 29% at Luton.

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](#)

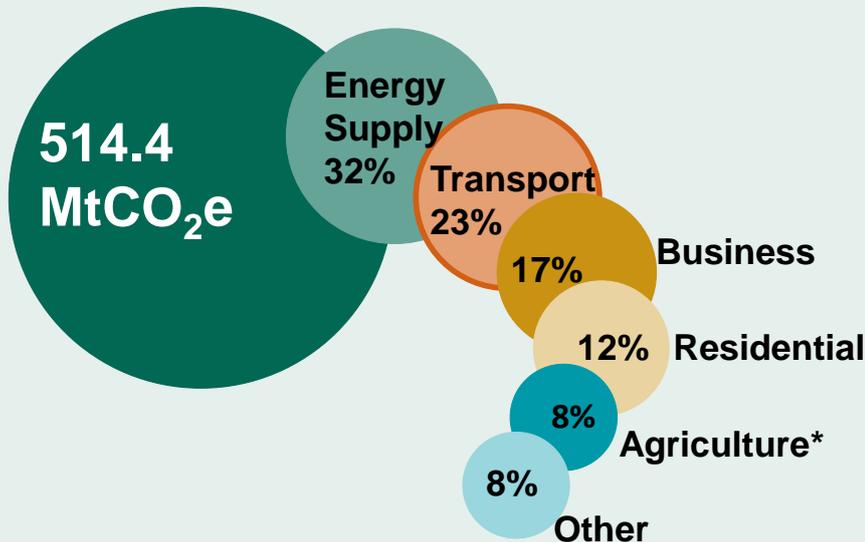
Further information and detailed statistical tables: Aviation statistics

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UK greenhouse gas emissions [TSGB0306](#)

Domestic emissions from all sectors: 2014



* Includes Land Use Change

514.4 million tonnes of CO₂ equivalent (MtCO₂e)



is the total net domestic emissions from all sources.

23%



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

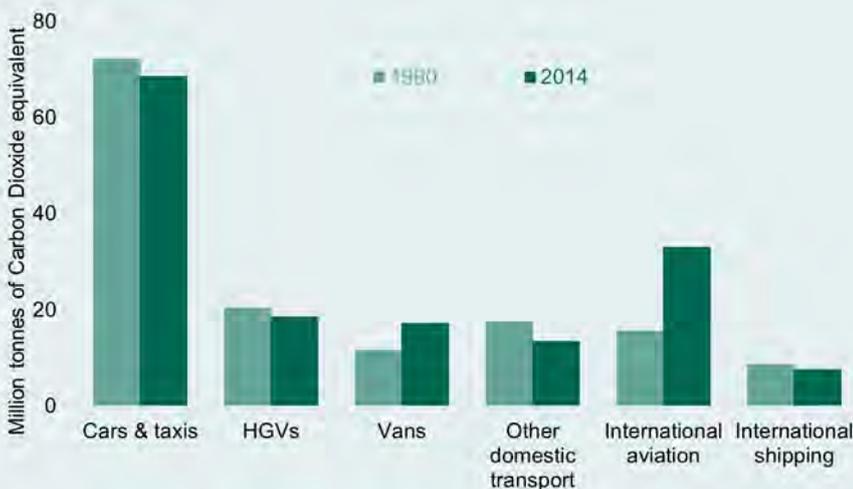
93%



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

UK transport greenhouse gas emissions [TSGB0306](#)

Emissions by transport mode: 1990 to 2014



58%



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

There was not much change in Heavy Goods Vehicle



emissions from 1990 to 2014 whereas emissions from vans have increased from 10% in 1990 to 15% in 2014.

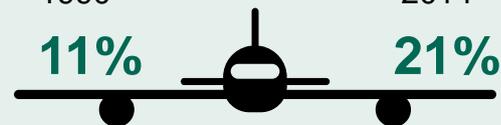
In 2014, emissions from international aviation have more than doubled since 1990. International air transport movements have increased by 82% over the same period.

1990

2014

11%

21%



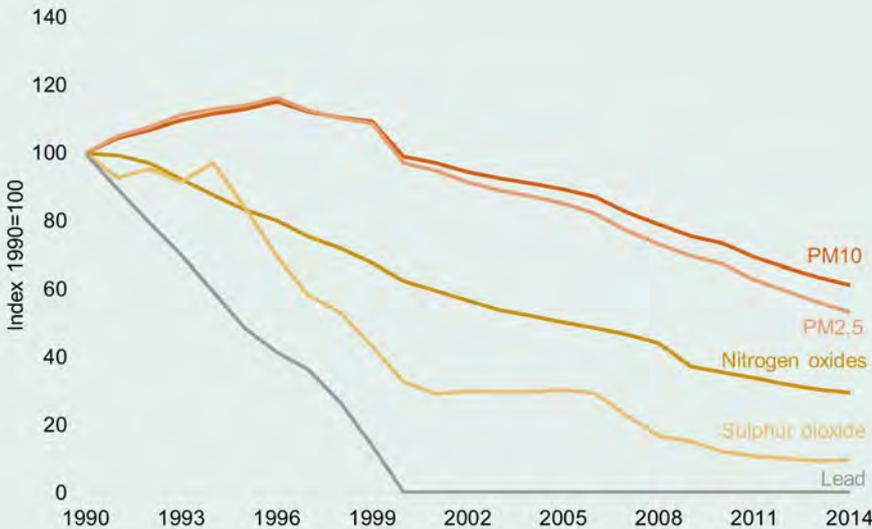
Further data are available on energy and environment including:

- ▶ 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 2014



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



Lead emissions from transport now account for 4% in 2014 due to the ban of leaded petrol in 1999.

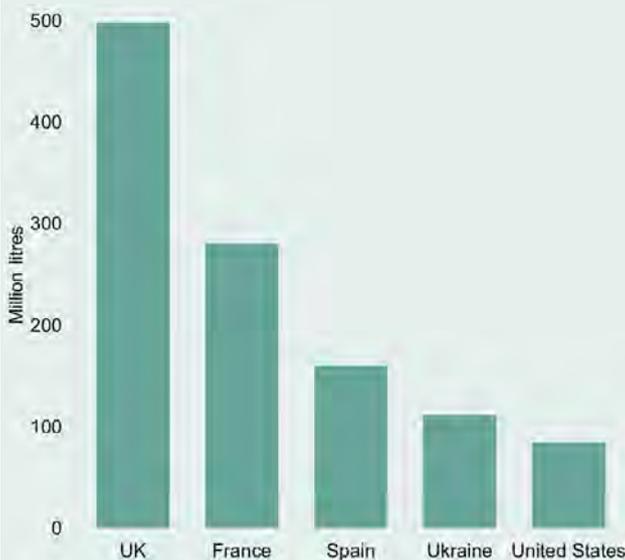


Sulphur dioxide emissions from transport decreased by 90% between 1990 and 2014. This was largely due to the removal of sulphur from road fuel.



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

Top 5 countries: 2014/15



UK supply was dominated by biofuels of UK origin (30%) in 2014/15.



France contributed 17% of total supply to the UK.



Average new car fuel consumption [TSGB0303](#)

2000 to 2015 % 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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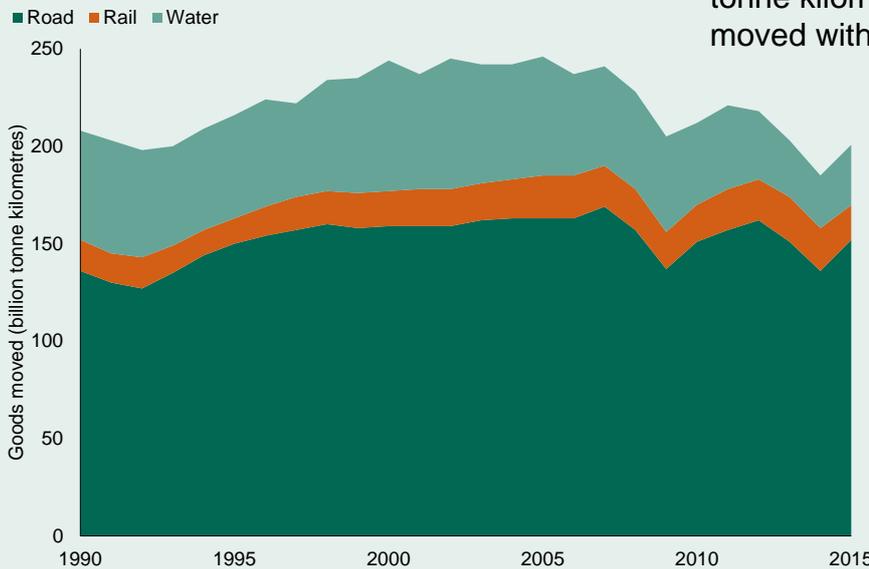
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Domestic Freight [TSGB0401](#)

Domestic freight, goods moved by mode: 1990 to 2015



201 billion

tonne kilometres of domestic freight was moved within the UK in 2015 of which ...

152 billion
tonne kilometres moved by **road**
(76%)



18 billion
tonne kilometres moved by **rail**
(9%)



31 billion
tonne kilometres moved by **water**
(15%)



Percentages not comparable with TSGB0403

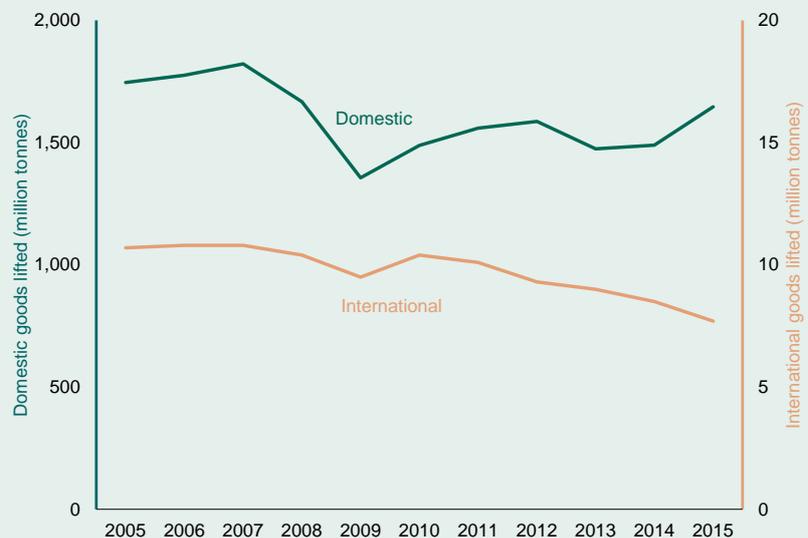
Top 3 freight commodities (by weight) transported by road [TSGB0430](#)

Proportions of goods lifted 2015

- ▶ **395 million tonnes** of agriculture, forestry and raw material products (24%)
- ▶ **297 million tonnes** of metal, mineral and chemical products (18%)
- ▶ **284 million tonnes** of food including beverages & tobacco products (17%)

Domestic and international road freight activity [TSGB0433](#)

Goods lifted by GB registered HGVs: 2005 to 2015



Domestic goods lifted: 1,650 million tonnes (-6% since 2005)
International goods lifted: 7.7 million tonnes (-3% since 2005)

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](#)
- ▶ Notes and definitions are [available](#)



Road goods vehicles [TSGB0434](#)

Road goods vehicles travelling to mainland Europe: 1995 to 2015

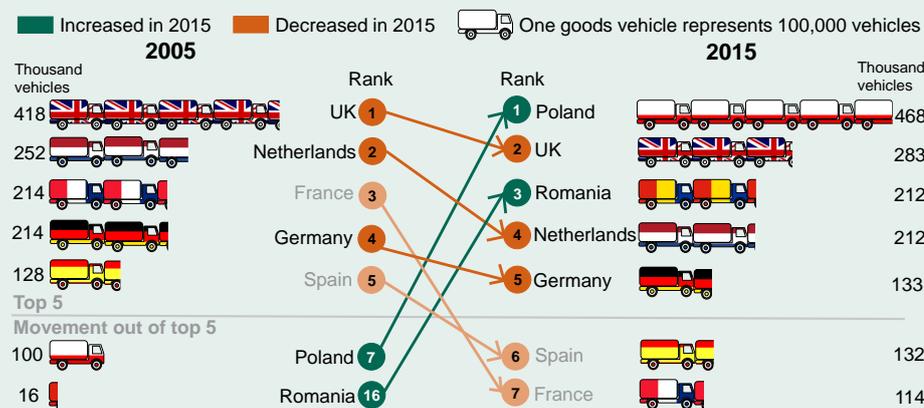


In 2015, a total of 3.0 million goods vehicles travelled from Great Britain to mainland Europe (+3% compared to 2014 and +3% on the 2007 pre-recession peak).

Of these goods vehicles, 2.3 million were powered vehicles (+2% compared to 2014) and 0.7 million were unaccompanied trailers.

Powered vehicles [TSGB0435](#)

Top 5 powered vehicles travelling to mainland Europe by country of registration: 2005 and 2015

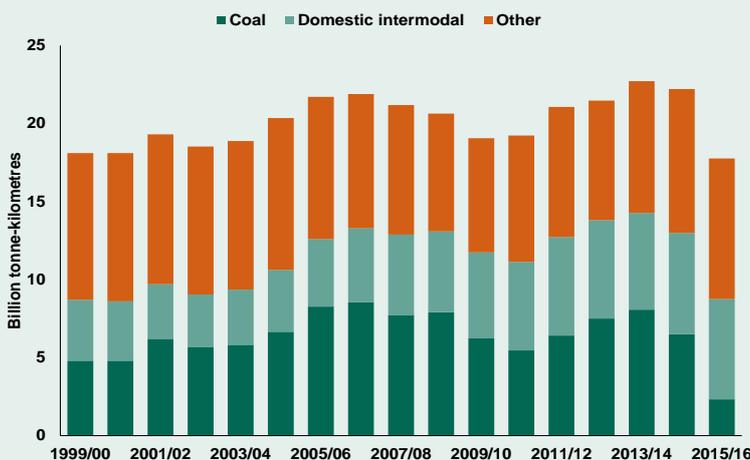


The proportion of vehicles registered to countries such as the UK, Netherlands, Germany and France have fallen as a number of countries have increased their share since joining the EU.

Goods vehicles registered to Poland has increased from 5% in 2005 to 21% in 2015. This is a larger share than any other country.

Rail freight [TSGB0422](#)

Goods moved by rail, by commodity: 2015/16

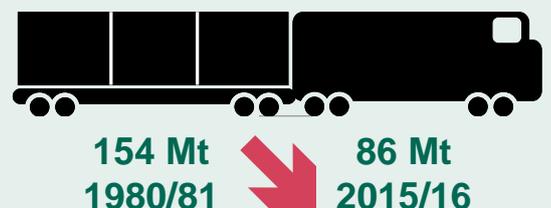


In 2015/16, 17.8 billion net tonne kilometres of freight were moved by rail (down 19.8% compared with 2014/15).

In 2015/16, domestic intermodal commodities accounted for the largest percentage share of goods moved by rail, at 36%.

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: 2015

Total traffic: 497 million tonnes

The UK imports twice as much as it exports



Import

tonnage has decreased by 6% since 2014.



Export

tonnage has remained stable since 2014.



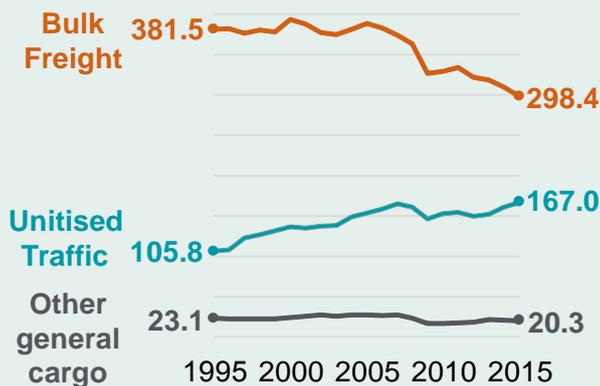
Domestic

tonnage has increased by 10% since 2014.



Port freight cargo types [TSGB0502](#)

UK major port traffic by cargo type: 1995 to 2015 (million tonnes)



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

Bulk freight

(liquid and dry bulk cargo categories) fell to its lowest level in 2015, due to large decreases in coal and ores imports and exports, reflecting changes in steel production and a lower dependency on food imports.

Unitised traffic

(Lo-Lo and Ro-Ro cargo categories) now accounts for one-third of all UK major port freight traffic. UK major ports have imported 1 million more trade vehicles in 2015 (2.9 million) than in 2000 (also exported 0.3 million more).

UK shipping fleet [TSGB0513-0515](#)

UK shipping (million deadweight tonnes): 1997 to 2015



At the end of 2015, the UK registered trading fleet grew for the first time in four years, and is still five times the size it was at the end of 1999.

The UK remained the 19th largest trading fleet in the world. Panama, Liberia, the Marshall Islands, Hong Kong and Singapore account for leading shares (just over half) in world ship registration.

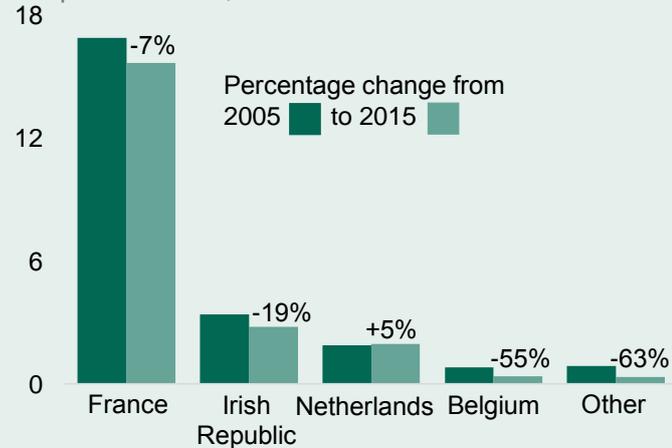
Further data are available on maritime and shipping, including:

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



Sea passengers [TSGB0511](#)

UK international short sea passenger journeys: 2015 compared to 2005, millions



In 2015, there were 21.0 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.

In 2015, there were 41.7 million passengers travelling on domestic routes, Cairnryan - Belfast remained the most popular route with 1.1 million passengers.

Cruise passengers [TSGB0512](#)

UK cruise passengers



There were 9 times more UK cruise passengers in 2015 than 20 years ago.

In 2015, 4 out of every 5 UK cruise passengers began or ended their cruise at Southampton.

Civilian search and rescue helicopters [TSGB0518](#)



All eleven UK bases were fully operational after January 2016.

There were 1,680 civilian search and rescue helicopter taskings in the UK during the year to end March 2016.

Seafarers [TSGB0519](#)

UK seafarers active at sea: 2002 to 2015



In 2015, there were 23,380 UK seafarers active at sea - an increase of 2 per cent compared to 2014 (22,910).

There were 1,920 officer trainees active at sea in 2015 - a 90 per cent increase compared to 2002 (1,010).

Passenger Vehicles [TSGB0507](#)

Accompanied passenger vehicles: UK 2015



5.8 million cars were handled at UK ports in 2015 - 53% 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](#)

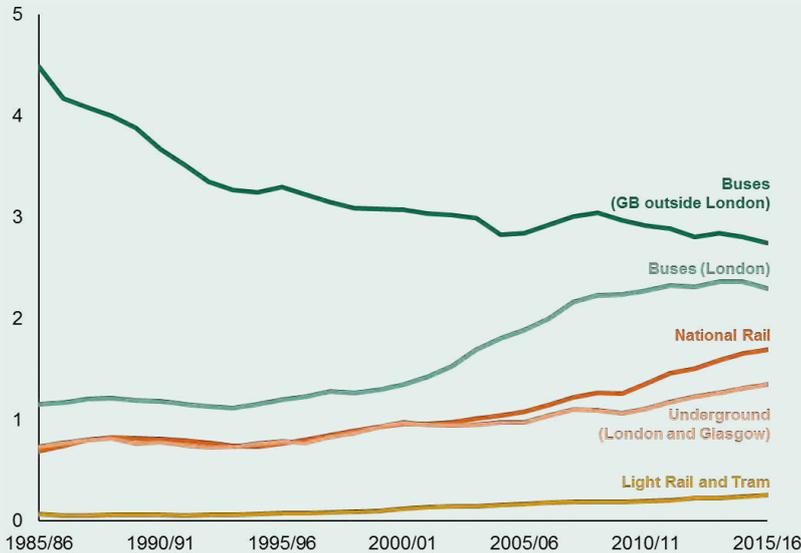
Further information and detailed statistical tables: [Maritime statistics](#)

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Passenger journeys on public transport

Passenger journeys by mode (billion): Great Britain 1985/86 to 2015/16



5.04 billion

local bus passenger journeys in Great Britain in 2015/16, 60% of all public transport journeys

^ 57%

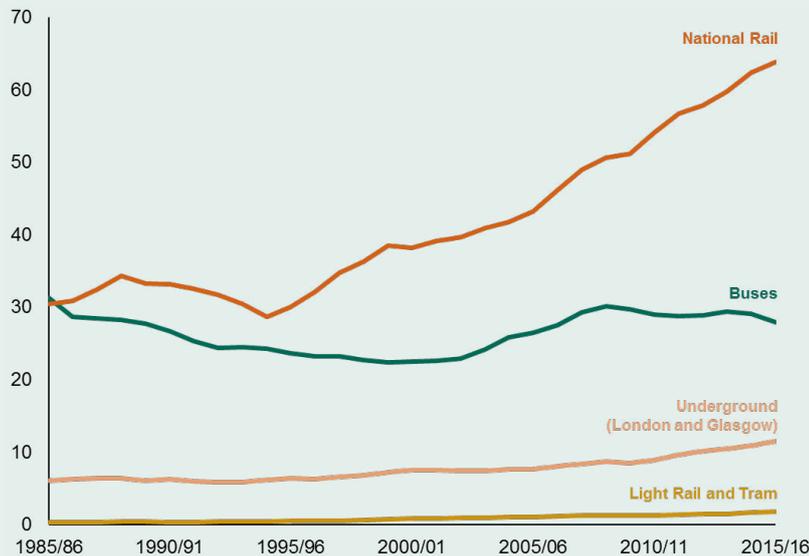
increase in National Rail passenger journeys in Great Britain since 2005/06

257 million

passenger journeys on light rail and tram systems in Great Britain, a record level since comparable records began in 1983

Passenger kilometres on public transport

Passenger kilometres by mode (billion): Great Britain 1985/86 to 2015/16



Growth in passenger kilometres for all public transport modes apart from buses, which have remained broadly flat.

Share of passenger journeys and kilometres by public transport mode

Percentage share of passenger journeys and kilometres by mode: 2015/16



Passenger journeys



Passenger kilometres



Local bus and rail fares

^ 1.9% **^ 0.7%**

Local bus fares in Great Britain in the 12 months to March 2016

Rail fares in Great Britain in the 12 months to January 2016

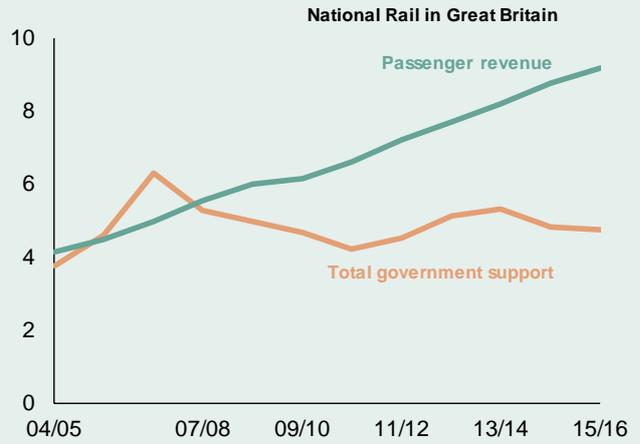
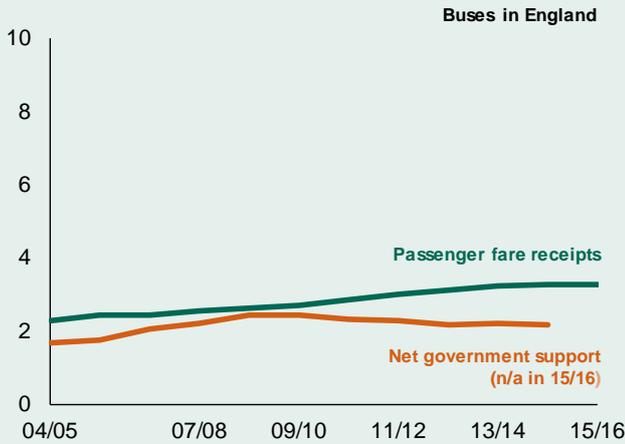
Further data are available for each of the public transport modes, including:

- ▶ 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 (£ billion): 2004/05 to 2015/16



Bus revenue has increased since 2004/05, net government support has fallen since 2009/10. For rail, passenger revenue has increased year-on-year while total government support remains steady.

Local bus concessionary travel [TSGB0627](#)

England 2015/16



9.9 million older and disabled concessionary travel passes



0.97 billion older and disabled concessionary bus journeys

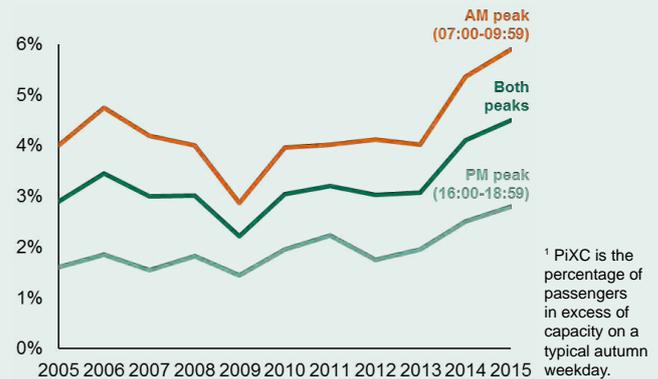


98 concessionary bus journeys per pass

Passengers in excess of capacity (PiXC)¹

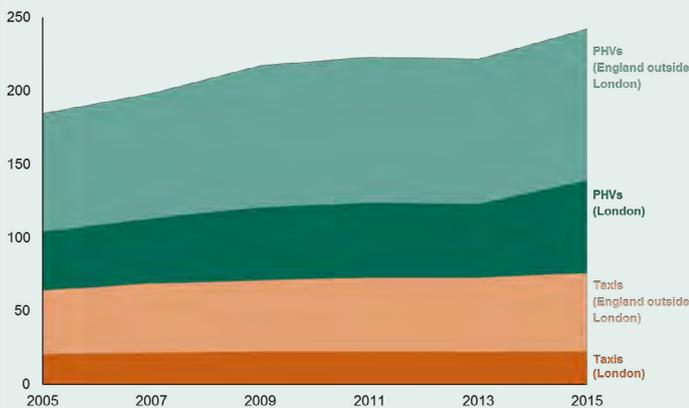
[TSGB0607](#)

PiXC for London & SE operators



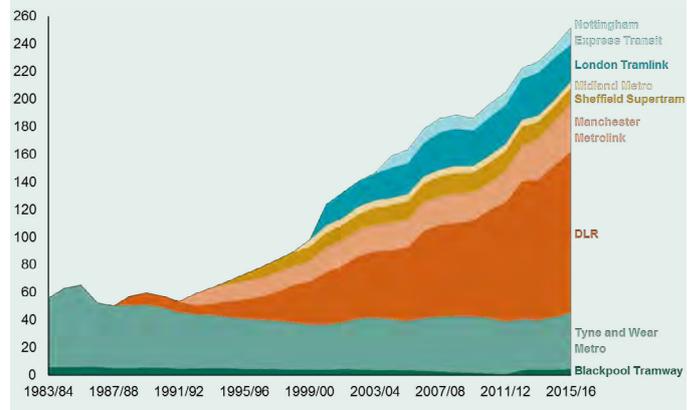
Taxis and Private Hire Vehicles [TSGB0628](#)

Taxis and PHVs by area (thousand): England 2015



Light rail passenger journeys [TSGB0611](#)

Passenger journeys (million): England 2015/16



Further information and detailed statistical tables: Public transport statistics

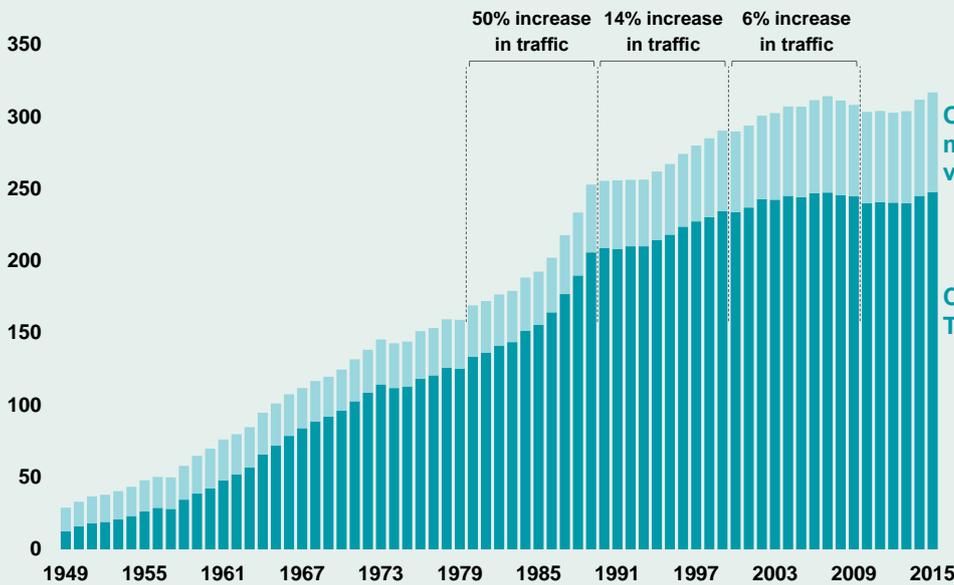
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Road traffic trends [TSGB0701](#)

Annual motor vehicle traffic, billion vehicle miles: Great Britain 2015



In 2015, total motor vehicle traffic in Great Britain reached a new record level:

317 billion vehicle miles travelled

1.6% Increase from 2014

0.8% above the 2007 peak

Road traffic by vehicle type [TSGB0705](#)

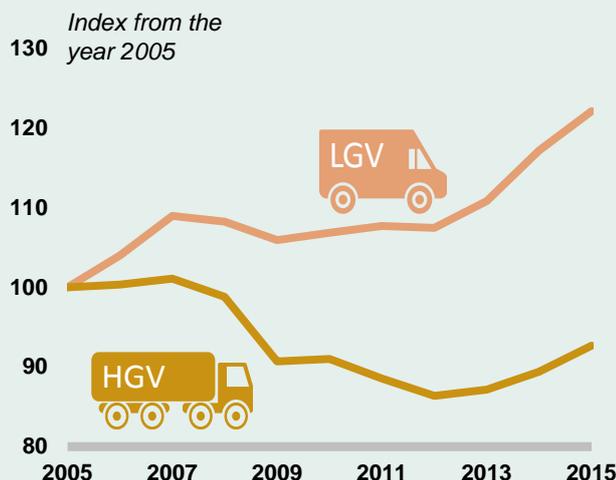
Billion vehicle miles travelled: Great Britain 2015

Of the 317 billion vehicle miles travelled:



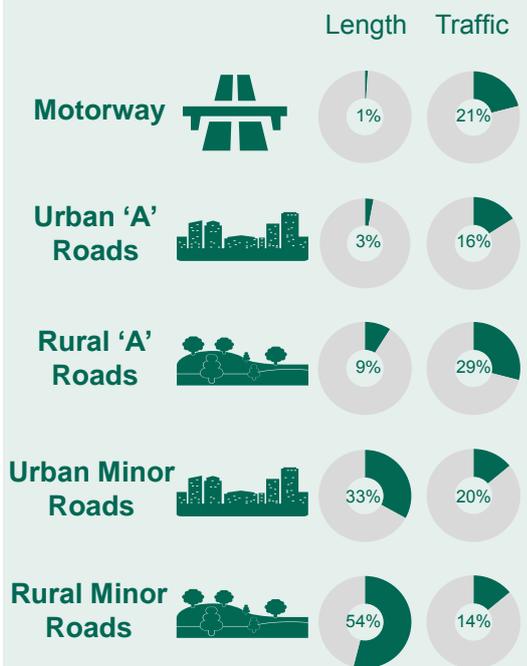
In 2015, lorry traffic saw the largest year-on-year increase since the 1980s.

Van traffic has grown faster than any other vehicle type since 2005.



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

Percentage of road traffic and road length on different road types: Great Britain 2015



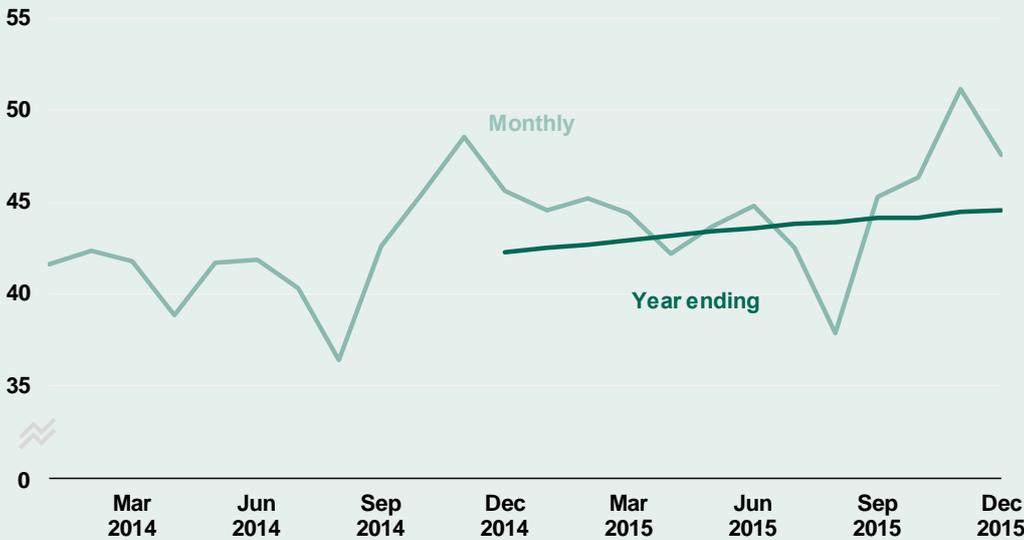
Key definitions:

- ▶ Major roads: Motorways and 'A' roads
- ▶ Minor roads: 'B' and 'C' classified roads, and unclassified roads.



Congestion on local 'A' roads in England [TSGB0716](#)

Average delay compared to free flow (seconds per vehicle per mile)



The average delay on local 'A' roads in England in 2015 was:

44.6 seconds per vehicle per mile

5.4% increase on previous year

Vehicle speed compliance [TSGB0714](#) [TSGB0715](#)

Free flowing vehicles exceeding the speed limit on roads: Great Britain 2015



Road Type	2011	2015	2011	2015	2011	2015
Motorways	49%	46%	▼	49%	46%	▼
National speed limit single carriageways	9%	8%	▼	..	..	..
30 mph roads	54%	52%	▼	58%	56%	▼
20 mph roads	..	84%	..	83%	..	73%

Since 2011, average free flow speeds for all vehicle types across each road type monitored have remained broadly stable. The percentage of vehicles exceeding the speed limit for each type of vehicle has generally declined for nearly all vehicle types and road types.

Further data are available on roads and traffic, including:

- ▶ Road traffic and lengths: [TSGB0701-13](#)
- ▶ Road speeds: [TSGB0714-15](#)
- ▶ Road congestion: [TSGB0721](#)
- ▶ Road construction and expenditure [TSGB0717-0720](#)

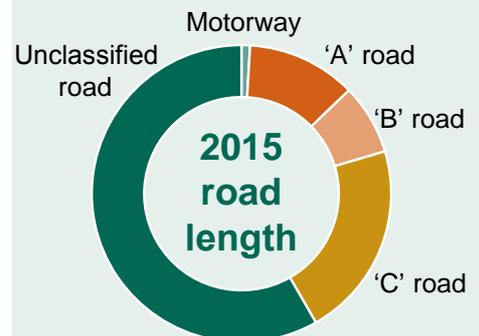
Road length [TSGB0709](#)

245.9 thousand miles of road



less than **0.1 per cent** increase from 2014

Motorways and 'A' roads accounted for 13% of total road length, but carried 66% of total road traffic.



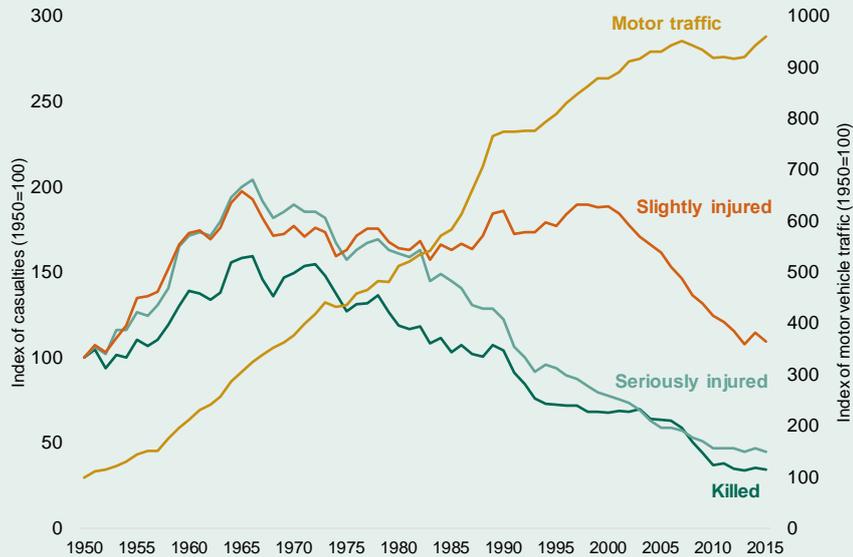
Further information and detailed statistical tables: Roads and traffic statistics

Road traffic and speed compliance 020 7944 3095 roadtraff.stats@dft.gsi.gov.uk	Road length, condition and expenditure 020 7944 5032 road.length@dft.gsi.gov.uk roadmaintenance.stats@dft.gsi.gov.uk	Road congestion and travel times 020 7944 5383 congestion.stats@dft.gsi.gov.uk
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Road Casualties and Traffic Levels [TSGB0801](#)

Reported road casualties by severity and motor vehicle traffic: Great Britain 1950 to 2015



1,730 fatalities

3% lower than 2014. However this was not statistically significant.

22,144 seriously injured

3% lower than 2014.

162,315 slightly injured

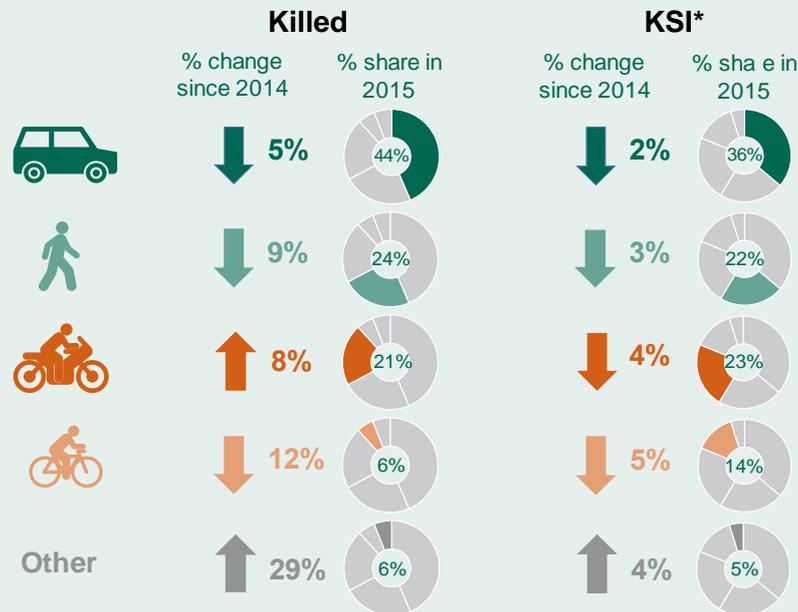
4% lower than 2014.

317 billion vehicle miles

travelled by motor vehicles, 1.6% higher than 2014.

Road User Type [TSGB0802](#)

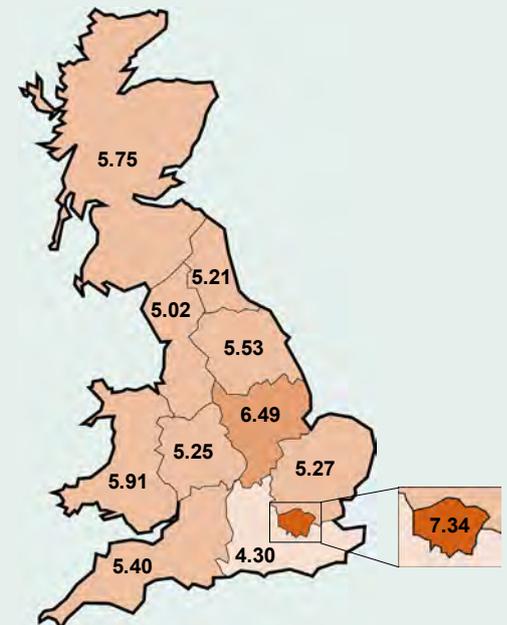
Casualties by road user type: Great Britain 2015



*KSI: Killed or seriously injured

Region

Fatalities per billion vehicle miles by region: Great Britain 2015



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: 2015](#).



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

Fatalities on the national rail network: Great Britain 2001/02 to 2015/16



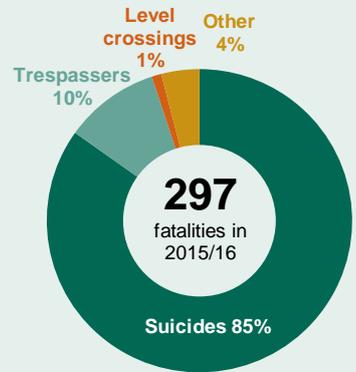
64.4 billion passenger kms
65% higher than in 2001/02.

252 suicides
31% higher than in 2001/02.

297 fatalities
9% higher than in 2001/02.

0 passengers
killed in *train accidents* since 2007/08

National rail casualties by type: Great Britain 2015/16



Fatalities only 2% of all rail accident casualties

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

SPADs on Network rail controlled infrastructure: Great Britain 2015/16

2015/16



277
SPADs - 36% lower than the 433 in 2001/02.

72%
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**

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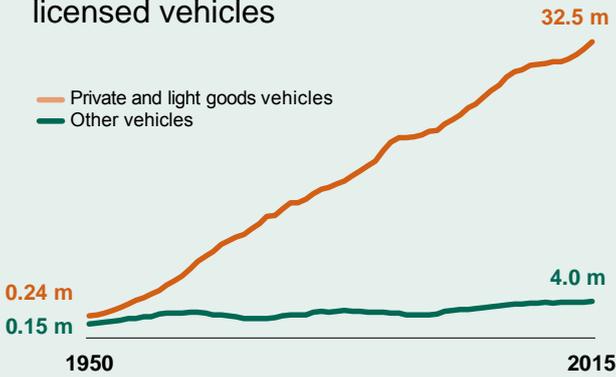


Licensed vehicles [TSGB0901](#)

Licensed vehicles by tax class:
Great Britain 1950 to 2015

36.5 million

licensed vehicles

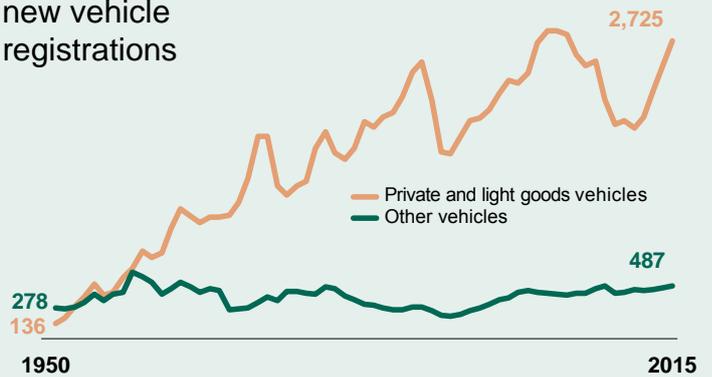


New vehicle registrations [TSGB0902](#) [TSGB0904](#)

Vehicles registered for the first time by tax class (000s): Great Britain 1951 to 2015

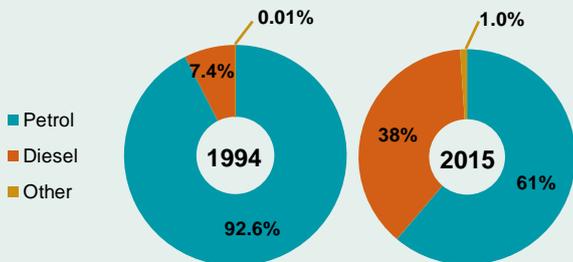
3.2 million

new vehicle registrations

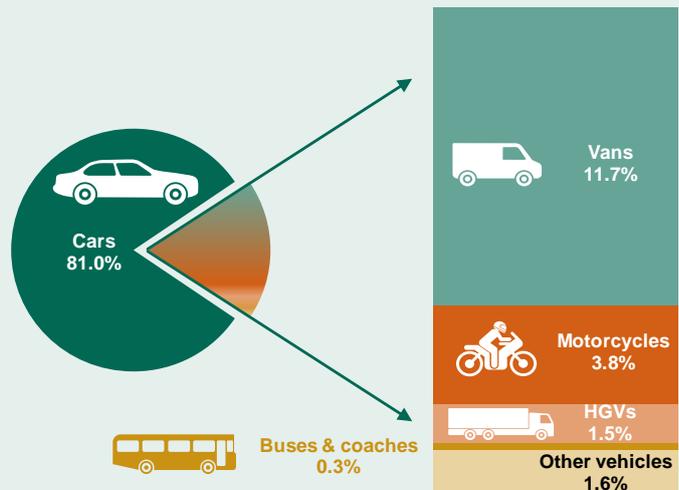


Car fuel types [TSGB0905](#)

Cars licensed by propulsion/fuel type:
Great Britain 1994 and 2015

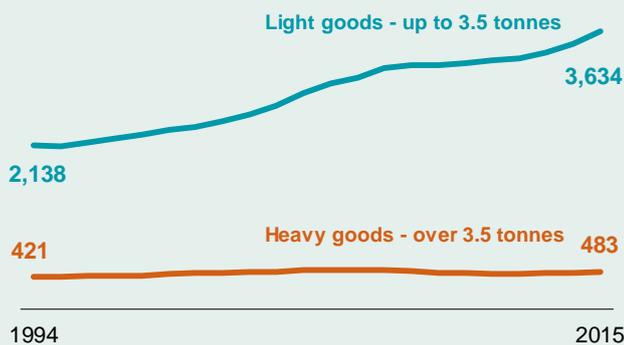


Vehicles registered by body type: Great Britain 2015

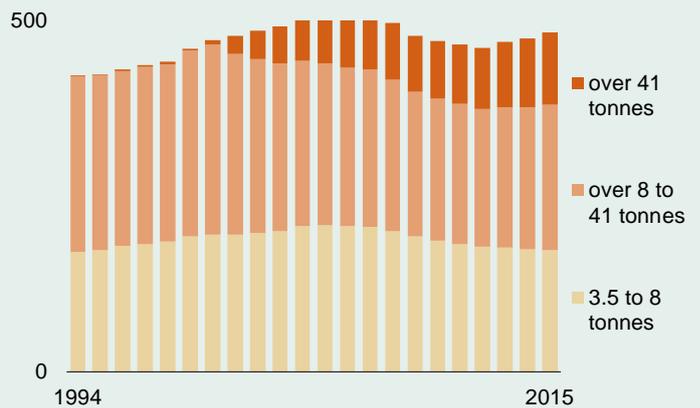


Licensed goods vehicles [TSGB0903](#) [TSGB0907](#)

All licensed goods vehicles (000s): Great Britain 1994 to 2015



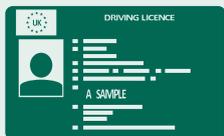
Heavy goods vehicles (000s): Great Britain 1994 to 2015





Car driving tests [TSGB0917](#)

Practical driving tests by gender: Great Britain 2015/16



1.5 million tests



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

MOT pass rate by body type: Great Britain 2015/16

29.6 million MOT tests

72% Pass rate



89% Motorcycle pass rate



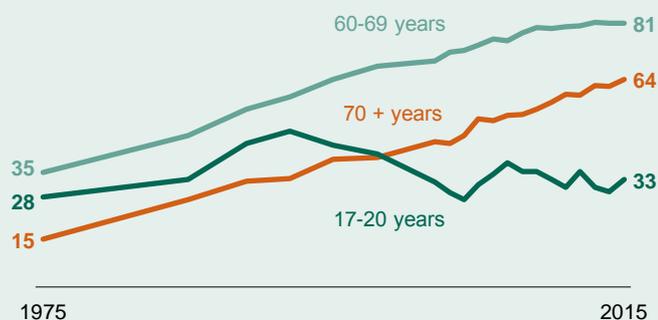
72% Car pass rate



63% Van pass rate

Full car driving licence holders [TSGB0915](#)

Percentage holding a licence by age group: England

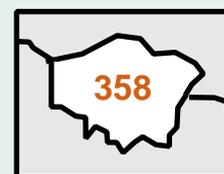


Licensed cars [TSGB0906](#)

Cars per thousand head of population: Great Britain 2015/16

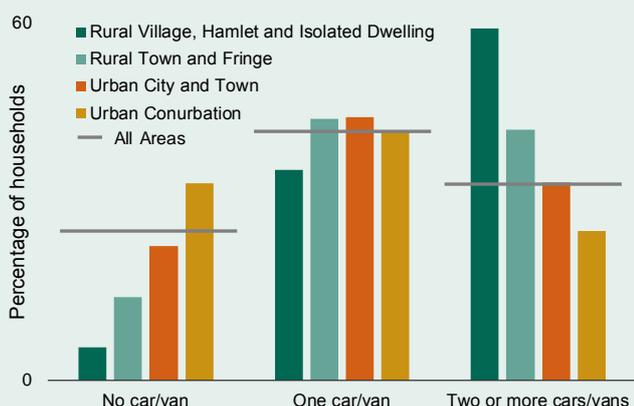


581 cars per thousand head of population, GB average



Household car availability [TSGB0914](#)

Households with access to a car or van by rural/urban classifications: England 2014/15



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 statistics](#)

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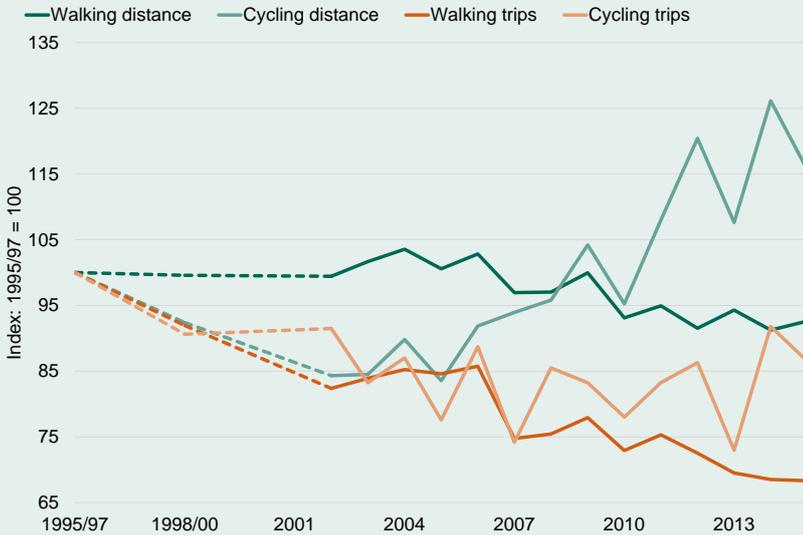
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Trips and distance [TSGB0103](#), [TSGB1109](#)

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



22% of trips were made by walking in 2015

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

184 miles

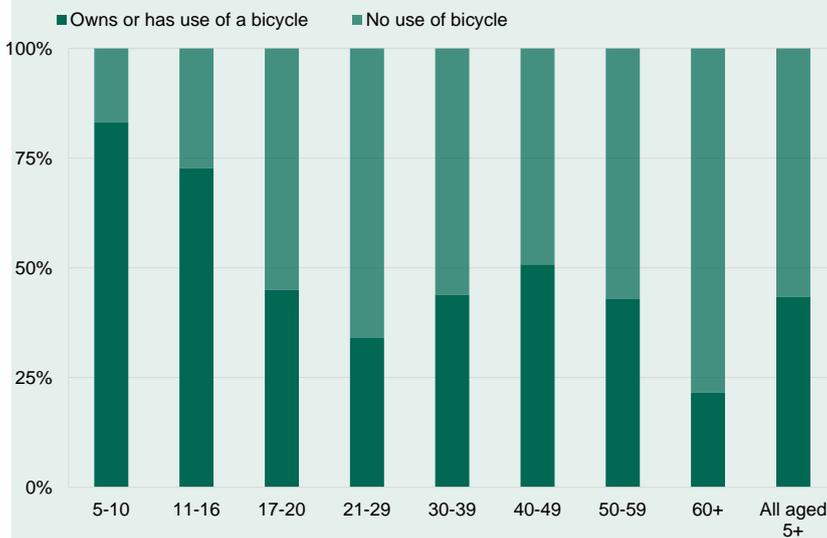
The average distance a person walked in 2015. This is the distance from London to Manchester.

53 miles

The average distance people cycled in 2015. This was 16% greater than in 1995/97.

Bicycle ownership by age [TSGB1105](#)

% of people owning, or with access to, a bicycle: England 2013/2015

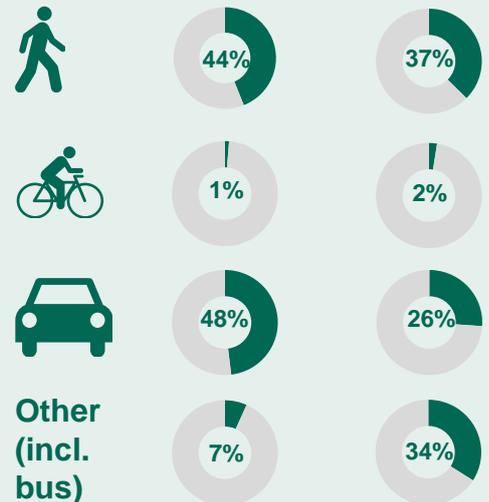


42% of people in England aged 5 and over owned a bicycle over the years 2013-2015.

Travel to school [TSGB1108](#)

Mode of travel to school for primary and secondary school children: England 2015

Aged 5-10 years Aged 11-16 years



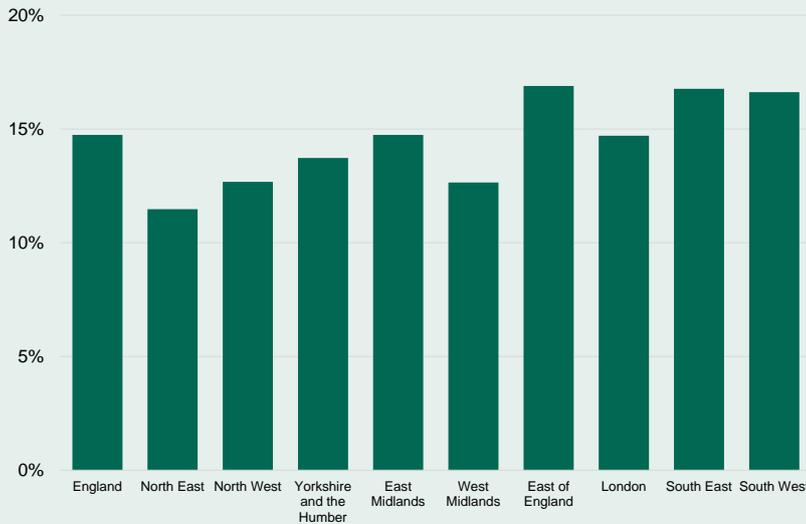
Further data are available on walking and cycling, including:

- ▶ 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 for recreational and utility purposes, England: [TSGB1112](#)
- ▶ Cycling for recreational and utility purposes, England: [TSGB1111](#)
- ▶ Accessibility to key services by cycling or walking, England: [TSGB1118](#)



Cycling frequency [TSGB1101](#)

% of adults cycling at least once per month: England 2014/15



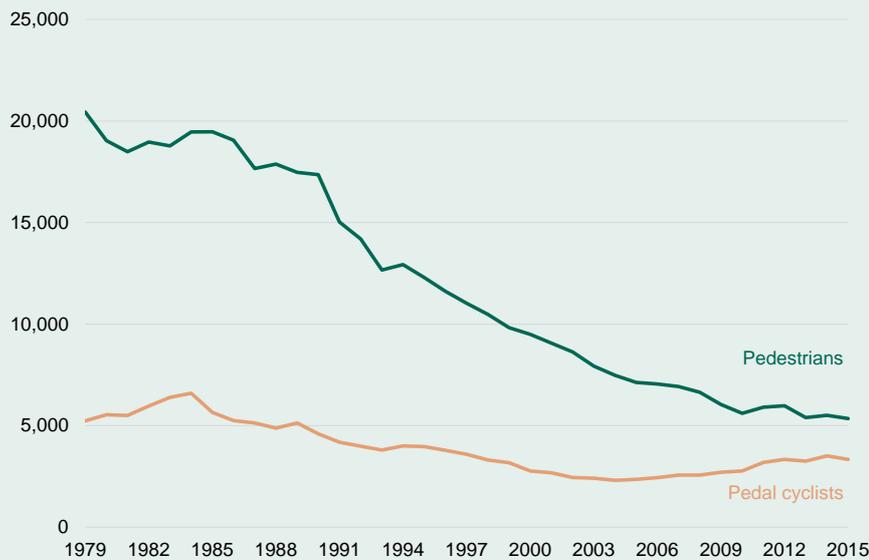
15% of adults in England cycled at least once a month in 2014/15.

17% of adults in the East of England, South West and South East cycled at least once a month.

58% 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 2015



3,339 pedal cycle KSIs
This was a 5% fall on the 2014 figure.

100 pedal cycle deaths
The number of deaths has remained between 100 and 118 since 2008.

5,348 pedestrian KSIs
in reported road traffic accidents. This was a decrease of 3% on the 2014 figure. 22% of all KSIs were pedestrians and 14%

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

- ▶ Vehicle accident numbers and rates by severity, GB: [TSGB1119](#)
- ▶ Perception of roads being too dangerous to cycle on, GB: [TSGB1120](#)
- ▶ International comparisons of road deaths, UK: [TSGB1121](#)

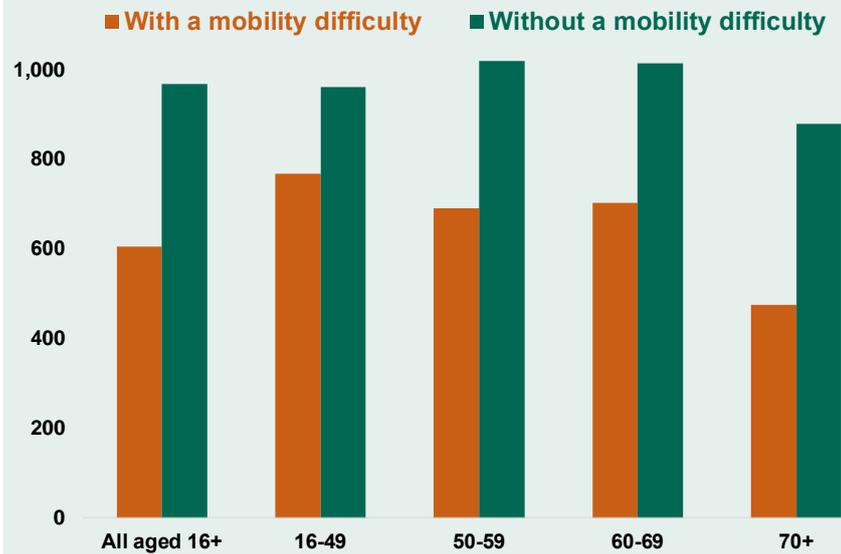
Further information and detailed statistical tables: [Walking and cycling statistics](#)

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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 2015

38% fewer trips

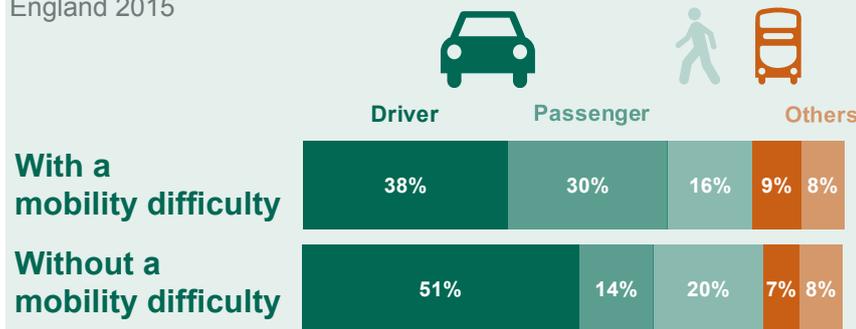
by individuals aged 16 and over with mobility difficulties

474 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 2015



A similar proportion of people with and without mobility difficulties use the car for trips. However, people with mobility difficulties do a higher proportion of car trips as a passenger

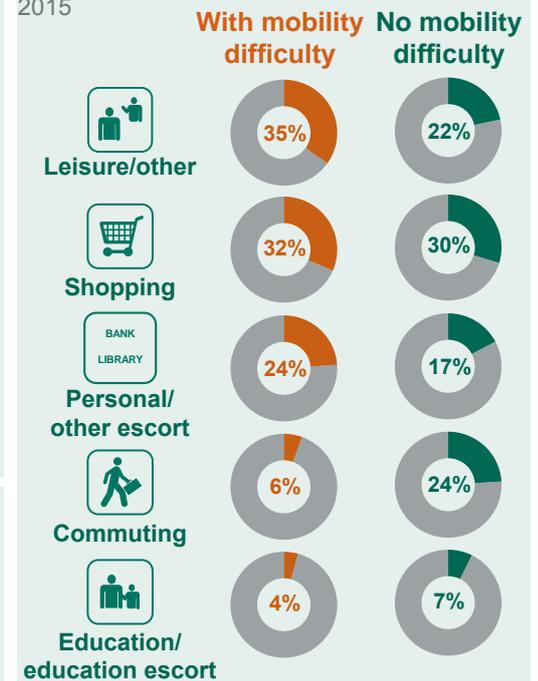
Public transport: accessibility to disabled people

% fully accessible vehicles: England March 2015



Travel by trip purpose [TSGB1202](#)

Trips per person per year by purpose: England 2015



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

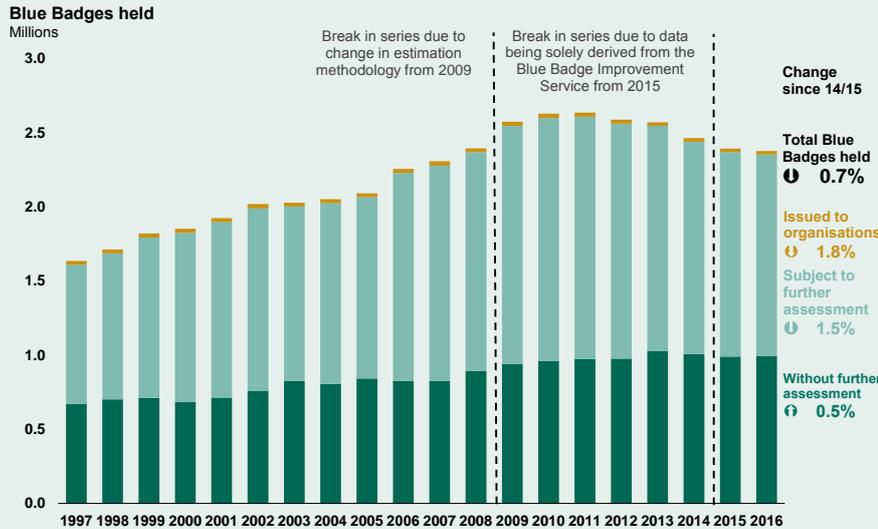
Further data are available on transport and disability, including:

- ▶ 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](#)



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

Blue badges held: England annually since 1997



2.38 million

Blue Badges held in England in 2016

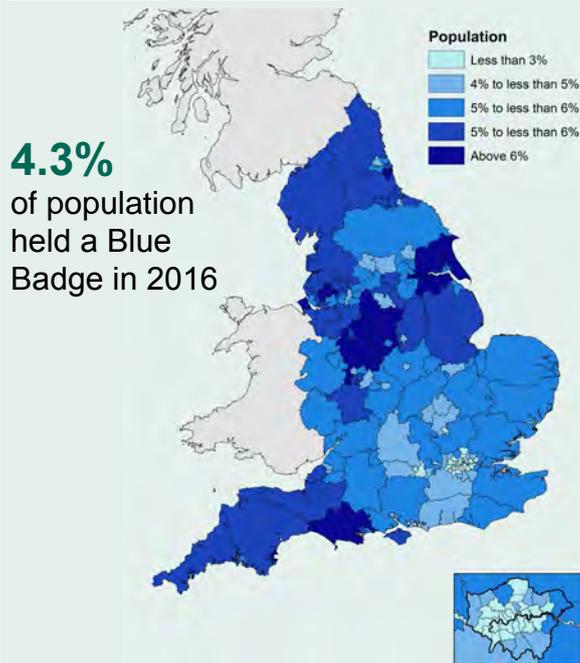
↓ 0.7%

in the number of Blue Badges since 2015

1.3 million

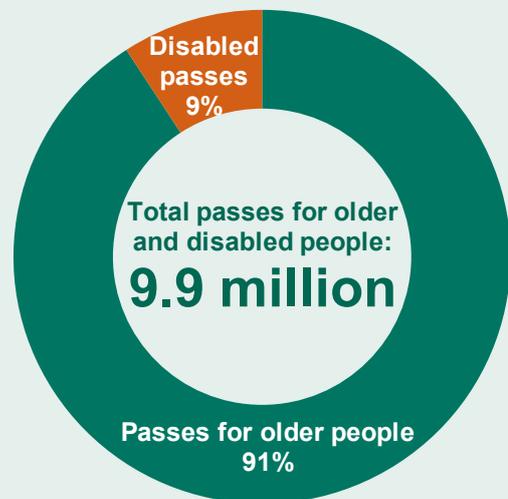
vehicles in the disabled tax class at the end of 2014 (email vehicles.stats@dft.gsi.gov.uk for further details)

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



Concessionary disabled bus passes [TSGB1208](#)

912,000 concessionary disabled bus passes in England in 2015/16



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](#)

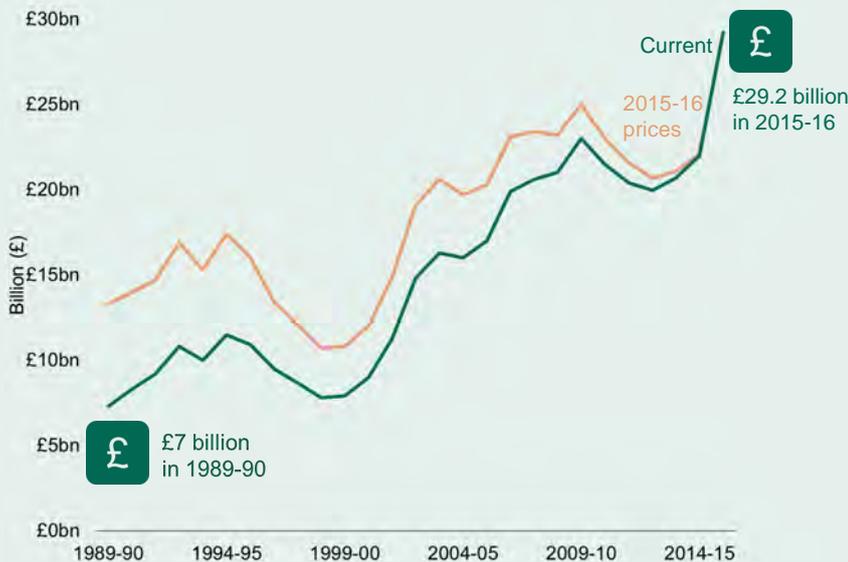
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UK public expenditure on transport [TSGB1301](#)

Transport expenditure: 1989-90 to 2015-16



£29.2 billion

spent on public transport expenditure in 2015-16. Includes National Rail for the first time.



£7.2 billion

increase on 2014-15, mainly due to National Rail being included (33%).



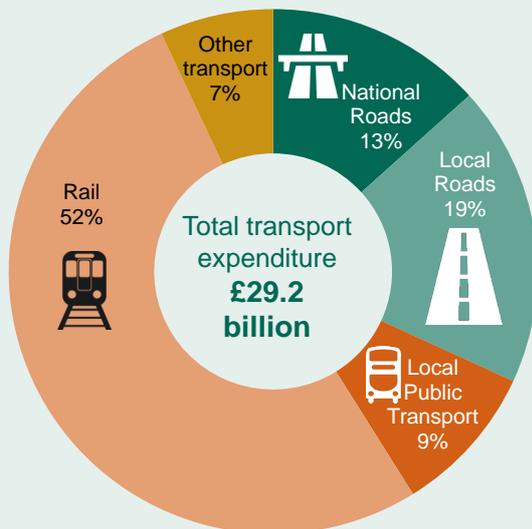
8%

increase on 2014-15 excluding rail (£1.0 billion).



UK public expenditure on transport [TSGB1303](#)

Expenditure by transport function: 2015-16



£15 billion

spending on railways in 2015-16, accounting for 52% of total public expenditure on transport.



£5 billion

spending on local roads in 2015-16, accounting for 19% of total public expenditure on transport.



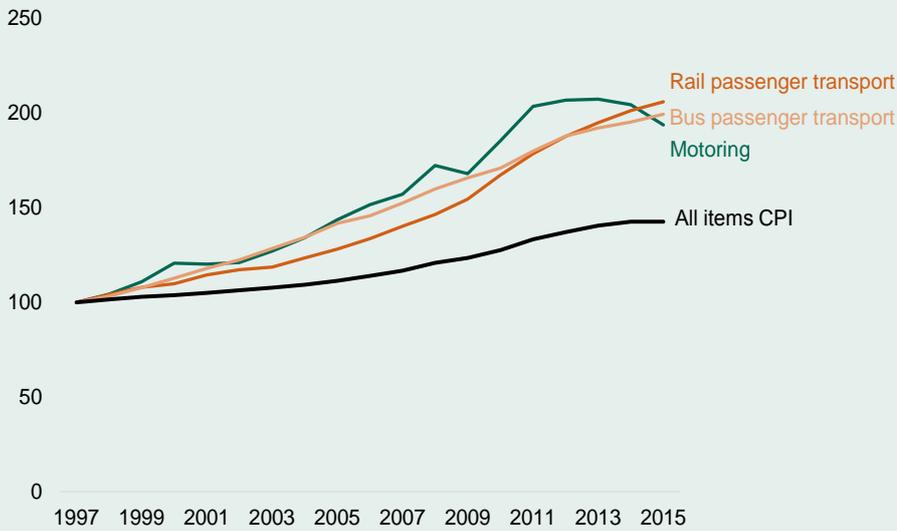
Further data are available on transport expenditure, including:

- ▶ 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 2015



The cost of travel has risen faster than the cost of living since 1997.



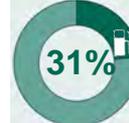
Increases in the cost of travelling by different surface modes are similar.

14.1%

of household expenditure per week was spent on transport in 2014 of which:



Purchase of vehicles



Petrol, Diesel and other oils



Other motoring costs



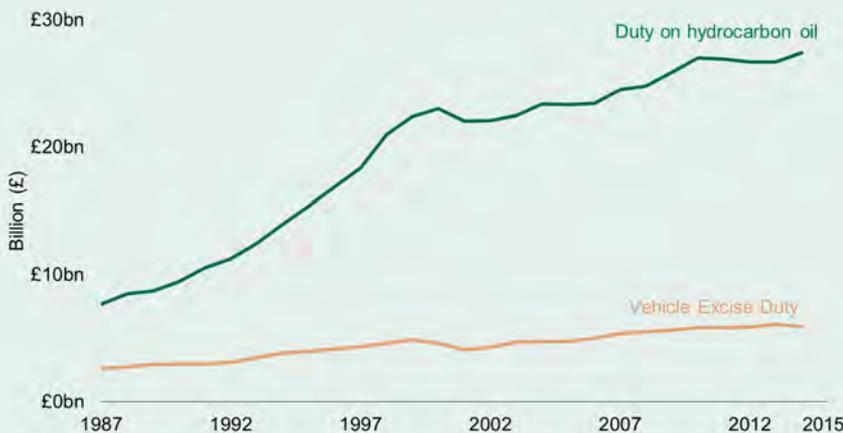
Transport fares



Air and other travel

Transport taxes [TSGB1310](#)

Fuel duty and vehicle excise duty: 1987 to 2015



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



Vehicle excise duty generated around £6 billion in 2015, down 1% from 2014.



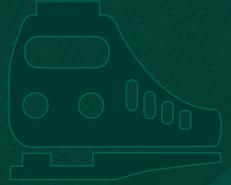
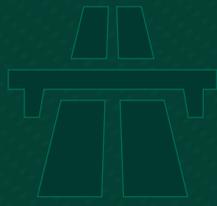
Further data are available on transport expenditure, including:

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

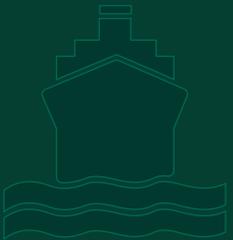
Further information and detailed statistical tables: [Transport expenditure statistics](#)

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Modal comparisons



793 billion

passenger kilometres travelled in 2015 -
the highest volume ever recorded



Table TSGB0101

Passenger transport, by mode: annual from 1952

Billion passenger kilometres/percentage

Year	Road										Rail ¹		Air (UK) ²		All modes ³	
	Buses and coaches	%	Cars, vans and 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	17	0	0.1	218	100
1953	93	42	64	29	7	3	21	9	185	83	39	17	0	0.1	224	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	3	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	24	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	388	100
1969	63	16	286	72	5	1	5	1	359	91	35	9	2	0.5	396	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	8	2	0.5	418	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	451	100
1974	61	14	333	76	5	1	4	1	403	91	36	8	2	0.5	441	100
1975	60	14	331	75	6	1	4	1	401	92	36	8	2	0.5	440	100
1976	58	13	348	77	7	2	5	1	418	92	33	7	2	0.5	453	100
1977	58	13	354	77	7	2	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	78	7	1	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	457	93	34	7	3	0.6	494	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	7	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	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
2000 ^r	47	6	639	85	5	1	4	1	694	93	47	6	8	1.0	748	100
2001 ^r	47	6	651	85	5	1	4	1	707	93	47	6	8	1.0	763	100
2002 ^r	47	6	673	86	5	1	4	1	730	93	48	6	8	1.1	786	100
2003 ^r	47	6	669	85	5	1	4	1	725	93	49	6	9	1.2	784	100
2004	41	5	673	86	6	1	4	1	724	92	50	6	10	1.2	784	100
2005	43	5	667	85	5	1	4	1	719	92	52	7	10	1.3	781	100
2006	41	5	672	85	6	1	5	1	723	92	55	7	10	1.3	788	100
2007	41	5	674	85	5	1	4	1	724	91	59	7	10	1.2	792	100
2008	43	5	666	84	6	1	5	1	720	91	61	8	9	1.1	789	100
2009	44	6	661	84	5	1	5	1	716	91	61	8	8	1.1	785	100
2010	45	6	644	83	5	1	5	1	699	91	65	8	8	1.0	771	100
2011	43	6	642	83	5	1	5	1	694	90	68	9	8	1.1	770	100
2012 ^r	42	5	645	83	5	1	5	1	697	90	70	9	8	1.1	775	100
2013	40	5	641	83	5	1	5	1	691	90	72	9	8	1.1	771	100
2014 ^r	40	5	654	83	5	1	6	1	704	89	75	10	8	1.1	788	100
2015 ^p	39	5	658	83	5	1	5	1	707	89	78	10	9	1.1	793	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.

See notes and definitions for details of discontinuity in road passengers figures from 1993 and 1996 onwards.

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

Last updated: December 2016

Next update: December 2017

Road: 020 7944 3097

Rail: 020 7944 2419

Air: 020 7944 2168

Email: publicationgeneral.enq@df.gov.uk

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	5	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	4	136	.	4,550	..	20.2
2003/04	1,012	948	13	4	143	.	4,681	..	21.0
2004/05	1,040	976	13	4	155	.	4,630	..	22.7
2005/06	1,076	970	13	4	160	.	4,720	..	23.3
2006/07	1,145	1,040	13	3	175	.	4,913	..	23.0
2007/08	1,218	1,096	14	3	183	.	5,162	..	22.3
2008/09	1,266	1,089	14	2	186	.	5,268	..	21.0
2009/10	1,259	1,059	13	2	184	.	5,210	..	19.7
2010/11	1,356	1,107	13	2	195	.	5,187	..	18.4
2011/12	1,462	1,171	13	1	204	.	5,213	..	19.3
2012/13	1,503	1,229	13	4	219	.	5,117	..	19.3
2013/14	1,588	1,265	13	4	223	.	5,200	..	19.5
2014/15	1,656	1,305	13	4	238	.	5,165	..	19.8
2015/16	1,689	1,349	13	5	252	.	5,039	..	20.5

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), Nottingham NET (2004) and Edinburgh Trams (2014).

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

Sources: bus, coach, tram and rail operators; ORR; CAA

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

Table TSGB0103 (NTS0305)
Average distance travelled by mode, England: 1995/97 to 2015

Mode	Miles per person per year															
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Private:																
Walk ¹	199	198	197	202	206	200	204	193	193	198	185	189	182	187	181	184
Bicycle	46	42	39	39	41	38	42	43	44	48	44	49	55	49	58	53
Car/van driver	3,660	3,723	3,694	3,692	3,660	3,646	3,657	3,658	3,487	3,280	3,388	3,386	3,305	3,235	3,276	3,267
Car/van passenger	2,069	2,092	2,115	2,092	1,993	2,065	1,990	2,003	1,953	1,984	1,836	1,960	1,833	1,865	1,791	1,893
Motorcycle	36	35	36	45	39	38	37	36	39	38	29	37	39	31	30	30
Other private transport ²	123	142	145	152	147	153	110	106	111	141	121	125	93	123	106	98
Public:																
Bus in London	49	52	65	69	69	78	73	78	80	82	94	81	77	82	77	86
Other local bus	203	198	211	207	194	188	215	215	216	210	201	206	217	200	199	202
Non-local bus	94	99	61	88	71	81	58	61	52	47	63	51	64	48	50	46
London Underground	67	76	93	79	79	78	86	82	86	90	84	77	83	83	94	90
Surface rail ³	341	408	436	405	455	479	496	521	505	489	535	498	569	567	540	595
Taxi/minicab	48	62	58	55	50	59	53	54	53	54	52	55	53	54	56	55
Other public transport ⁴	51	30	35	77	47	70	77	76	64	48	58	40	29	58	29	52
All modes	6,985	7,157	7,184	7,202	7,051	7,173	7,099	7,124	6,879	6,707	6,689	6,755	6,599	6,584	6,488	6,649
Unweighted sample size:																
individuals	19,621	18,739	14,369	16,685	16,487	16,956	16,648	16,858	16,360	17,299	16,553	15,730	16,670	16,192	16,491	15,525
stages ('000s)	441	409	300	342	338	351	344	331	322	342	322	299	319	302	308	287

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. Surface rail includes London Overground.

4. Air, ferries, light rail and trams.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017

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 The figures in this table are National Statistics

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Table TSGB0104 (NTS0409)
Average number of trips (trip rates) by purpose and main mode, England: 2015

Purpose	Trips per person per year										
	Walk	Bicycle	Car/van driver	Car/van passenger	Motorcycle	Other private transport ¹	Local bus	Underground	Surface rail ²	Other public transport ³	All modes
Commuting	16	6	79	12	2	-	12	4	9	2	142
Business	2	-	22	2	*	-	1	1	2	-	31
Education/escort education	42	2	24	26	-	2	11	1	1	1	111
Shopping	37	2	81	37	-	1	16	-	1	2	177
Other escort	9	-	47	24	-	-	2	-	-	1	83
Personal business	18	1	39	22	-	1	6	1	1	2	89
Leisure ⁴	33	5	89	81	-	2	13	2	5	6	237
Other including just walk	43	0	-	-	0	0	0	0	0	0	43
All purposes	200	17	381	204	3	7	61	9	20	13	914
Unweighted sample size: trips ('000s)	58	5	108	58	1	2	17	2	5	4	259

1. Mostly private hire bus (including school buses).
2. Surface rail includes London Underground.
3. Non-local bus, taxi/minicab and other public transport (air, ferries, light rail, trams).
4. Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
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 The figures in this table are National Statistics

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Table TSGB0105 (NTS0410)
Average distance travelled by purpose and main mode, England: 2015

Purpose	Miles per person per year											
	Walk	Bicycle	Car/van driver	Car/van passenger	Motorcycle	Other private transport ¹	Local bus	Underground	Surface rail ²	Other public transport ³	All modes	
Commuting	15	22	832	82	17	6	66	37	217	14	1,308	
Business	1	1	406	47	2	5	8	11	109	32	623	
Education/escort education	26	2	92	88	-	26	51	4	26	6	322	
Shopping	24	3	389	232	2	5	61	2	24	8	750	
Other escort	6	1	258	152	1	1	8	1	6	3	438	
Personal business	12	2	243	132	1	5	24	5	26	8	458	
Leisure ⁴	27	20	1,034	1,150	8	50	64	20	249	83	2,705	
Other including just walk	42	-	3	1	-	-	-	-	-	-	46	
All purposes	152	52	3,257	1,884	30	99	283	81	657	154	6,649	
Unweighted sample size: trips ('000s)	58	5	108	58	1	2	17	2	5	4	259	

1. Mostly private hire bus (including school buses).
2. Surface rail includes London Overground.
3. Non-local bus, taxi/minicab and other public transport (air, ferries, light rail, trams).
4. Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
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 The figures in this table are National Statistics

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Table TSGB0106

People entering central London during the morning peak:¹ 2002 to 2014

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
People (thousands)													
Public transport:													
National rail	451	455	452	465	483	511	510	490	510	523	526	532	551
London Underground and DLR ^{2,3}	363	320	321	328	361	378	381	367	361	380	395	419	459
Bus	88	104	116	115	116	113	114	115	114	113	118	116	117
Coach/minibus ⁴	10	10	9	9	8	9	11	11	10	11	11	11	11
All public transport	912	889	897	917	968	1,011	1,016	983	995	1,027	1,050	1,078	1,138
Personal transport:													
Private car	105	86	86	84	78	75	70	70	67	67	64	64	65
Motor cycle	15	16	16	16	15	15	15	15	14	14	14	13	13
Pedal cycle	12	12	14	17	18	19	23	27	28	33	36	35	36
Taxi	7	7	7	8	7	6	7	6	6	6	6	6	6
All personal transport⁵	139	121	123	125	118	115	115	118	115	120	120	118	120
All transport⁵	1,050	1,010	1,020	1,042	1,087	1,127	1,131	1,101	1,110	1,149	1,169	1,198	1,259

1. 0700-1000 hours. Surveys are conducted in October/November. Minor revisions from 2001

2. DLR = Docklands Light Railway.

3. Excludes passengers transferring from surface rail services. Passengers transferring from surface rail services have been deducted from the gross underground counts.

4. Includes commuter and tourist coaches.

5. Excludes commercial vehicles and people walking.

Totals may differ from sum of components due to rounding.

Notes and definitions: <https://www.gov.uk/government/publications/transport-statistics-great-britain-guidance>

Source: Transport for London (TfL)

<http://content.tfl.gov.uk/travel-in-london-report-8.pdf>

Last updated: January 2016

Next update: 2017

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Transport for London is outside the scope of National Statistics

Table TSGB0107 (RAS53001)

Passenger casualty rates by mode: 2006 to 2015¹

Per billion passenger kilometres											
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2006-2015 average
Air²											
Killed	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.03	0.02	0.01	0.01
KSI ³	0.00	0.01	0.01	0.01	0.00	0.01	0.02	0.05	0.04	0.01	0.02
All ⁴	0.00	0.01	0.04	0.02	0.00	0.01	0.12	0.06	0.06	0.03	0.04
Rail^{5,6}											
Killed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	26.3	23.3	24.6	26.0	26.4	25.5	25.2	26.4	24.1	24.1	25.2
Water⁷											
Killed	0.4	0.0	1.1	0.5	1.4	0.8	0.0	0.0	0.8	0.8	0.6
KSI	48	48	89	56	66	93	43	40	48	45	57.6
Bus or coach											
Killed	0.4	0.3	0.1	0.3	0.2	0.2	0.3	0.2	0.2	0.1	0.2
KSI	10	11	10	8	9	8	8	8	8	7	9
All	161	174	160	143	145	140	124	121	131	117	142
Car⁸											
Killed	2.5	2.2	1.9	1.6	1.3	1.4	1.3	1.2	1.2	1.1	1.6
KSI	22	20	18	17	15	14	14	13	14	13	16
All	263	251	228	221	209	195	188	172	178	170	208
Van⁸											
Killed	0.6	0.6	0.5	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.4
KSI	7	5	5	5	4	4	4	4	4	4	5
All	69	59	55	54	51	51	51	48	51	47	54
Motorcycles⁸											
Killed	109	100	91	85	81	72	70	71	70	76	83
KSI	1,175	1,141	1,113	1,054	1,044	1,119	1,150	1,112	1,168	1,126	1,119
All	4,227	3,972	3,966	3,749	3,764	4,019	4,131	4,011	4,228	4,148	4,018
Pedal cycle											
Killed	32	33	25	22	23	22	24	22	22	19	24
KSI	542	561	561	568	573	646	668	646	672	641	616
All	3,598	3,945	3,566	3,575	3,555	3,889	3,816	3,860	4,074	3,618	3,751
Pedestrian											
Killed	35	35	31	26	22	24	23	21	24	22	26
KSI	363	375	357	313	309	317	330	288	302	287	324
All	1,596	1,636	1,530	1,392	1,425	1,405	1,393	1,281	1,357	1,290	1,431

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. Figures up to 2008/09 only include franchised train operators, from 2009/10 they also include the non-franchised operators First Hull Trains, Grand Central and, until it ceased operating in January 2011, Wrexham and Shropshire.

7. Passenger casualties on UK registered merchant vessels. From 2010, there are no UK registered Cruise ships.

8. Driver and passenger casualties.

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

Table TSGB0108

Usual method of travel to work by region of residence, Great Britain: October to December 2015

Region of residence	Percentage/thousands										Number in employment ('000s) ³
	Car	Motorcycle	Bicycle	Bus/coach	National rail	Other rail ¹	All rail	Walk	Other modes ²		
North East	75	*	2	9	1	2	3	9	1	1	1,217
Tyne and Wear	68	*	3	13	*	4	5	9	*	*	533
Rest of North East	81	*	2	5	*	*	*	9	*	*	683
North West	75	1	2	7	3	1	4	10	1	1	3,397
Greater Manchester	70	*	3	9	3	2	5	11	*	*	1,296
Merseyside	71	*	*	11	5	*	5	9	*	*	632
Rest of North West	81	*	2	4	2	*	2	9	1	1	1,468
Yorkshire and The Humber	75	*	3	8	3	*	3	10	1	1	2,525
South Yorkshire	77	*	3	8	2	*	4	9	*	*	580
West Yorkshire	73	*	2	12	4	*	4	9	*	*	1,093
Rest of Yorkshire and The Humber	76	*	6	4	*	*	*	11	*	*	851
East Midlands	79	*	3	5	2	*	2	10	*	*	2,259
West Midlands	78	1	2	6	3	*	3	9	1	1	2,652
West Midlands (met. county)	73	*	3	11	3	*	4	9	*	*	1,209
Rest of West Midlands	82	*	2	3	3	*	3	9	*	*	1,443
East of England	71	1	4	4	8	1	9	10	1	1	3,053
London	30	1	5	15	16	23	38	9	1	1	4,433
Inner London	13	2	9	18	14	30	44	13	1	1	1,865
Outer London	42	1	2	12	17	18	35	7	1	1	2,568
South East	71 p	1	4	4	9	1	9	11	1	1	4,484
South West	75	1	4	4	2	*	2	13	1	1	2,718
England	67	1	4	7	6	4	10	10	1	1	26,738
Wales	81	*	2	4	2	*	2	9	*	*	1,424
Scotland	70	*	2	10	4	*	5	11	2	2	2,630
Great Britain	68	1	3	7	6	4	10	10	1	1	30,792

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: Labour Force Survey, Office of National Statistics

Last updated: December 2016

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The figures in this table are National Statistics

Table TSGB0109
Usual method of travel to work by region of workplace, Great Britain: October to December 2015

Region of workplace ¹	Rail										Number in employment ('000s) ⁴
	Car	Motorcycle	Bicycle	Bus/coach	National rail	Other rail ²	All rail	Walk	Other modes ³	Percentage/thousands	
North East	76	*	2	8	*	2	3	9	*	1,174	
Tyne and Wear	70	*	3	13	*	4	5	8	*	555	
Rest of North East	82	*	2	4	*	*	*	10	*	619	
North West	75	1	2	7	3	1	4	10	1	3,389	
Greater Manchester	70	*	3	9	4	2	6	11	*	1,305	
Merseyside	71	*	*	12	5	*	5	10	*	592	
Rest of North West	82	*	3	4	1	*	1	9	*	1,493	
Yorkshire and The Humber	75	*	3	8	3	*	3	10	1	2,522	
South Yorkshire	77	*	3	7	*	*	3	9	*	549	
West Yorkshire	73	*	1	11	5	*	5	9	*	1,125	
Rest of Yorkshire and The Humber	77	*	6	5	*	*	*	11	*	847	
East Midlands	79	*	3	5	1	*	2	11	*	2,156	
West Midlands	78	1	2	6	3	*	3	9	1	2,625	
West Midlands (met. county)	74	*	2	9	5	*	5	8	*	1,300	
Rest of West Midlands	82	*	3	3	*	*	*	10	*	1,325	
East of England	77	1	4	4	2	*	2	11	*	2,755	
London	30	1	5	13	23	21	43	8	1	4,969	
Central London	8	1	4	9	39	34	72	5	*	1,788	
Rest of Inner London	22	2	8	16	20	20	41	11	1	1,381	
Outer London	58	1	3	15	8	7	15	9	*	1,800	
South East	75	1	4	5	4	*	4	11	1	4,248	
South West	75	1	4	4	2	*	2	13	1	2,705	
England	67	1	4	7	6	4	10	10	1	26,543	
Wales	81	*	2	4	2	*	2	10	*	1,377	
Scotland	70	*	2	10	4	*	5	11	1	2,612	
Great Britain	68	1	3	7	6	4	10	10	1	30,532	

1. This excludes all those in employment that live in Great Britain but work outside of it; and includes all those in employment that live in Northern Ireland and work in Great Britain.

2. Includes underground, light railway systems and trams.

3. Includes taxis.

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

Source: Labour Force Survey, Office of National Statistics

Last updated: December 2016

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The figures in this table are National Statistics

Table TSGB0110

Time taken to travel to work by region of workplace, Great Britain: October to December 2015

Region of workplace ¹	Cumulative percentage				Average time			Percentage/minutes
	<20 minutes	<40 minutes	<60 minutes	<90 minutes	Men	Women	All people	
North East	44	82	93	99	25	22	24	
Tyne and Wear	37	77	91	98	27	26	26	
Rest of North East	51	86	96	99	24	19	21	
North West	42	78	90	98	28	23	26	
Greater Manchester	35	71	86	96	32	27	29	
Merseyside	39	81	93	99	26	23	25	
Rest of North West	49	82	93	98	25	21	23	
Yorkshire and The Humber	43	80	92	97	28	22	25	
South Yorkshire	45	80	93	98	26	22	24	
West Yorkshire	38	77	89	97	31	24	28	
Rest of Yorkshire and The Humber	50	85	95	98	25	20	22	
East Midlands	50	84	94	98	24	22	23	
West Midlands	41	78	90	97	28	24	26	
West Midlands (met. county)	33	73	88	97	30	28	29	
Rest of West Midlands	50	84	93	98	25	21	23	
East of England	47	81	91	97	28	21	25	
London	14	44	65	89	48	43	46	
Central London	4	26	51	84	57	54	56	
Rest of Inner London	13	46	68	90	46	43	44	
Outer London	27	64	80	94	38	32	35	
South East	43	77	88	96	30	24	27	
South West	47	82	92	98	26	21	24	
England	39	73	86	96	32	26	29	
Wales	45	83	94	98	25	22	24	
Scotland	43	78	90	97	30	23	27	
Great Britain	39	74	87	96	31	26	29	

1. This excludes all those in employment that live in Great Britain but work outside of it, and includes all those in employment that live in Northern Ireland and work in Great Britain.

Source: Labour Force Survey, Office of National Statistics
 Last updated: December 2016
 Next update: December 2017

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 The figures in this table are National Statistics

Table TSGB0111

Average time taken to travel to work by region of workplace and usual method of travel, Great Britain: October to December 2015

Region of workplace ¹	Rail										All modes
	Car	Motorcycle	Bicycle	Bus/coach	National rail	Other rail ²	All rail	Walk	Other modes ³	Minutes	
North East	23	*	18	36	*	37	41	16	*	24	
Tyne and Wear	25	*	19	36	*	37	39	18	*	26	
Rest of North East	22	*	16	34	*	0	*	14	*	21	
North West	25	18	20	36	56	41	52	14	14	26	
Greater Manchester	29	*	22	42	58	40	51	13	*	29	
Merseyside	23	*	*	33	47	*	46	15	*	25	
Rest of North West	24	*	19	29	70	*	69	14	*	23	
Yorkshire and The Humber	25	*	16	38	53	*	51	14	*	25	
South Yorkshire	23	*	21	45	*	*	34	14	*	24	
West Yorkshire	26	*	17	38	54	0	55	14	*	28	
Rest of Yorkshire and The Humber	23	*	14	31	*	*	*	14	*	22	
East Midlands	23	*	19	35	62	*	53	14	*	23	
West Midlands	25	20	22	38	61	*	61	16	*	26	
West Midlands (met. county)	27	*	26	40	59	*	59	15	*	29	
Rest of West Midlands	24	*	19	34	*	0	*	16	*	23	
East of England	25	24	17	38	76	*	73	14	*	25	
London	38	32	30	42	69	49	59	19	58	46	
Central London	58	33	34	45	71	48	60	26	*	56	
Rest of Inner London	40	36	29	39	67	49	58	21	*	44	
Outer London	33	*	24	43	59	51	55	14	*	35	
South East	27	18	20	36	69	*	69	14	43	27	
South West	24	23	21	38	67	*	67	14	*	24	
England	26	24	21	39	67	48	59	15	32	29	
Wales	23	*	15	40	49	*	49	14	*	24	
Scotland	24	*	22	37	53	*	51	14	98	27	
Great Britain	26	23	21	39	66	48	59	15	43	29	

1. This excludes all those in employment that live in Great Britain but work outside of it, and includes all those in employment that live in Northern Ireland and work in Great Britain.

2. Includes underground, light railway systems and trams.

3. Includes taxis.

Source: Labour Force Survey, Office of National Statistics

Last updated: December 2016

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The figures in this table are National Statistics

Table TSGB0112

How workers usually travel to work by region of workplace, Great Britain: October to December 2015

Region of workplace ¹	Of those travelling by car:					Percentage
	Percentage of workers usually travelling by car	Driver	Passenger	Sometimes driver, sometimes passenger	All travelling by car	
North East	76	86	9	5	100	
Tyne and Wear	70	86	10	5	100	
Rest of North East	82	85	9	6	100	
North West	75	88	7	5	100	
Greater Manchester	70	89	8	3	100	
Merseyside	71	89	7	4	100	
Rest of North West	82	88	7	6	100	
Yorkshire and The Humber	75	86	9	6	100	
South Yorkshire	77	84	10	6	100	
West Yorkshire	73	85	9	6	100	
Rest of Yorkshire and The Humber	77	87	7	6	100	
East Midlands	79	88	8	5	100	
West Midlands	78	89	6	5	100	
West Midlands (met. county)	74	91	5	4	100	
Rest of West Midlands	82	88	7	5	100	
East of England	77	89	6	5	100	
London	30	91	5	4	100	
Central London	8	92	5	3	100	
Rest of Inner London	22	91	5	4	100	
Outer London	58	91	5	5	100	
South East	75	89	6	4	100	
South West	75	87	6	7	100	
England	67	88	7	5	100	
Wales	81	87	6	7	100	
Scotland	70	85	8	7	100	
Great Britain	68	88	7	5	100	

1. This excludes all those in employment that live in Great Britain but work outside of it, and includes all those in employment that live in Northern Ireland and work in Great Britain.

Source: Labour Force Survey, Office of National Statistics
Last updated: December 2016

Next update: December 2017
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The figures in this table are National Statistics

Table TSGB0113
Overseas travel: visits to and from the United Kingdom by mode: 2005 to 2015

	Thousands/percentage											
	2005	2006	2007	2008	2009	2010	2011	2012	2013 ^R	2014	2015	% of total in 2015
Visits to the United Kingdom by overseas residents ¹												
Air	22,043	24,588	25,089	24,024	22,080	21,430	22,631	22,670	23,754	24,955	26,252	73%
Sea	4,675	4,858	4,459	4,495	4,462	4,531	4,496	4,257	4,460	4,951	5,239	15%
Channel Tunnel	3,252	3,267	3,230	3,369	3,347	3,842	3,670	4,157	4,479	4,471	4,625	13%
Total	29,970	32,713	32,778	31,888	29,889	29,803	30,798	31,084	32,692	34,377	36,115	100%
Unweighted sample size (numbers)												
	44,574	45,246	41,740	36,683	47,304	46,740	42,785	42,502	44,285	41,688	41,805	
Visits abroad by United Kingdom Residents ²												
Air	53,626	56,460	56,329	56,041	46,657	43,239	44,723	44,916	46,025	48,337	53,937	82%
Sea	8,102	8,411	8,473	8,145	7,559	8,056	7,857	6,755	6,922	7,009	6,772	10%
Channel Tunnel	4,713	4,665	4,649	4,825	4,398	4,267	4,255	4,867	4,845	4,735	5,011	8%
Total	66,441	69,536	69,450	69,011	58,614	55,562	56,836	56,538	57,792	60,082	65,720	100%
Unweighted sample size (numbers)												
	63,427	63,715	57,558	57,312	66,935	65,953	62,646	58,576	58,687	56,734	60,592	

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

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

Source - International Passenger Survey, ONS

Last updated: December 2016

Next update: December 2017

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The figures in this table are National Statistics

Table TSGB0114

Overseas travel: visits to and from the United Kingdom by purpose and area, all modes: 2005 to 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Thousands/percentage % of total in 2015
Visits to the United Kingdom by overseas residents¹												
North America	4,234	4,764	4,403	3,806	3,564	3,397	3,586	3,544	3,509	3,625	3,974	11%
EU ²	19,714	21,287	21,824	21,627	20,331	20,266	20,348	20,553	21,596	23,009	24,213	67%
Other Europe	1,851	2,090	2,063	2,039	1,752	1,780	2,090	2,244	2,271	2,433	2,269	6%
Other Countries	4,171	4,572	4,488	4,416	4,242	4,360	4,774	4,744	5,318	5,310	5,659	16%
Total	29,970	32,713	32,778	31,888	29,889	29,803	30,798	31,084	32,692	34,377	36,115	100%
Holiday	9,713	10,566	10,758	10,923	11,424	11,668	12,008	11,961	12,668	13,578	13,857	38%
Business	8,168	9,019	8,845	8,124	6,579	6,793	7,238	7,422	7,898	8,277	8,865	25%
Visiting Friends or relatives	8,687	9,406	9,720	9,727	8,783	8,408	8,841	8,948	9,313	9,756	10,451	29%
Miscellaneous	3,401	3,722	3,456	3,113	3,103	2,935	2,710	2,752	2,813	2,766	2,943	8%
Total	29,970	32,713	32,778	31,888	29,889	29,803	30,798	31,084	32,692	34,377	36,115	100%
Unweighted sample size (number)	44,574	45,246	41,740	36,683	47,304	46,740	42,785	42,502	44,285	41,688	41,805	
Visits abroad by United Kingdom Residents³												
North America	4,869	4,702	4,587	4,629	3,652	3,653	3,668	3,394	3,389	3,677	3,912	6%
EU ²	49,390	51,314	51,186	50,081	42,396	38,925	40,487	40,777	41,958	43,834	48,113	73%
Other Europe	3,448	3,856	4,002	4,343	3,548	3,640	3,579	3,441	3,361	3,191	3,630	6%
Other Countries	8,734	9,664	9,675	9,958	9,018	9,344	9,103	8,926	9,085	9,380	10,065	15%
Total	66,441	69,536	69,450	69,011	58,614	55,562	56,836	56,538	57,792	60,082	65,720	100%
Holiday	44,175	45,287	45,437	45,531	38,492	36,422	36,819	36,173	37,149	38,519	42,150	64%
Business	8,556	9,102	9,018	8,920	6,887	6,639	6,846	6,956	6,750	6,756	7,149	11%
Visiting Friends or relatives	10,648	11,963	12,214	12,392	11,592	10,850	11,594	11,797	12,313	13,272	14,729	22%
Miscellaneous	3,063	3,184	2,781	2,166	1,643	1,652	1,576	1,612	1,580	1,535	1,691	3%
Total	66,441	69,536	69,450	69,011	58,614	55,562	56,836	56,538	57,792	60,082	65,720	100%
Unweighted sample size (number)	63,427	63,715	57,558	57,312	66,935	65,953	62,646	58,576	58,687	56,734	60,592	

1. Area shown is that for the country of residence.

2. EU includes Croatia from July 2013.

3. Area shown is that for the main country of visit.

Source - International Passenger Survey, ONS
Last updated: December 2016
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The figures in this table are National Statistics

Table TSGB0115

Overseas travel, visits and spending by mode, area and purpose of visit: 2015

	Air		Sea		Channel Tunnel		Total		Unweighted sample size
	visits (thousands)	spending (£ million)	visits (thousands)	spending (£ million)	visits (thousands)	spending (£ million)	visits (thousands)	spending (£ million)	
Visits to and spending in the United Kingdom by overseas residents ¹									
North America	3,407	3,187	121	74	446	255	3,974	3,516	6,145
EU	15,956	7,271	4,793	1,433	3,464	1,002	24,213	9,705	24,111
Other Europe	2,131	1,365	107	33	32	27	2,269	1,425	2,694
Other Countries	4,758	6,839	218	151	683	435	5,659	7,425	8,855
Total	26,252	18,662	5,239	1,690	4,625	1,720	36,115	22,072	41,805
Holiday	9,363	6,764	2,158	902	2,335	936	13,857	8,602	15,303
<i>of which inclusive tour</i>	728	617	930	349	536	149	2,194	1,115	2,372
Business	5,943	4,816	1,799	262	1,123	325	8,865	5,403	10,397
Visiting friends or relatives	8,595	4,176	917	307	939	313	10,451	4,796	12,405
Miscellaneous	2,351	2,880	365	218	227	144	2,943	3,241	3,700
Total	26,252	18,662	5,239	1,690	4,625	1,720	36,115	22,072	41,805
Visits and spending abroad by United Kingdom Residents ²									
North America	3,903	4,911	7	13	2	1	3,912	4,924	4,430
EU	37,217	17,761	5,964	2,277	4,932	2,119	48,113	22,158	43,233
Other Europe	3,492	1,960	65	44	73	48	3,630	2,052	3,176
Other Countries	9,325	8,992	736	899	4	3	10,065	9,894	9,753
Total	53,937	33,624	6,772	3,233	5,011	2,171	65,720	39,028	60,592
Holiday	34,499	22,398	4,480	2,444	3,171	1,425	42,150	26,266	37,508
<i>of which inclusive tour</i>	14,478	9,883	1,693	1,329	504	236	16,676	11,448	14,488
Business	5,873	5,129	513	255	763	439	7,149	5,822	7,116
Visiting friends or relatives	12,489	5,053	1,397	419	843	205	14,729	5,677	14,428
Miscellaneous	1,075	1,045	381	116	234	101	1,691	1,262	1,540
Total	53,937	33,624	6,772	3,233	5,011	2,171	65,720	39,028	60,592

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.

Source - International Passenger Survey, ONS
Last updated: December 2016
Next update: December 2017

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The figures in this table are National Statistics

Table TSGB0116a

All in employment by transport related occupation¹ and industry², Great Britain: April to June 2016

Thousands

SOC2010 code	Occupation	Transportation and storage industry	Other industry sections	All industries ³
1161	Transport and logistic managers	42	36	78
4134	Transport and distribution clerks	30	37	68
1252	Garage managers and proprietors	*	30	33
1226, 6212, 6219	Travel agents and service occupations	*	59	61
3511, 3512, 8233	Air traffic controllers, pilots, operatives, etc.	35	10	45
3513, 8232	Ships officers, marine and waterway operatives	16	8	24
6214	Air travel assistants	43	10	53
6215, 8234, 8231	Rail travel assistants, operatives, train and tram drivers	34	10	43
8213	Bus and coach drivers	104	12	116
8211	Heavy goods vehicle drivers	182	122	304
8212	Van drivers	84	164	249
8214	Taxi and cab drivers and chauffeurs	198	23	221
5231	Vehicle technicians, mechanics and electricians	20	157	177
5232, 5234	Vehicle body builders, repairers and painters	*	45	47
8135	Tyre, exhaust and windscreen fitters	*	9	10
8215	Driving instructors	*	30	33
8239	Other drivers and transport operatives	9	13	22
	All transport related occupations	805	775	1,583
	Other occupations	764	28,358	29,161
	All jobs	1,571 ⁴	29,146	30,827

Table TSGB0116b

All in employment by transport related occupation¹ and industry², Great Britain: April to June 2016

Thousands

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	25	537	21	46	92	84	805
Other occupations	33	178	15	16	262	261	764
All jobs	59	716	36	62	354	345	1,571 ⁴

1. Standard Occupational Classification 2010 (SOC2010) of main job only.

2. Based on the Standard Industrial Classification 2007 (SIC2007)

Section H - Transportation and storage

Divisions 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

3. Totals include jobs not allocated an occupation or industry.

4. Includes some people who did not state their occupation.

Source: Labour Force Survey, Office of National Statistics

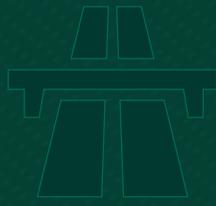
Last updated: December 2016

Next update: December 2017

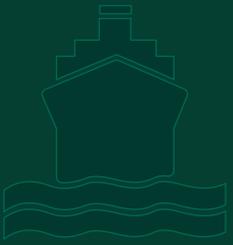
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The figures in this table are National Statistics



Aviation



251 million

airline passengers in 2015, an increase of 5% since 2007



Table TSGB0201 (AVI0101)

Air traffic, United Kingdom airports^{1,2}: 1950 to 2015

For greater detail of the years 2005 to 2015, 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
2012	2,015	220,644	2,302
2013	2,031	228,382	2,262

Table TSGB0201 (AVI0101)**Air traffic, United Kingdom airports^{1,2}: 1950 to 2015**

For greater detail of the years 2005 to 2015, 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)
2014	2,059	238,385	2,304
2015	2,111	251,479	2,299

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: August 2016

Next update: July 2017

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

Table TSGB0202a (AVI0102a)

Air traffic by type of service, operator and airport, United Kingdom¹: 2005 to 2015

Thousands

(a) Air transport movements (aircraft landings and take-offs)	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
International (incl. traffic to/from oil rigs):											
Scheduled	1,222	1,260	1,317	1,309	1,210	1,153	1,219	1,218	1,239	1,288	1,326
Non-scheduled	252	260	257	239	212	196	197	189	198	193	185
Total	1,474	1,520	1,574	1,548	1,422	1,349	1,416	1,407	1,437	1,482	1,511
Domestic: ²											
Scheduled	393	393	386	372	333	309	296	284	276	268	280
Non-scheduled	20	19	17	18	18	17	19	20	22	21	20
Total	414	412	403	390	351	327	315	304	297	289	300
All traffic: ²	1,887	1,932	1,976	1,938	1,773	1,676	1,731	1,711	1,734	1,770	1,811
All traffic by airport: ³											
Heathrow	472	471	476	473	460	449	476	471	470	471	472
Gatwick	252	254	259	256	245	234	245	240	244	255	263
Manchester	218	213	207	191	162	149	158	160	161	163	165
Stansted	178	190	192	177	156	143	137	131	132	143	154
Edinburgh	116	116	115	114	106	101	105	103	104	101	107
Aberdeen	89	98	103	100	94	88	95	99	100	106	96
Birmingham	113	109	104	103	94	85	84	84	85	89	90
Luton	75	79	83	86	75	69	72	72	71	76	87
Glasgow	97	97	94	87	74	69	70	72	73	74	80
London City	61	66	77	84	67	60	61	64	68	70	79
East Midlands International	54	56	61	66	57	52	54	55	57	57	56
Bristol	61	66	59	60	54	54	53	51	54	53	55
Newcastle	55	58	58	55	50	47	45	44	43	43	42
Belfast City (George Best)	37	37	40	40	38	39	41	36	37	36	41
Belfast International	48	48	52	54	44	39	37	39	37	35	36
Southampton	44	46	47	45	41	40	41	39	36	36	34
Liverpool (John Lennon)	49	48	46	44	42	43	46	36	33	30	33
Leeds Bradford	36	37	40	38	33	33	33	30	30	30	31
Norwich	17	21	23	21	20	16	16	16	22	23	23
Cardiff Wales	21	22	23	23	20	17	16	14	14	14	14
Exeter	12	15	17	15	13	12	12	12	13	12	13
Scatsta	10	11	11	11	13	13	13	14	13	12	11
Sumburgh	6	7	8	8	7	7	7	7	9	10	11
Humberside	11	13	13	13	14	13	13	13	12	12	11
Kirkwall	9	10	11	11	11	10	11	10	11	11	11
Isles Of Scilly (St.Marys)	11	11	12	11	11	10	11	10	11	9	11
Inverness	16	17	15	14	12	10	10	10	10	10	11
Southend	0	1	1	1	0	0	1	7	9	12	9
Bournemouth	12	12	12	12	9	7	6	7	7	7	9
Lands End (St Just)	4	4	5	5	5	5	5	6	7	6	8
Blackpool	13	13	13	11	11	10	9	10	10	8	7
Stornoway	6	7	7	8	7	6	6	6	6	6	6
Newquay	8	10	10	12	13	11	7	5	5	6	6
Doncaster Sheffield	5	8	9	7	6	7	6	4	4	5	6
Prestwick	21	19	20	20	15	13	10	8	9	7	4
Durham Tees Valley	12	12	11	9	6	6	5	4	4	4	4
Wick	3	3	2	2	2	2	2	2	3	2	2
City Of Derry (Eglinton)	4	5	6	6	4	4	4	3	3	3	2
Benbecula	3	3	3	3	3	3	3	2	2	2	2
Islay	1	1	1	1	1	1	2	1	2	2	2
Tiree	1	1	1	1	1	1	1	1	1	1	1
Gloucestershire	0	0	0	2	2	2	1	1	1	1	1
Dundee	2	2	3	4	4	4	3	3	1	1	1
Lerwick (Tingwall)	1	1	2	2	2	1	2	2	1	1	1
Campbeltown	1	1	1	1	1	1	1	1	1	1	1
Barra	1	1	1	1	1	1	1	1	1	1	1
Coventry	10	8	7	4	1	0	0	1	1	1	1
Cambridge	0	0	0	0	0	0	0	0	1	1	0
Shoreham	2	1	2	2	1	1	1	0	1	0	0
Lydd	0	0	0	0	0	0	0	0	0	0	0
Biggin Hill	0	0	0	0	0	0	0	0	0	0	0
Oxford (Kidlington)	0	0	0	0	0	0	0	1	1	0	0
Manston (Kent Int)	5	0	1	1	1	1	1	1	2	1	0
Penzance Heliport	7	6	6	6	5	5	4	3	0	0	0
Isles Of Scilly (Tresco)	3	3	3	3	2	2	2	2	0	0	0
Plymouth	6	5	5	6	8	7	2	0	0	0	0

Table TSGB0202a (AVI0102a)

Air traffic by type of service, operator and airport, United Kingdom¹: 2005 to 2015

Thousands

(a) Air transport movements (aircraft landings and take-offs)											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Carlisle	0	0	0	0	0	0	0	0	0	0	0
Hawarden	2	0	0	0	0	0	0	0	0	0	0
Swansea	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: August 2016

Next update: July 2017

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

Table TSGB0202b (AVI0102b)

Air traffic by type of service, operator and airport, United Kingdom¹: 2005 to 2015

Millions

(b) Terminal passengers (arrivals and departures)	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
International (incl. traffic to/from oil rigs):											
Scheduled	143.7	151.9	160.1	160.9	152.5	150.2	159.7	163.1	170.8	181.3	192.8
Non-scheduled	34.3	33.5	31.9	28.9	23.8	22.4	21.7	20.0	19.2	17.8	17.5
Total	178.0	185.4	192.0	189.8	176.4	172.6	181.5	183.1	190.0	199.1	210.3
Domestic:²											
Scheduled	24.5	24.3	23.8	22.6	20.7	18.8	18.7	18.6	18.9	19.4	20.4
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	24.7	24.5	24.0	22.8	20.9	19.0	18.9	18.8	19.2	19.7	20.6
All traffic:²	202.7	209.9	216.0	212.6	197.3	191.6	200.4	201.9	209.2	218.7	230.9
All traffic by airport:³											
Heathrow	68	67	68	67	66	66	69	70	72	73	75
Gatwick	33	34	35	34	32	31	34	34	35	38	40
Manchester	22	22	22	21	19	18	19	20	21	22	23
Stansted	22	24	24	22	20	19	18	17	18	20	23
Luton	9	9	10	10	9	9	10	10	10	10	12
Edinburgh	8	9	9	9	9	9	9	9	10	10	11
Birmingham	9	9	9	10	9	9	9	9	9	10	10
Glasgow	9	9	9	8	7	7	7	7	7	8	9
Bristol	5	6	6	6	6	6	6	6	6	6	7
Newcastle	5	5	6	5	5	4	4	4	4	5	5
East Midlands International	4	5	5	6	5	4	4	4	4	5	4
Belfast International	5	5	5	5	5	4	4	4	4	4	4
London City	2	2	3	3	3	3	3	3	3	4	4
Liverpool (John Lennon)	4	5	5	5	5	5	5	4	4	4	4
Aberdeen	3	3	3	3	3	3	3	3	3	4	3
Leeds Bradford	3	3	3	3	3	3	3	3	3	3	3
Belfast City (George Best)	2	2	2	3	3	3	2	2	3	3	3
Southampton	2	2	2	2	2	2	2	2	2	2	2
Cardiff Wales	2	2	2	2	2	1	1	1	1	1	1
Southend	0	0	0	0	0	0	0	1	1	1	1
Doncaster Sheffield	1	1	1	1	1	1	1	1	1	1	1
Exeter	1	1	1	1	1	1	1	1	1	1	1
Bournemouth	1	1	1	1	1	1	1	1	1	1	1
Inverness	1	1	1	1	1	1	1	1	1	1	1
Prestwick	2	2	2	2	2	2	1	1	1	1	1
Norwich	1	1	1	1	0	0	0	0	0	0	0
City Of Derry (Eglinton)	0	0	0	0	0	0	0	0	0	0	0
Sumburgh	0	0	0	0	0	0	0	0	0	0	0
Scatsta	0	0	0	0	0	0	0	0	0	0	0
Newquay	0	0	0	0	0	0	0	0	0	0	0
Humberside	0	1	0	0	0	0	0	0	0	0	0
Kirkwall	0	0	0	0	0	0	0	0	0	0	0
Durham Tees Valley	1	1	1	1	0	0	0	0	0	0	0
Stornoway	0	0	0	0	0	0	0	0	0	0	0
Isles Of Scilly (St.Marys)	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
Blackpool	0	1	1	0	0	0	0	0	0	0	0
Benbecula	0	0	0	0	0	0	0	0	0	0	0
Islay	0	0	0	0	0	0	0	0	0	0	0
Wick	0	0	0	0	0	0	0	0	0	0	0
Dundee	0	0	0	0	0	0	0	0	0	0	0
Gloucestershire	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
Campbeltown	0	0	0	0	0	0	0	0	0	0	0
Cambridge	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
Biggin Hill	0	0	0	0	0	0	0	0	0	0	0
Shoreham	0	0	0	0	0	0	0	0	0	0	0
Oxford (Kidlington)	0	0	0	0	0	0	0	0	0	0	0
Manston (Kent Int)	0	0	0	0	0	0	0	0	0	0	0
Penzance Heliport	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
Plymouth	0	0	0	0	0	0	0	0	0	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0	0

Table TSGB0202b (AVI0102b)**Air traffic by type of service, operator and airport, United Kingdom¹: 2005 to 2015**

	Millions										
(b) Terminal passengers (arrivals and departures)											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Coventry	1	1	1	0	0	0	0	0	0	0	0
Hawarden	0	0	0	0	0	0	0	0	0	0	0
Swansea	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

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

Table TSGB0202c (AVI0102c)

Air traffic by type of service, operator and airport, United Kingdom¹: 2005 to 2015

Thousand tonnes

(c) Freight handled (set down and picked up) ²	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
International (incl. traffic to/from oil rigs):											
Scheduled	1,875	1,794	1,814	1,815	1,532	1,750	1,716	1,714	1,672	1,704	1,726
Non-scheduled	352	386	406	377	431	499	499	503	493	502	474
Total	2,226	2,179	2,220	2,191	1,963	2,248	2,214	2,217	2,164	2,206	2,201
Domestic:³											
Scheduled	9	4	4	3	3	4	3	3	3	2	5
Non-scheduled	58	63	49	42	39	35	39	39	46	47	45
Total	67	68	53	45	42	38	41.7	42	49	49	49
All traffic:³	2,294	2,247	2,272	2,237	2,005	2,287	2,256	2,260	2,213	2,255	2,250
All traffic by airport:⁴											
Heathrow	1,306	1,263	1,311	1,397	1,278	1,473	1,484	1,464	1,423	1,499	1,497
East Midlands International	267	272	275	262	255	274	265	264	267	277	292
Stansted	237	224	204	198	183	202	203	214	212	205	208
Manchester	147	149	165	142	103	116	107	97	96	93	100
Gatwick	223	212	171	108	75	104	88	98	97	89	73
Belfast International	38	38	38	36	30	30	31	29	29	30	30
Luton	23	18	38	41	29	29	28	30	29	27	28
Edinburgh	30	36	19	12	24	20	19	19	19	19	19
Glasgow	9	6	4	4	2	3	2	9	12	15	13
Prestwick	29	29	32	23	13	12	12	10	10	13	11
Birmingham	13	15	14	12	13	22	17	19	21	5	7
Aberdeen	4	4	3	4	4	4	5	6	7	6	7
Newcastle	0	0	1	2	3	4	3	3	4	4	4
Doncaster Sheffield	0	0	2	1	0	0	0	0	0	1	3
Coventry	6	8	7	6	2	0	1	2	2	2	2
Bournemouth	6	5	0	0	0	0	0	1	2	2	2
Scatsta	1	1	1	1	1	1	1	1	1	1	1
Belfast City (George Best)	1	1	1	0	0	0	0	1	1	0	1
Sumburgh	0	0	0	0	0	0	0	0	0	0	0
Norwich	0	0	0	0	0	0	0	0	0	0	0
Islay	0	0	0	0	0	0	0	0	0	0	0
Liverpool (John Lennon)	9	6	4	4	0	0	0	0	0	0	0
Southampton	0	0	0	0	0	0	0	0	0	0	0
Humberside	0	0	0	0	0	1	1	1	0	0	0
Stornoway	1	1	1	1	0	0	0	0	0	0	0
Lands End (St Just)	0	0	0	0	0	0	0	0	0	0	0
Isles Of Scilly (St.Marys)	0	0	0	0	0	0	0	0	0	0	0
Kirkwall	0	0	0	0	0	0	0	0	0	0	0
Cardiff Wales	3	2	2	1	0	0	0	0	0	0	0
London City	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
Leeds Bradford	0	0	0	0	0	0	0	0	0	0	0
Benbecula	0	0	0	0	0	0	0	0	0	0	0
Southend	0	0	0	0	0	0	0	0	0	0	0
Wick	0	0	0	0	0	0	0	0	0	0	0
Manston (Kent Int)	8	21	28	26	30	28	27	31	29	13	0
Oxford (Kidlington)	0	0	0	0	0	0	0	0	0	0	0
Newquay	0	0	0	0	0	0	0	0	0	0	0
Durham Tees Valley	0	0	1	0	0	0	0	0	0	0	0
Exeter	0	0	0	0	0	0	0	0	0	0	0
Campbeltown	0	0	0	0	0	0	0	0	0	0	0
Penzance Heliport	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
Blackpool	0	0	0	0	0	0	0	0	0	0	0
Inverness	1	1	1	1	0	0	0	0	0	0	0
Cambridge	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
Lerwick (Tingwall)	0	0	0	0	0	0	0	0	0	0	0

Table TSGB0202c (AVI0102c)

Air traffic by type of service, operator and airport, United Kingdom¹: 2005 to 2015

Thousand tonnes

(c) Freight handled (set down and picked up) ²	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Plymouth	0	0	0	0	0	0	0	0	0	0	0
City Of Derry (Eglington)	0	0	0	0	0	0	0	0	0	0	0
Gloucestershire	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.

Source: Civil Aviation Authority
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The figures in this table are outside the scope of National Statistics

Table TSGB0203a (AVI0103a)

Punctuality at selected United Kingdom airports: 2008 to 2015¹

			Percentage of flights on time within 15 minutes							
			2008	2009	2010	2011	2012	2013	2014	2015 ²
London airports	Gatwick	Scheduled	71.6	77.9	67.6	79.6	78.2	77.3	73.6	67.6
		Charter	58.9	70.3	63.9	73.9	73.9	72.1	66.1	64.7
		Total	69.7	77.0	67.1	79.0	77.8	76.8	72.9	67.4
	Heathrow	Scheduled	68.6	78.6	71.7	77.8	76.3	75.6	77.1	75.5
		Charter	57.5	67.9	55.1	66.8	78.7	78.4	75.4	78.1
		Total	68.6	78.6	71.7	77.7	76.3	75.6	77.1	75.5
	London City	Scheduled	74.6	86.4	83.5	87.4	88.1	88.7	87.7	84.3
		Charter	55.6	87.5	50.0	100.0	100.0	45.5	100.0	*
		Total	74.6	86.4	83.5	87.4	88.1	88.7	87.7	84.3
	Luton	Scheduled	71.9	78.5	67.6	78.4	80.5	81.8	77.3	72.9
		Charter	67.5	76.3	65.7	70.8	80.6	81.9	72.5	58.1
		Total	71.7	78.4	67.6	78.1	80.5	81.8	77.1	72.5
	Stansted	Scheduled	75.8	79.3	73.7	84.9	83.3	83.5	79.2	79.3
		Charter	61.6	78.0	69.3	78.6	82.4	82.6	78.2	75.3
		Total	75.4	79.3	73.5	84.7	83.3	83.5	79.2	79.2
Regional airports	Aberdeen	Scheduled	..	..	..	..	..	..	..	81.5
		Charter	..	..	..	..	..	..	..	48.5
		Total	..	..	..	..	..	..	..	77.8
	Belfast City	Scheduled	..	..	..	..	..	..	..	83.7
		Charter	..	..	..	..	..	..	..	*
		Total	..	..	..	..	..	..	..	83.7
	Belfast International	Scheduled	..	..	..	..	..	..	..	82.4
		Charter	..	..	..	..	..	..	..	80.1
		Total	..	..	..	..	..	..	..	82.3
	Birmingham	Scheduled	77.8	82.8	76.9	84.9	84.1	86.5	81.9	82.5
		Charter	66.2	79.5	70.2	79.4	82.9	86.4	80.6	78.7
		Total	76.4	82.5	76.2	84.3	84.0	86.5	81.8	82.2
	Bournemouth	Scheduled	..	..	..	..	..	..	..	82.5
		Charter	..	..	..	..	..	..	..	76.4
		Total	..	..	..	..	..	..	..	81.5
	Bristol	Scheduled	..	..	..	..	..	..	..	80.4
		Charter	..	..	..	..	..	..	..	81.9
		Total	..	..	..	..	..	..	..	80.6
	Cardiff Wales	Scheduled	..	..	..	..	..	..	..	77.0
		Charter	..	..	..	..	..	..	..	78.3
		Total	..	..	..	..	..	..	..	77.3
	Doncaster Sheffield	Scheduled	..	..	..	..	..	..	..	77.7
		Charter	..	..	..	..	..	..	..	83.6
		Total	..	..	..	..	..	..	..	80.1
	Durham Tees Valley	Scheduled	..	..	..	..	..	..	..	84.3
		Charter	..	..	..	..	..	..	..	*
		Total	..	..	..	..	..	..	..	84.0
East Midlands	Scheduled	..	..	..	..	..	..	..	82.4	
	Charter	..	..	..	..	..	..	..	79.1	
	Total	..	..	..	..	..	..	..	82.0	
Edinburgh	Scheduled	75.5	82.6	77.1	83.5	84.2	84.7	82.0	78.5	
	Charter	64.0	68.0	58.6	63.0	71.1	68.2	73.3	73.1	
	Total	75.3	82.4	76.8	83.2	84.0	84.5	81.8	78.5	
Exeter	Scheduled	..	..	..	..	..	..	..	82.4	
	Charter	..	..	..	..	..	..	..	82.1	
	Total	..	..	..	..	..	..	..	82.4	
Glasgow	Scheduled	75.8	83.3	79.0	84.4	84.2	83.7	82.4	76.6	
	Charter	60.4	73.4	60.0	70.4	74.8	78.5	78.0	71.9	
	Total	74.4	82.4	76.9	83.0	83.4	83.3	82.1	76.3	
Leeds Bradford	Scheduled	..	..	..	..	..	..	..	83.6	
	Charter	..	..	..	..	..	..	..	80.2	
	Total	..	..	..	..	..	..	..	83.5	

Table TSGB0203a (AVI0103a)

Punctuality at selected United Kingdom airports: 2008 to 2015¹

		Percentage of flights on time within 15 minutes							
		2008	2009	2010	2011	2012	2013	2014	2015 ²
Liverpool	Scheduled	..	..	..	..	..	..	..	79.4
	Charter	..	..	..	..	..	..	..	49.3
	Total	..	..	..	..	..	..	..	79.3
Manchester	Scheduled	73.4	79.7	72.8	77.8	78.1	78.9	79.5	76.5
	Charter	55.8	69.8	60.7	71.2	71.2	73.5	70.3	65.7
	Total	70.2	77.9	70.8	76.8	77.1	78.2	78.5	75.3
Newcastle	Scheduled	77.4	84.2	76.3	84.3	84.3	83.9	85.2	82.8
	Charter	72.2	81.5	70.3	78.8	81.6	83.6	83.2	80.7
	Total	76.7	83.8	75.6	83.5	83.9	83.9	84.9	82.5
Southampton	Scheduled	..	..	..	..	..	..	..	82.1
	Charter	..	..	..	..	..	..	..	62.4
	Total	..	..	..	..	..	..	..	82.0

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.

2. Up to 2014, the CAA compiled punctuality statistics for ten UK airports.

From 2015, they started to compile these statistics for an additional 13 UK airports.

Source: Civil Aviation Authority

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Table TSGB0203b (AVI0103b)

Punctuality at selected United Kingdom airports: 2008 to 2015¹

			Average delay (minutes)							
			2008	2009	2010	2011	2012	2013	2014	2015 ²
London airports	Gatwick	Scheduled	17.0	13.5	21.3	11.6	12.6	13.3	15.1	17.7
		Charter	32.8	23.4	32.9	20.3	20.0	19.8	22.4	20.7
		Total	19.3	14.7	22.6	12.5	13.4	13.9	15.8	17.9
	Heathrow	Scheduled	17.2	12.2	16.3	12.0	13.3	13.6	12.9	13.5
		Charter	22.5	19.3	29.8	19.5	12.3	11.1	11.9	11.7
		Total	17.2	12.2	16.3	12.0	13.3	13.6	12.9	13.5
	London City	Scheduled	13.0	7.8	9.8	7.7	6.8	6.7	7.3	8.5
		Charter	14.2	7.3	35.0	2.5	10.5	17.5	0.0	*
		Total	13.0	7.8	9.8	7.7	6.8	6.7	7.3	8.5
	Luton	Scheduled	16.0	13.8	21.4	12.2	11.8	10.8	12.8	14.2
		Charter	21.7	18.5	22.9	21.3	11.2	10.8	15.9	21.8
		Total	16.2	13.9	21.4	12.6	11.8	10.8	12.9	14.5
	Stansted	Scheduled	12.7	11.5	15.2	8.4	9.3	9.4	11.2	11.6
		Charter	25.3	14.3	20.4	15.1	12.2	11.4	14.4	14.9
		Total	13.0	11.6	15.4	8.6	9.4	9.5	11.3	11.7
Regional airports	Aberdeen	Scheduled	..	..	..	..	..	..	..	11.6
		Charter	..	..	..	..	..	..	..	50.2
		Total	..	..	..	..	..	..	..	16.0
	Belfast City	Scheduled	..	..	..	..	..	..	..	9.8
		Charter	..	..	..	..	..	..	..	*
		Total	..	..	..	..	..	..	..	9.8
	Belfast International	Scheduled	..	..	..	..	..	..	..	10.4
		Charter	..	..	..	..	..	..	..	13.8
		Total	..	..	..	..	..	..	..	10.6
	Birmingham	Scheduled	13.8	11.0	15.9	9.3	10.1	8.6	10.5	10.7
		Charter	24.5	16.2	25.4	19.3	12.3	10.1	12.4	12.3
		Total	15.0	11.6	17.0	10.4	10.3	8.8	10.7	10.9
	Bournemouth	Scheduled	..	..	..	..	..	..	..	10.9
		Charter	..	..	..	..	..	..	..	35.1
		Total	..	..	..	..	..	..	..	14.7
	Bristol	Scheduled	..	..	..	..	..	..	..	11.6
		Charter	..	..	..	..	..	..	..	11.3
		Total	..	..	..	..	..	..	..	11.5
	Cardiff Wales	Scheduled	..	..	..	..	..	..	..	14.3
		Charter	..	..	..	..	..	..	..	12.5
		Total	..	..	..	..	..	..	..	13.9
	Doncaster Sheffield	Scheduled	..	..	..	..	..	..	..	12.6
		Charter	..	..	..	..	..	..	..	10.1
		Total	..	..	..	..	..	..	..	11.6
	Durham Tees Valley	Scheduled	..	..	..	..	..	..	..	10.5
		Charter	..	..	..	..	..	..	..	*
		Total	..	..	..	..	..	..	..	10.7
East Midlands	Scheduled	..	..	..	..	..	..	..	10.3	
	Charter	..	..	..	..	..	..	..	12.3	
	Total	..	..	..	..	..	..	..	10.6	
Edinburgh	Scheduled	14.1	10.8	14.4	9.6	9.3	9.2	10.4	11.9	
	Charter	25.4	21.0	34.2	28.8	22.2	22.8	18.1	15.6	
	Total	14.3	10.9	14.7	9.9	9.5	9.4	10.5	11.9	
Exeter	Scheduled	..	..	..	..	..	..	..	11.0	
	Charter	..	..	..	..	..	..	..	12.8	
	Total	..	..	..	..	..	..	..	11.3	
Glasgow	Scheduled	14.5	11.0	13.7	9.5	9.9	10.4	10.4	14.1	
	Charter	32.5	20.4	35.6	23.6	19.7	17.1	14.4	17.1	
	Total	16.2	11.9	16.1	11.0	10.8	11.0	10.7	14.3	
Leeds Bradford	Scheduled	..	..	..	..	..	..	..	10.3	
	Charter	..	..	..	..	..	..	..	13.0	
	Total	..	..	..	..	..	..	..	10.4	

Table TSGB0203b (AVI0103b)

Punctuality at selected United Kingdom airports: 2008 to 2015¹

		Average delay (minutes)							
		2008	2009	2010	2011	2012	2013	2014	2015 ²
Liverpool	Scheduled	..	..	..	..	..	..	..	11.9
	Charter	..	..	..	..	..	..	..	48.2
	Total	..	..	..	..	..	..	..	12.1
Manchester	Scheduled	15.4	12.4	17.9	13.1	13.1	12.2	11.6	13.3
	Charter	32.8	22.8	36.2	22.2	23.5	18.7	19.3	20.6
	Total	18.6	14.2	21.0	14.5	14.5	13.0	12.5	14.1
Newcastle	Scheduled	13.4	10.3	16.3	9.3	10.0	10.4	9.3	10.3
	Charter	21.1	12.9	23.6	16.8	15.4	12.9	9.6	11.6
	Total	14.4	10.7	17.2	10.4	10.7	10.7	9.4	10.5
Southampton	Scheduled	..	..	..	..	..	..	..	11.7
	Charter	..	..	..	..	..	..	..	29.7
	Total	..	..	..	..	..	..	..	11.7

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.

2. Up to 2014, the CAA compiled punctuality statistics for ten UK airports.

From 2015, they started to compile these statistics for an additional 13 UK airports.

Source: Civil Aviation Authority

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

Table TSGB0205 (AVI0105)

International passenger movements at UK airports¹ by country of embarkation or landing: 2005 to 2015

	Thousands/percentage											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	% of total in 2015
Total Rest of World⁴	47,665	49,962	52,167	51,268	49,273	49,206	49,990	50,156	51,815	53,276	54,691	26%
Oil Rigs	627	713	768	763	752	714	761	781	841	886	825	0%
All international air passenger movements	178,049	185,504	192,050	189,883	176,384	172,658	181,379	183,171	190,105	199,176	209,925	100%

1. Includes Channel Islands and Isle of Man airports but excludes data for airlines which have not given permission for their data to be released, unlike other tables in this chapter.
2. Includes Azores.
3. See notes and definitions for list of countries included in group.
4. Includes Greenland.

Source: Civil Aviation Authority
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The figures in this table are outside the scope of National Statistics

Table TSGB0206 (AVI0106)

Type of passenger at selected UK airports¹: 2005 to 2015

Survey Airport		percentage/number										
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Gatwick	Transfer	16	12	12	10	9	8	8	7	7	7	6
	Terminating	84	88	88	90	91	92	92	93	93	93	94
	Unweighted sample size	16,893	25,329	26,688	28,279	29,240	25,253	24,696	29,524	28,747	28,442	26,640
Heathrow	Transfer	35	34	34	35	38	36	34	37	37	35	36
	Terminating	65	66	66	65	62	64	66	63	63	65	64
	Unweighted sample size	63,972	65,575	67,708	58,247	69,411	61,151	53,351	67,868	60,036	60,240	62,916
Luton	Transfer	7	4	4	3	2	2	2	2	2	2	1
	Terminating	93	96	96	97	98	98	98	98	98	98	99
	Unweighted sample size	6,760	7,154	7,573	8,209	7,951	9,185	7,769	7,935	8,393	8,460	9,432
Stansted	Transfer	11	10	8	8	7	6	5	4	4	4	4
	Terminating	89	90	92	92	93	94	95	96	96	96	96
	Unweighted sample size	10,595	21,564	25,692	23,504	24,941	26,306	24,226	28,134	27,395	25,263	25,888
Manchester	Transfer	3	3	3	3	2	2	2	2	3	3	3
	Terminating	97	97	97	97	98	98	98	98	97	97	97
	Unweighted sample size	25,273	27,550	28,163	24,364	27,376	23,637	27,905	30,348	30,158	30,466	32,238

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

Source: Civil Aviation Authority

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Table TSGB0207 (AVI0107)

Mode of transport to selected UK airports^{1,2}: 2005 to 2015

		Percentage/Number										
Survey Airport		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Gatwick	Private Car ³	51	48	48	48	46	44	42	40	41	41	39
	Hire Car	2	2	2	2	2	2	2	2	2	1	2
	Taxi/Minicab	14	14	15	13	14	13	13	14	14	14	15
	Rail	25	29	29	30	31	34	35	36	36	36	39
	Bus/Coach	7	6	6	7	6	7	7	8	7	6	6
	Tram/Tube	1	-	-	0	0	0	0	0	0	0	0
	Other	-	-	-	1	0	0	0	0	0	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	11,868	21,780	23,197	25,176	26,083	22,383	21,989	26,788	26,019	26,130	24,410
	Heathrow	Private Car ³	34	34	33	31	32	31	29	29	27	26	27
Hire Car		3	3	2	3	3	3	3	2	3	3	3
Taxi/Minicab		26	28	27	26	25	26	27	28	29	30	31
Rail		10	9	10	10	10	11	12	11	10	11	9
Bus/Coach		14	13	13	14	13	12	12	12	13	13	12
Tram/Tube		13	13	15	16	17	16	17	18	18	17	18
Other		-	-	-	0	0	0	1	0	0	0	0
Total		100	100	100	100	100	100	100	100	100	100	100
Sample size		38,050	39,014	40,443	34,162	38,024	36,551	33,484	40,221	37,506	37,176	38,635
Luton⁴		Private Car ³	56	53	53	51	52	48	48	46	49	51	51
	Hire Car	3	3	3	3	3	3	3	3	2	3	2
	Taxi/Minicab	13	14	14	13	13	16	18	17	17	17	16
	Rail	18	17	17	19	17	17	15	16	16	16	16
	Bus/Coach	10	13	12	14	14	16	16	17	16	15	15
	Tram/Tube	-	-	-	-	0	0	0	0	0	0	0
	Other	0	0	1	0	0	0	1	1	1	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	6,246	6,778	7,249	7,827	7,675	8,841	7,575	7,774	8,223	8,258	9,238
	Stansted	Private Car ³	48	47	44	42	41	40	38	36	36	37	37
Hire Car		4	3	3	3	3	3	3	3	3	2	2
Taxi/Minicab		9	9	9	8	8	8	9	10	10	10	10
Rail		25	24	25	26	25	25	25	24	22	24	25
Bus/Coach		14	16	20	21	22	22	24	27	29	26	25
Tram/Tube		-	-	-	0	0	0	0	0	0	0	0
Other		-	1	-	1	1	1	0	0	0	2	1
Total		100	100	100	100	100	100	100	100	100	100	100
Sample size		9,305	19,227	23,260	21,522	22,906	24,368	22,941	26,929	26,297	24,018	24,590
Manchester		Private Car ³	58	58	57	57	58	57	57	56	55	54	55
	Hire Car	2	3	3	3	2	2	2	2	3	3	3
	Taxi/Minicab	29	29	30	29	26	26	26	26	26	26	26
	Rail	7	7	8	8	10	11	12	13	14	14	13
	Bus/Coach	3	2	3	3	3	2	2	2	2	2	3
	Tram/Tube	-	-	-	0	0	0	0	0	0	0	1
	Other	1	1	-	0	0	0	0	0	0	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	23,403	25,980	26,892	23,374	26,601	22,802	27,134	29,575	29,248	29,474	31,205

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.

Source: Civil Aviation Authority

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Table TSGB0208 (AVI0108)
Purpose of travel at selected UK airports¹: 2005 to 2015

Survey Airport		Percentage/Number										
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Gatwick	Business	17	17	18	17	15	15	16	15	13	14	14
	Holiday	54	55	52	53	55	54	52	54	57	55	55
	Visiting friends/relatives	26	26	29	28	28	29	30	28	28	28	29
	Other	3	2	2	2	2	2	2	3	2	3	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	16,869	25,329	26,688	28,268	29,240	25,253	24,696	29,534	28,747	28,442	26,640
Heathrow	Business	35	36	36	34	29	30	31	30	30	30	28
	Holiday	28	28	28	28	29	30	29	31	30	31	32
	Visiting friends/relatives	33	32	32	34	38	36	36	35	36	36	37
	Other ³	4	4	4	4	4	4	4	5	4	4	4
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	63,878	65,575	67,708	58,179	69,411	61,151	53,351	68,003	60,036	60,240	62,916
Luton	Business	20	20	21	19	18	19	17	16	13	17	14
	Holiday	43	40	34	35	34	35	37	36	37	37	36
	Visiting friends/relatives	35	37	43	43	45	44	43	46	48	44	48
	Other	2	3	2	3	3	3	2	2	2	2	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	6,759	7,154	7,573	8,201	7,951	9,185	7,769	7,939	8,393	8,460	9,432
Stansted	Business	18	18	19	19	16	16	16	15	14	15	14
	Holiday ²	42	42	33	32	34	35	37	37	37	37	37
	Visiting friends/relatives	37	38	46	46	47	46	45	45	47	45	47
	Other ³	2	2	3	2	2	3	2	3	2	2	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	10,593	21,564	25,692	23,498	24,941	26,306	24,226	28,145	27,395	25,263	25,888
Manchester	Business	19	20	20	19	17	18	18	19	19	18	16
	Holiday	59	58	57	58	59	59	59	57	55	57	59
	Visiting friends/relatives	20	20	22	21	23	22	22	23	25	24	24
	Other	2	2	1	1	1	1	1	1	1	1	1
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	25,257	27,550	28,163	24,329	27,376	23,637	27,905	30,352	30,158	30,466	32,238

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'.

3. In 2006, 'Other' includes some cases at Stansted and Heathrow which were classified as 'leisure unspecified'.

Source: Civil Aviation Authority
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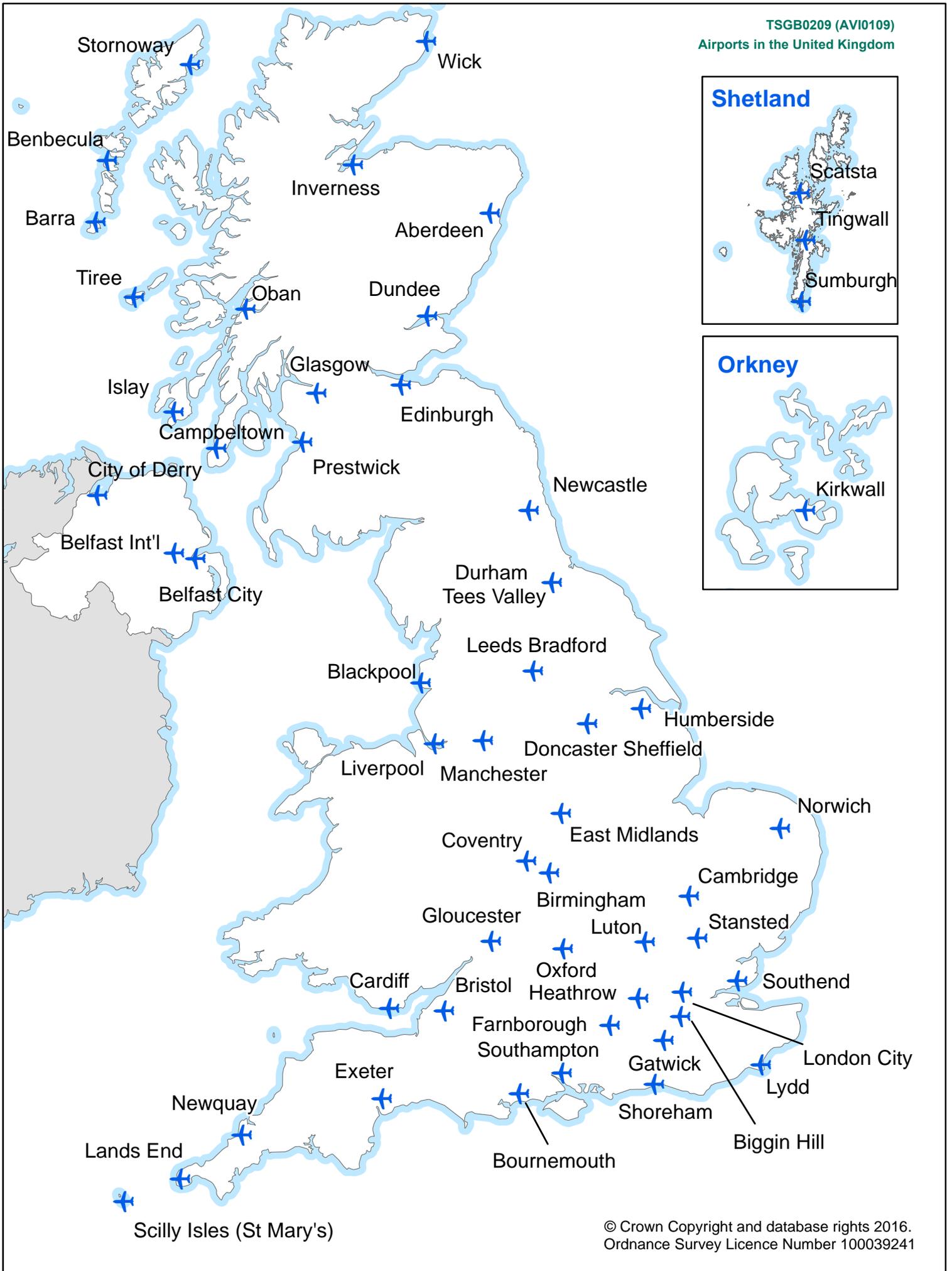


Table TSGB0210 (AVI0201)

Main outputs by type of service¹, United Kingdom airlines: 2005 to 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Domestic:											
Scheduled	3	2	2	2	2	1	1	1	1	1	1
Non-scheduled	34	35	33	35	33	31	31	29	26	24	23
Total	37	37	35	37	35	32	33	31	27	24	24
All services:											
Scheduled	6,088	6,313	6,311	6,383	5,952	6,167	6,382	6,367	6,157	5,971	5,587
Non-scheduled	360	760	1,460	1,120	899	726	723	699	851	808	781
Total	6,449	7,073	7,770	7,502	6,851	6,892	7,106	7,066	7,008	6,779	6,368

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

Source: Civil Aviation Authority

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Table TSGB0211 (AVI0203)
Employment worldwide, United Kingdom airlines: 2005 to 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pilots and co-pilots	10,064	10,671	11,259	11,534	10,690	10,268	10,188	10,232	10,159	10,416	10,889
Other cockpit personnel	135	158	152	111	125	97	27	33	33	11	4
Cabin attendants	31,120	32,718	34,369	35,267	31,592	29,542	30,782	31,554	31,375	31,644	32,569
Maintenance and overhaul personnel	9,611	9,488	9,075	8,616	8,325	7,878	8,223	8,699	8,836	9,034	8,780
Tickets and sales personnel	7,312	6,555	6,258	6,314	5,997	5,477	4,704	5,030	4,975	4,986	5,229
All other personnel	26,141	25,481	24,571	25,037	22,551	20,902	21,553	21,521	20,456	20,647	20,632
Total	84,383	85,071	85,684	86,879	79,280	74,164	74,757	77,069	75,834	76,738	78,103

Source: Civil Aviation Authority

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Table TSGB0212 (AVI0301)
Activity at major airports¹, worldwide: 2015

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	101.5	11.2	882	75
China	Beijing	Capital International	89.9	..	590	..
UAE	Dubai	Dubai International	78.0	77.5	407	..
USA	Chicago, IL	O'Hare International	76.9	11.0	875	80
Japan	Tokyo	Haneda (Tokyo International)	75.3	..	439	..
UK	London	Heathrow	75.0	69.8	472	430
USA	Los Angeles, CA	Los Angeles International	74.9	20.7	656	..
China	Hong Kong	Hong Kong International	68.5	68.1	406	406
France	Paris	Charles de Gaulle	65.8	60.4	469	..
USA	Dallas/Fort Worth, TX	Dallas-Fort Worth International	65.5	8.0	681	..
Turkey	Istanbul	Ataturk International	61.8	41.9	465	314
Germany	Frankfurt	Frankfurt	61.0	54.0	468	398
China	Shanghai	Pudong	60.0	..	448	..
Netherlands	Amsterdam	Amsterdam-Schiphol	58.3	58.2	451	450
USA	New York, NY	John F. Kennedy International	56.8	30.0	439	174
Singapore	Singapore	Changi	55.4	54.8	346	..
China	Guangzhou	Guangzhou Baiyun International	55.2	..	410	..
Indonesia	Jakarta	Jakarta Soekarno Hatta International	54.1	..	380	..
USA	Denver, CO	Denver International	54.0	2.2	425	..
Thailand	Bangkok	Bangkok Suvarnabhumi International	52.9	44.2	317	248
USA	San Francisco, CA	San Francisco International	50.1	11.2	430	..
Republic of Korea	Seoul	Incheon	49.4	48.7	305	301
Malaysia	Kuala Lumpur	Kuala Lumpur International	48.9	34.4	353	238
Spain	Madrid	Madrid Barajas International	46.8	..	367	..
USA	Las Vegas, NV	Maccarran International	45.4	3.5	530	..

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. In some cases this figure may include non-commercial movements

Source: Airport websites; International Civil Aviation Organisation

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Table TSGB0213 (AVI0302)

Passenger traffic via major airlines, worldwide: 2015

Country	Airline	All scheduled traffic			International scheduled traffic			Charter traffic		International passenger kilometres (billions)
		Passengers uplifted (millions)	Passenger kilometres (billions)	Passengers uplifted (millions)	Passenger kilometres (billions)	Passenger kilometres (billions)	Passenger kilometres (billions)			
United States	Southwest Airlines	144.6	189.1	2.2	4.7	0.1	0.0	0.0	0.0	
United States	Delta	137.7	299.0	22.8	127.1	0.2	0.0	0.0	0.0	
United States	American	118.3	268.5	25.0	105.2	0.2	0.1	0.1	0.1	
Ireland	Ryanair	101.4	125.2	101.4	125.2	..	..	..	..
China	China Southern Airlines	101.0	177.7	11.2	45.9	0.3	0.3	0.3	0.3	
United States	United	94.9	293.3	25.7	143.9	0.2	0.0	0.0	0.0	
China	China Eastern Airlines	75.5	119.9	10.9	39.6	1.0	0.8	0.8	0.8	
Turkey	Turkish Airlines	60.8	118.4	34.5	102.1	1.1	1.0	1.0	1.0	
China	Air China	58.7	124.6	9.4	52.6	0.2	0.1	0.1	0.1	
United Kingdom	EasyJet	58.6	67.4	51.9	64.3	..	..	..	..
Germany	Lufthansa	58.2	145.9	46.9	141.3	0.0	0.0	0.0	0.0	
United Arab Emirates	Emirates	51.0	251.2	51.0	251.2	..	..	..	..
France	Air France	49.4	141.0	31.1	120.3	0.2	0.2	0.2	0.2	
Japan	All Nippon Airways	46.6	74.0	7.9	39.0	0.0	0.0	0.0	0.0	
United Kingdom	British Airways	40.8	138.6	35.7	136.1	0.3	0.3	0.3	0.3	
Brazil	Tam Linhas Aereas	35.7	58.9	4.8	25.3	1.7	0.7	0.7	0.7	
United States	Jetblue Airways	35.1	67.1	6.3	13.4	0.1	0.0	0.0	0.0	
Japan	JAL	32.3	57.5	8.0	37.6	0.1	0.1	0.1	0.1	
United States	Skywest Airlines	30.1	27.3	2.2	3.1	..	..	..	..
Germany	Air Berlin	28.7	44.5	21.5	41.0	..	..	..	..
Netherlands	KLM	28.6	93.2	28.6	93.2	..	..	..	..
Canada	Air Canada	28.3	100.2	16.0	76.3	0.0	0.0	0.0	0.0	
United States	US Airways	28.3	52.1	3.5	12.4	0.0	0.0	0.0	0.0	
Saudi Arabia	Saudia	27.3	49.5	11.3	36.6	..	..	..	..
Scandinavia	SAS	27.1	30.9	16.3	25.5	3.1	3.1	3.1	3.1	

Source: International Civil Aviation Organisation and International Air Transport Association
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Table TSG0214a (AVI0401a)

Casualties caused by aviation accidents, United Kingdom: 2005 to 2015

				Number												
Casualties caused by accidents involving United Kingdom registered aircraft in United Kingdom airspace				2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Commercial Air Transport	Fixed-wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0		
			Serious	0	1	0	0	0	0	0	0	0	0	1	0	
			Minor*	0	0	0	4	0	0	0	0	0	0	0	0	0
			Total	0	1	0	4	0	0	0	0	0	0	0	1	0
			Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
		Serious		0	0	0	1	0	0	0	3	0	0	0	0	
		Minor*		0	0	0	8	2	0	0	19	0	1	1	0	
			Total	0	0	0	9	2	0	0	22	0	1	1	1	
			3rd Party	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	Serious	0		0	1	0	0	0	0	0	0	0	0	0		
	Minor*	0		0	0	0	0	0	0	0	0	0	0	0		
		Total	0	0	1	0	0	0	0	0	0	0	0	0		
		Total fixed-wing		0	1	1	13	2	0	0	22	0	2	1		
		Rotary wing:	Crew:	Fatal	0	2	0	0	2	0	0	0	0	0	0	
	Serious			0	0	0	0	0	0	0	0	1	0	0		
	Minor*			0	0	0	0	0	0	0	0	0	0	0		
			Total	0	2	0	0	2	0	0	0	0	1	0	0	
			Passengers:	Fatal	0	5	0	0	14	0	0	0	4	0	0	
	Serious			0	0	0	0	0	0	0	0	3	0	0		
	Minor*			0	0	0	0	3	0	0	2	0	0	0		
			Total	0	5	0	0	17	0	0	2	7	0	0		
			3rd Party	Fatal	0	0	0	0	0	0	0	0	0	0	0	
	Serious	0		0	0	0	0	0	0	0	0	0	0			
	Minor*	0		0	0	0	0	0	0	0	0	0	0			
	Total	0	0	0	0	0	0	0	0	0	0	0				
	Total rotary-wing		0	7	0	0	19	0	0	2	8	0	0			
Other (general aviation, etc.):	Fixed-wing:	Crew:	Fatal	13	7	11	5	9	4	6	5	5	4	8		
			Serious	10	5	3	3	6	4	5	7	6	5	6		
			Minor*	21	17	14	13	14	14	11	13	7	13	6		
			Total	44	29	28	21	29	22	22	25	18	22	20		
			Passengers:	Fatal	5	1	8	4	5	2	1	1	3	3	3	
		Serious		2	7	3	5	4	2	4	1	4	4	1		
		Minor*		5	13	5	8	13	3	7	5	3	7	5		
			Total	12	21	16	17	22	7	12	7	10	14	9		
			3rd Party	Fatal	0	0	0	0	0	0	0	0	0	0	12	
	Serious	2		0	0	0	1	1	0	0	0	0	0			
	Minor*	0		0	0	0	0	0	0	0	0	0	0			
		Total	2	0	0	0	1	1	0	0	0	0	12			
		Total fixed-wing		58	50	44	38	52	30	34	32	28	36	41		
		Rotary wing:	Crew:	Fatal	3	0	4	3	3	0	1	1	2	3	1	
	Serious			1	0	2	2	0	0	1	0	0	0	0		
	Minor*			4	7	9	4	7	4	3	4	2	3	4		
			Total	8	7	15	9	10	4	5	5	4	6	5		
			Passengers:	Fatal	3	0	9	2	1	0	0	0	2	3	0	
	Serious			0	0	0	0	1	0	0	0	0	0	0		
	Minor*			3	0	1	2	1	3	4	3	0	0	1		
			Total	6	0	10	4	3	3	4	3	2	3	1		
			3rd Party	Fatal	0	0	0	0	0	0	0	0	8	0	0	
	Serious	0		0	0	0	1	0	0	0	11	0	0			
	Minor*	0		0	0	0	0	0	0	0	0	0	0			
	Total	0	0	0	0	1	0	0	0	19	0	0				
	Total rotary-wing		14	7	25	13	14	7	9	8	25	9	6			
Overall total			Fatal	24	15	32	14	34	6	8	7	24	13	24		
			Serious	15	13	9	11	13	7	10	11	25	10	7		
			Minor*	33	37	29	39	40	24	25	46	12	24	17		
			Total	72	65	70	64	87	37	43	64	61	47	48		

Source: Civil Aviation Authority

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Table TSGB0214b (AVI0401b)

Casualties caused by aviation accidents, United Kingdom: 2005 to 2015

				Number											
Casualties caused by accidents involving United Kingdom registered aircraft in foreign airspace				2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Commercial Air Transport	Fixed-wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0	
			Serious	0	0	0	1	1	1	0	0	0	0	1	
			Minor*	0	1	0	0	1	0	0	0	0	0	0	1
			Total	0	1	0	1	2	1	0	0	0	0	0	2
		Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
			Serious	0	0	0	1	0	0	0	0	0	0	0	0
			Minor*	0	2	0	2	1	0	0	0	0	0	0	0
			Total	0	2	0	3	1	0	0	0	0	0	0	0
		3rd Party	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
			Serious	0	1	0	0	0	0	0	0	0	0	0	0
	Minor*		0	0	0	0	0	0	0	0	0	4	0	0	
	Total		0	1	0	0	0	0	0	0	0	4	0	0	
	Total fixed-wing				0	4	0	4	3	1	0	0	4	0	2
	Rotary wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
			Serious	0	0	0	0	0	0	0	0	0	0	0	0
			Minor*	0	0	0	0	0	0	0	0	0	0	0	0
			Total	0	0	0	0	0	0	0	0	0	0	0	0
		Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
			Serious	0	0	0	0	0	0	0	0	0	0	0	0
			Minor*	0	1	0	0	0	0	0	0	0	0	0	0
Total			0	1	0	0	0	0	0	0	0	0	0	0	
3rd Party		Fatal	0	0	0	0	0	0	0	0	0	0	0	0	
		Serious	0	0	0	0	0	0	0	0	0	0	0	0	
	Minor*	0	0	0	0	0	0	0	0	0	0	0	0		
	Total	0	0	0	0	0	0	0	0	0	0	0	0		
Total rotary-wing				0	1	0	0	0	0	0	0	0	0		
Other (general aviation, etc.):	Fixed-wing:	Crew:	Fatal	0	2	2	1	0	0	2	1	1	0	0	
			Serious	0	0	1	1	0	1	0	1	0	0	1	
			Minor*	1	0	0	2	2	0	0	1	0	0	2	
			Total	1	2	3	4	2	1	2	3	1	0	3	
		Passengers:	Fatal	0	1	1	3	0	0	2	1	0	0	0	0
			Serious	0	0	1	0	0	0	0	0	0	0	0	0
			Minor*	0	0	0	1	0	0	0	0	0	0	0	1
			Total	0	1	2	4	0	0	2	1	0	0	0	1
		3rd Party	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
			Serious	0	0	0	2	0	0	0	0	0	0	0	0
	Minor*		0	0	0	0	0	0	0	0	0	0	0	0	
	Total		0	0	0	2	0	0	0	0	0	0	0	0	
	Total fixed-wing				1	3	5	10	2	1	4	4	1	0	4
	Rotary wing:	Crew:	Fatal	0	0	0	0	1	1	1	1	0	0	1	0
			Serious	0	0	1	0	0	0	0	0	0	0	0	0
			Minor*	0	0	2	0	0	0	0	1	0	0	0	0
			Total	0	0	3	0	1	1	1	1	1	0	1	0
		Passengers:	Fatal	0	0	0	0	2	1	1	1	0	0	2	0
			Serious	0	0	1	0	0	0	0	0	0	0	0	0
			Minor*	0	0	0	0	0	0	0	1	0	0	0	0
Total			0	0	1	0	2	1	1	1	1	0	2	0	
3rd Party		Fatal	0	0	0	0	0	0	0	0	0	0	0	0	
		Serious	0	0	0	0	0	0	0	0	0	0	0	0	
	Minor*	0	0	0	0	0	0	0	0	0	0	0	0		
	Total	0	0	0	0	0	0	0	0	0	0	0	0		
Total rotary-wing				0	0	4	0	3	2	2	2	0	3	0	
Overall total			Fatal	0	3	3	4	3	2	6	2	1	3	0	
			Serious	0	1	4	5	1	2	0	1	0	0	2	
			Minor*	1	4	2	5	4	0	0	3	4	0	4	
			Total	1	8	9	14	8	4	6	6	5	3	6	

Source: Civil Aviation Authority

Last updated: December 2016

Next update: December 2017

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

Table TSGB0214c (AVI0401c)

Casualties caused by aviation accidents, United Kingdom: 2005 to 2015

				Number											
Casualties caused by accidents involving aircraft registered overseas in United Kingdom airspace				2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Commercial Air Transport	Fixed-wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0	
			Serious	0	1	0	0	0	1	0	0	0	0	0	
			Minor*	0	0	0	0	0	0	0	0	0	0	0	
			Total	0	1	0	0	0	1	0	0	0	0	0	
		Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
			Serious	0	0	0	0	0	0	0	0	0	0	0	0
			Minor*	24	0	0	0	0	0	0	0	0	0	0	0
			Total	24	0	0	0	0	0	0	0	0	0	0	
		3rd Party	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	Serious		0	0	0	0	0	0	0	0	0	0	1	0	
	Minor*		0	1	0	0	0	0	0	0	0	0	0	0	
	Total		0	1	0	0	0	0	0	0	0	0	1		
	Total fixed-wing				24	2	0	0	0	1	0	0	0	1	
	Rotary wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
			Serious	0	0	0	0	0	0	0	0	0	0	0	0
			Minor*	0	0	0	0	0	0	0	0	0	0	0	0
			Total	0	0	0	0	0	0	0	0	0	0	0	
			Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
Serious				0	0	0	0	0	0	0	0	0	0	0	0
Minor*				0	0	0	0	0	0	0	0	0	0	0	0
Total				0	0	0	0	0	0	0	0	0	0	0	
3rd Party			Fatal	0	0	0	0	0	0	0	0	0	0	0	0
		Serious	0	0	0	0	0	0	0	0	0	0	0	0	
		Minor*	0	0	0	0	0	0	0	0	0	0	0	0	
		Total	0	0	0	0	0	0	0	0	0	0	0		
Total rotary-wing				0	0	0	0	0	0	0	0	0			
Other (general aviation, etc.):		Fixed-wing:	Crew:	Fatal	1	0	2	2	1	1	3	0	1	0	2
				Serious	0	0	1	2	0	0	0	0	0	0	1
				Minor*	3	2	0	0	1	0	1	0	0	0	0
				Total	4	2	3	4	2	1	4	0	1	0	
			Passengers:	Fatal	1	0	2	3	1	1	0	0	1	0	6
	Serious			0	0	1	1	0	0	0	0	0	0	0	
	Minor*			3	0	1	1	1	0	0	0	0	0	0	
	Total			4	0	4	5	2	1	0	0	1	0		
	3rd Party		Fatal	0	0	0	0	0	0	0	0	0	0	0	
		Serious	0	0	0	0	0	0	0	0	0	0	0		
		Minor*	0	0	0	0	0	0	0	0	0	0	0		
		Total	0	0	0	0	0	0	0	0	0	0			
	Total fixed-wing				8	2	7	9	4	2	4	0	2	0	
	Rotary wing:	Crew:	Fatal	0	0	0	1	0	1	1	0	0	0	0	
			Serious	1	0	0	0	0	0	0	0	0	0	0	
			Minor*	0	0	1	0	0	0	0	0	0	0	0	
			Total	1	0	1	1	0	1	1	0	0	0		
			Passengers:	Fatal	0	0	0	1	0	2	0	0	0	0	0
Serious				1	0	0	0	0	0	0	0	0	0	0	
Minor*				0	0	0	0	0	0	0	0	0	0	0	
Total				1	0	0	1	0	2	0	0	0	0		
3rd Party			Fatal	0	0	0	0	0	0	0	0	0	0	0	
		Serious	0	0	0	0	0	0	0	0	0	0	0		
		Minor*	0	0	0	0	0	0	0	0	0	0	0		
		Total	0	0	0	0	0	0	0	0	0	0			
Total rotary-wing				2	0	1	2	0	3	1	0	0			
Overall total				Fatal	2	0	4	7	2	5	4	0	2	0	8
				Serious	2	1	2	3	0	1	0	0	0	1	1
				Minor*	30	3	2	1	2	0	1	0	0	0	0
				Total	34	4	8	11	4	6	5	0	2	1	9

* Please note that minor injuries may not always be reported.

Source: Civil Aviation Authority

Last updated: December 2016

Next update: December 2017

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

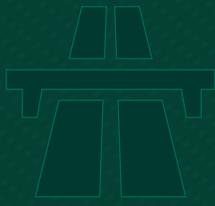
Table TSGB0215 (AVI0402)

Aircraft proximity (AIRPROX): number of incidents, United Kingdom airspace: 2005 to 2015

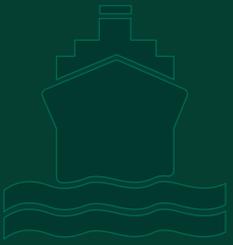
		2005	2006	2007	2008	2009	2010	2011	2012	2013 ^R	2014	2015
Civil and military:	Risk-bearing:	19	15	9	13	11	12	23	18	22	28	41
	Safety not assured	51	40	39	38	36	33	36	27	43	68	66
	Total	70	55	48	51	47	45	59	45	65	96	107
	No risk of collision	116	103	106	100	97	116	88	97	72	86	78
	Risk not determined	2	1	0	4	3	6	2	5	9	9	12
	Non-event (introduced 2011)	0	0	0	0	0	0	12	14	26	33	20
	Total AIRPROX	188	159	154	155	147	167	161	161	172	224	217
<i>OW: Commercial air transport (including drone incidents):</i>												
	Risk-bearing:	1	0	0	0	0	0	0	1	1	2	9
	Safety not assured	7	6	5	2	1	0	1	0	3	4	13
	Total	8	6	5	2	1	0	1	1	4	6	22
	No risk of collision	78	68	60	58	33	33	18	23	14	15	13
	Risk not determined	1	0	0	1	1	2	0	4	3	2	7
	Non-event (introduced 2011)	.	.	.	.	.	.	3	7	12	8	7
	Total commercial air transport aircraft in risk-bearing AIRPROX per 100,000 hours flown in UK airspace	87	74	65	61	35	35	22	35	33	31	49
		0.5	0.4	0.3	0.1	0.1	0.0	0.1	0.1	0.3	0.4	1.4
<i>OW: Commercial air transport (excluding drone incidents):</i>												
	Risk-bearing:	1	0	0	0	0	0	0	1	1	1	0
	Safety not assured	7	6	5	2	1	0	1	0	3	3	3
	Total	8	6	5	2	1	0	1	1	4	4	3
	No risk of collision	78	68	60	58	33	33	18	23	14	14	11
	Risk not determined	1	0	0	1	1	2	0	4	3	1	1
	Non-event (introduced 2011)	.	.	.	.	.	.	3	7	12	8	6
	Total commercial air transport aircraft in risk-bearing AIRPROX per 100,000 hours flown in UK airspace	87	74	65	61	35	35	22	35	33	27	21
		0.5	0.4	0.3	0.1	0.1	0.0	0.1	0.1	0.3	0.3	0.2

Source: UK Airprox Board
 Last updated: December 2016
 Next update: December 2017
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The figures in this table are outside the scope of National Statistics



Energy and environment



90%

decrease in sulphur dioxide emissions
from transport between 1990 and 2014



Table TSGB0301 (ENV0101)
Petroleum consumption by transport mode and fuel type, United Kingdom: 2005 to 2015¹

		Million tonnes/percentage															
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Road transport²	Petrol³	20.2	19.9	19.9	19.1	18.7	18.1	17.4	16.9	15.9	15.1	14.1	13.4	12.8	12.2	11.9	
	Cars and taxis																
	Light vans	1.0	0.8	0.7	0.6	0.5	0.5	0.5	0.4	0.4	0.3	0.3	0.3	0.3	0.2	0.2	
	Motorcycles and mopeds	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
	Total	21.4	20.9	20.8	19.9	19.5	18.9	18.1	17.6	16.5	15.6	14.6	13.9	13.2	12.6	12.3	12.1
	Diesel³	4.2	4.5	5.0	5.5	6.0	6.6	7.2	7.8	8.1	8.3	8.6	9.0	9.5	9.8	10.3	
	Cars and taxis																
	Light vans	3.6	3.8	3.9	4.2	4.4	4.6	4.7	5.0	4.7	4.7	4.8	4.9	5.0	5.1	5.3	
	Heavy goods vehicles	6.3	6.3	6.4	6.5	6.6	6.7	6.7	6.8	6.3	5.8	6.0	5.8	5.8	5.8	5.9	
	Buses and coaches	1.6	1.5	1.5	1.6	1.5	1.5	1.5	1.5	1.4	1.3	1.4	1.3	1.2	1.2	1.2	
	Total	15.6	16.1	16.9	17.7	18.5	19.4	20.2	21.0	20.5	20.1	20.7	21.0	21.5	21.9	22.7	23.7
	LPG⁴	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	Total	37.0	37.1	37.8	37.7	38.1	38.3	38.4	38.8	37.2	35.8	35.4	35.0	34.9	34.6	35.1	35.8
Rail⁵	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	0.6	0.6	0.6	0.6
Shipping⁶	Gas oil	2.1	2.2	1.7	2.0	1.9	1.8	2.2	1.8	1.9	1.8	1.7	1.7	1.8	2.0	2.3	2.2
	Fuel oils	1.0	0.9	0.8	0.9	1.3	1.5	1.8	2.0	2.6	2.4	2.2	2.2	2.2	1.6	1.4	0.8
	Total	3.0	3.1	2.6	2.9	3.2	3.3	4.0	3.9	4.4	4.2	4.0	4.0	3.4	3.4	3.5	3.0
Aviation⁶	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	12.1	11.5	11.1	11.6	11.2	11.2	11.2	12.1
	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	11.2	11.3	11.2	12.1
All petroleum used by transport^{6,7}		51.5	51.4	51.5	52.0	53.6	54.8	55.7	55.9	54.4	52.2	51.1	51.1	50.2	49.9	50.4	51.6
All petroleum use (energy and non-energy)^{6,7}		79.3	78.7	78.1	78.9	81.2	83.0	82.1	79.8	78.4	74.7	73.5	72.0	70.0	68.9	68.6	70.2
Transport as a percentage of all energy and non-energy use		65%	65%	66%	66%	66%	66%	68%	70%	69%	70%	70%	71%	72%	72%	74%	73%

1. There are revisions to the data due to changes in methodology.

2. Figures for the latest year include a small amount of fuel used in off road machinery, agricultural machinery and inland waterways.

3. 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).

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

5. Includes a small amount of other oils.

6. These figures include international and military aviation/shipping and marine bunkers.

7. These figures include a small amount of petrol and road diesel used in inland waterways.

Sources - Department for Business, Energy and Industry Strategy (BEIS)
National Atmospheric Emissions Inventory (NAEI)

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Table TSGB0302 (ENV0102)

Energy consumption by transport mode and source of energy, United Kingdom: 2000 to 2015^{1,2}

	Million tonnes of oil equivalent/percentage																
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Percent of all energy consumed by final users in 2015
(a) Transport energy consumption																	
Road transport																	
Petroleum ³	41.1	41.1	41.9	41.8	42.2	42.5	42.9	42.9	41.1	39.6	39.2	38.6	38.5	38.2	38.7	39.5	28
Biofuels	-	-	-	-	-	0.1	0.2	0.4	0.8	1.0	1.2	1.1	1.0	1.1	1.2	1.0	1
Electricity	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	41.1	41.1	41.9	41.8	42.2	42.6	43.2	43.2	41.9	40.7	40.4	39.8	39.5	39.3	40.0	40.5	29
Railways																	
Petroleum	0.6	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	-
Electricity	0.7	0.8	0.7	0.7	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	-
Coal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.0	1
Shipping⁴																	
Petroleum	3.2	3.3	2.7	3.1	3.4	3.5	4.1	4.1	4.7	4.4	3.9	2.4	3.6	3.6	3.7	3.3	2
Aviation⁴																	
Petroleum	12.0	11.8	11.7	11.9	12.9	13.9	14.0	13.9	13.4	12.8	12.3	12.8	12.4	12.4	12.4	12.4	9
Total transport energy consumption^{3,4}	57.7	57.6	57.7	58.2	59.6	61.0	62.3	61.1	61.1	58.9	57.6	57.8	56.6	56.4	57.1	57.4	41
All energy used by final users ¹	161.6	163.4	158.5	160.0	162.2	161.8	156.7	156.7	158.1	147.5	153.6	141.7	145.2	145.8	138.1	140.0	100
Energy used by transport as a percentage of all energy used by final users ¹	36	35	36	36	37	38	39	40	39	40	38	41	39	39	41	41	-
(b) Domestic transport energy consumption from renewable sources (excluding air transport)⁵																	
% electricity generated from renewable sources	..	..	..	..	4	4	5	5	5	7	7	9	11	14	18	22	
Transport renewable electricity	..	..	..	..	-	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3
Road transport biofuels (only sustainable from 2011)	-	-	-	-	-	0.1	0.2	0.3	0.8	1.0	1.2	1.1	0.9	1.0	1.2	1.0	2.6
Total domestic renewable transport energy consumption	..	..	..	..	0.1	0.1	0.4	0.4	0.9	1.0	1.2	1.1	1.0	1.1	1.3	1.1	2.9
Total domestic transport energy consumption	..	..	..	..	40.9	41.1	42.0	42.0	40.7	39.4	39.2	37.2	37.1	36.8	37.3	38.0	100.0
Renewable energy as a percentage of all transport energy consumption ⁶	..	..	..	..	0.2	0.3	0.6	1.0	2.1	2.6	3.1	2.9	3.6	4.4	4.9	4.2	-

1. 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.

2. There are revisions to some of the earlier data, (mainly from 2011 onwards) for details see Digest of UK Energy Statistics 2016 (DUKES) published by BEIS and note 5.

3. 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.

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

5. This table was revised in 2013 to include only domestic transport and, from 2011, biofuels that meet sustainability criteria under the 2009 EU Renewable Energy Directive. (See also DUKES Table 6.7). Not weighted.

6. Some sustainable biofuels are double weighted in the numerator of this calculation, as specified by the Directive.

Table TSGB0303 (ENV0103)
Average new car fuel consumption, Great Britain: 2000 to 2015^{1,2}

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Petrol cars																
litres per 100 km	8.0	7.9	7.8	7.7	7.6	7.5	7.4	7.2	7.0	6.5	6.3	6.1	5.8	5.6	5.5	5.4
miles per gallon	35.3	35.8	36.3	36.9	37.0	37.5	38.3	39.1	40.6	43.5	44.7	46.3	48.4	50.2	51.1	52.1
Diesel cars																
litres per 100 km	6.3	6.2	6.1	6.2	6.2	6.2	6.3	6.2	5.9	5.7	5.4	5.2	5.0	4.9	4.7	4.6
miles per gallon	44.7	45.5	46.1	45.6	45.7	45.4	45.1	45.8	47.7	49.5	51.9	54.5	56.3	58.1	60.0	61.7

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/BEIS's Greenhouse Gas Conversion Factors
 Last updated: December 2016
 Next update: December 2017
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Table TSGB0304 (ENV0104)
Average heavy goods vehicle fuel consumption, Great Britain: 2003 to 2015^{1,2,3}

	Miles per gallon												
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Rigid vehicles													
Over 3.5t to 7.5t	12.6	13.3	13.7	13.7	13.7	13.2	12.8	12.8	14.2	13.2	13.4	13.6	13.8
Over 7.5t to 14t	10.9	11.0	11.6	10.8	11.4	10.6	10.5	11.1	11.1	11.9	11.5	11.3	11.9
Over 14t to 17t	9.7	10.0	10.1	9.6	9.1	9.3	9.7	9.7	10.0	9.5	10.4	9.8	10.5
Over 17t to 25t	9.1	9.6	10.0	10.0	9.5	9.1	9.4	9.4	9.2	9.4	9.4	9.4	9.2
Over 25t	6.6	6.6	6.9	6.7	6.7	6.4	6.4	6.5	6.8	6.3	6.2	6.5	6.5
All rigid vehicles	9.5	9.8	10.0	9.7	9.4	9.0	9.2	9.1	9.5	9.0	8.9	8.9	9.1
Artic vehicles													
Over 3.5t to 33t	8.6	9.0	9.3	9.0	8.9	8.8	8.8	8.5	8.8	8.9	9.0	9.0	8.8
Over 33t	7.6	7.9	8.0	8.0	7.9	7.6	7.6	7.6	7.9	7.7	7.7	7.8	7.9
All artic vehicles	7.8	8.0	8.2	8.1	8.0	7.7	7.7	7.6	7.9	7.8	7.8	7.9	8.0

1. These figures are for UK 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. There are breaks in this series in 2011 and 2012 due to breaks in the underlying road goods survey.

Source: Continuing Survey of Roads Goods Transport, DFT
 Last updated: November 2016
 Next update: November 2017
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 The figures in this table are not National Statistics

TSGB0305 (ENV0105)

Petrol and diesel prices and duties per litre in April, United Kingdom: from 2006¹

		Pence per litre/percentage										
		April 2006	April 2007	April 2008	April 2009 ²	April 2010 ²	April 2011 ³	April 2012	April 2013	April 2014	April 2015	April 2016
Petrol	Total price	94.1	91.9	107.6	93.6	119.8	134.7	141.7	136.8	128.8	112.6	106.4
	Of which tax											
	Fuel duty	47.1	48.4	50.4	54.2	57.2	58.0	58.0	58.0	58.0	58.0	58.0
	VAT	14.0	13.7	16.0	12.2	17.8	22.5	23.6	22.8	21.5	18.8	17.7
	All tax	61.1	62.0	66.4	66.4	75.0	80.4	81.6	80.8	79.4	76.7	75.8
	All tax as a % of total price	65	67	62	71	63	60	58	59	62	68	71
Diesel	Total price	97.6	94.7	116.6	101.9	121.0	141.1	147.8	141.3	135.9	119.1	106.9
	Of which tax											
	Fuel duty	47.1	48.4	50.4	54.2	57.2	58.0	58.0	58.0	58.0	58.0	58.0
	VAT	14.5	14.1	17.4	13.3	18.0	23.5	24.6	23.6	22.6	19.9	17.8
	All tax	61.6	62.5	67.7	67.5	75.2	81.5	82.6	81.5	80.6	77.8	75.7
	All tax as a % of total price	63	66	58	66	62	58	56	58	59	65	71

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.

Source - Department for Business, Energy and Industrial Strategy (BEIS)

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Next update: December 2017

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For earlier data see historic sheet

Table TSGB0306 (ENV0201)

Greenhouse gas emissions by transport mode, United Kingdom: 2004 to 2014¹

			Million tonnes of carbon dioxide equivalent/percentage												
			2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Percent of all domestic in 2014	
(a) By source²															
Domestic transport	Road transport	Cars and taxis	77.3	77.3	76.8	77.0	74.7	72.4	70.2	69.4	69.1	68.0	68.5	13	
		Heavy goods vehicles	20.6	20.8	20.9	21.1	19.6	18.0	18.6	18.2	18.2	18.3	18.6	4	
		Light vans	15.4	15.9	16.3	16.9	16.0	15.8	16.1	16.2	16.4	16.6	17.3	3	
		Buses and coaches	4.6	4.6	4.7	4.8	4.2	4.2	4.3	4.0	3.8	3.9	3.8	1	
		Motorcycles & mopeds	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.5	0.5	0.5	0.5	-	
		Other road transport emissions ³	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	-	
		Total	119.2	119.9	119.9	121.0	115.8	111.6	110.3	108.9	108.6	107.8	109.3	21	
	Other transport	Rail ⁴	1.9	1.9	1.9	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	
		Domestic aviation	2.3	2.6	2.5	2.3	2.2	1.9	1.8	1.7	1.6	1.7	1.5	-	
		Domestic shipping ¹	2.6	2.7	2.6	2.6	2.8	2.6	2.6	2.5	2.4	2.3	2.4	-	
		Other ⁵	3.6	3.4	4.0	4.3	3.8	3.5	3.4	3.3	3.0	2.8	2.6	1	
		Total	10.4	10.5	11.0	11.3	10.8	10.0	9.8	9.4	9.1	8.8	8.6	2	
	Total domestic transport			129.6	130.4	130.9	132.3	126.6	121.6	120.1	118.3	117.7	116.6	117.9	23
	Net domestic emissions all sources			694.9	686.3	679.7	666.6	646.3	587.8	602.1	553.4	570.5	557.3	514.4	100
International emissions (Memo items)⁶															
		International aviation	29.7	32.5	35.1	35.6	35.5	34.7	32.9	31.8	33.3	32.4	32.2	.	
		International shipping ¹	6.6	7.5	8.0	10.3	9.8	11.5	11.0	9.4	10.5	9.0	8.7	.	
(b) By end user²															
Domestic transport		Road	134.8	136.1	134.9	135.8	129.5	125.5	124.2	122.2	120.9	119.7	121.2	24	
		Rail ⁴	4.4	4.4	4.5	4.5	4.4	4.3	4.4	4.3	4.5	4.3	4.1	1	
		Domestic aviation	2.7	3.0	2.8	2.6	2.5	2.2	2.0	1.9	1.8	1.9	1.7	-	
		Domestic shipping ¹	2.9	3.0	2.9	3.0	3.1	2.9	2.9	2.8	2.7	2.5	2.6	1	
		Other ⁵	4.0	3.8	4.5	4.8	4.2	3.9	3.8	3.7	3.4	3.1	2.8	1	
		Total	148.8	150.3	149.6	150.7	143.8	138.8	137.3	134.9	133.3	131.5	132.5	26	
Net domestic emissions all end users			694.9	686.3	679.7	666.6	646.3	587.8	602.1	553.4	570.5	557.3	514.4	100	
(c) By industry⁷															
	SIC 2007 code⁷	Industry												Percent of all sectors in 2014	
Transport and storage industries	49.1 + 49.2	Rail transport	2.3	2.3	2.3	2.4	2.4	2.4	2.4	2.4	2.5	2.4	2.5	-	
	49.31/9 + 49.39	Buses, coaches, trams, etc	5.4	5.4	5.5	5.7	5.2	5.1	5.3	4.9	4.7	4.7	4.8	1	
	49.31/1	Underground & metro	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-	
	49.32	Taxi operation	2.3	2.4	2.5	2.6	2.6	2.8	2.8	2.8	2.8	2.8	3.0	-	
	49.4	Road freight and removal services	13.9	13.8	13.9	14.1	13.0	11.2	11.5	11.3	11.2	11.2	11.5	2	
	49.5	Transport via pipeline	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	-	
	50	Water transport services	28.5	28.3	20.0	19.5	18.3	15.5	16.4	18.0	14.4	11.9	17.9	3	
	51	Air transport services	39.6	42.9	43.6	44.2	43.7	41.5	40.4	42.4	40.9	40.7	40.7	7	
	52	Warehousing and transport support	1.7	1.9	2.0	2.1	2.3	2.1	2.2	2.2	2.3	2.3	2.4	-	
	53	Postal and courier services	1.4	1.5	1.5	1.5	1.7	1.7	1.9	1.8	1.8	1.8	1.8	-	
	H	All transport and storage industries	95.7	99.0	91.9	92.6	89.9	82.8	83.4	86.3	81.0	78.4	85.0	14	
Household private transport			70.2	70.7	70.6	71.0	69.5	68.5	67.0	66.4	66.3	66.7	67.2	11	
Total emissions all sectors			775.3	771.3	758.7	747.2	728.4	666.4	684.3	639.8	653.4	641.6	608.6	100	

1. UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years.

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 liquified petroleum gas (propane and butane) and emissions from the evaporation of engine lubricants as well as urea use.

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' & '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 - Ricardo-AEA/DECC (NAEI)
Office for National Statistics (Environmental Accounts)

Last updated: December 2016

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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).

Table TSGB0307 (ENV0202)
Carbon dioxide emissions by transport mode, United Kingdom: 2004 to 2014¹

			Million tonnes of carbon dioxide/percentage											
			2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
(a) By source²														<i>Percent of all domestic in 2014</i>
Domestic transport	Road transport	Cars and taxis	76.0	76.1	75.7	76.0	73.9	71.7	69.5	68.8	68.5	67.4	68.0	16
		Heavy goods vehicles	20.5	20.7	20.8	20.9	19.5	17.9	18.4	18.0	18.0	18.1	18.3	4
		Light vans	15.3	15.7	16.2	16.7	15.9	15.7	16.0	16.1	16.3	16.5	17.1	4
		Buses and coaches	4.6	4.6	4.7	4.7	4.2	4.2	4.3	3.9	3.8	3.8	3.8	1
		Motorcycles and mopeds	0.7	0.7	0.6	0.7	0.6	0.6	0.5	0.5	0.5	0.5	0.5	-
		Other road transport emissions ³	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	-
		Total	117.7	118.4	118.5	119.7	114.7	110.6	109.3	107.9	107.6	106.8	108.2	26
	Other transport	Rail ⁴	1.9	1.9	1.9	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-
		Domestic aviation	2.3	2.6	2.4	2.3	2.2	1.9	1.8	1.7	1.6	1.6	1.5	-
		Domestic shipping ¹	2.5	2.6	2.6	2.6	2.8	2.6	2.6	2.5	2.4	2.3	2.4	1
		Other ⁵	3.5	3.3	3.9	4.2	3.7	3.4	3.3	3.2	3.0	2.7	2.5	1
		Total	10.2	10.4	10.9	11.1	10.6	9.9	9.6	9.3	9.0	8.6	8.4	2
	Total domestic transport		127.9	128.8	129.4	130.8	125.3	120.5	119.0	117.2	116.6	115.4	116.6	28
Net domestic emissions all sources			557.5	554.1	551.7	542.5	528.5	477.5	495.8	452.6	472.1	463.3	422.0	100
International emissions (Memo items)⁶		International aviation	32.3	34.9	35.4	35.2	34.4	32.6	31.6	33.0	32.2	32.4	32.6	.
		International shipping ¹	7.2	7.7	10.0	9.5	11.1	10.6	9.0	10.0	8.5	8.3	7.5	.
(b) By end user²														<i>Percent of all domestic in 2014</i>
Domestic transport		Road	132.5	134.0	132.9	133.8	127.9	123.8	122.6	120.5	119.3	118.0	119.5	28
		Rail ⁴	4.3	4.3	4.4	4.4	4.3	4.2	4.3	4.2	4.5	4.3	4.0	1
		Domestic aviation	2.6	2.9	2.8	2.6	2.5	2.2	2.0	1.9	1.8	1.8	1.7	-
		Domestic shipping ¹	2.9	3.0	2.9	2.9	3.1	2.9	2.9	2.7	2.6	2.5	2.6	1
		Other ⁵	3.9	3.7	4.4	4.7	4.1	3.8	3.7	3.6	3.3	3.0	2.8	1
		Total	146.2	147.9	147.3	148.4	141.8	136.9	135.5	132.9	131.5	129.7	130.6	31
Net domestic emissions all end users			557.5	554.1	551.7	542.5	528.5	477.5	495.8	452.6	472.1	463.3	422.0	100
(c) By industry⁷														<i>Percent of all sectors in 2014</i>
Transport and storage industries	SIC 2007 code⁷	Industry												
	49.1+ 49.2	Rail transport	2.2	2.3	2.3	2.4	2.4	2.3	2.4	2.4	2.4	2.4	2.5	-
	49.31/9 + 49.39	Buses, coaches, trams, etc	5.4	5.4	5.5	5.6	5.1	5.1	5.2	4.8	4.6	4.7	4.7	1
	49.31/1	Underground and metro	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-
	49.32	Taxi operation	2.3	2.4	2.5	2.6	2.6	2.7	2.7	2.8	2.8	2.8	3.0	1
	49.4	Road freight and removal services	13.8	13.7	13.7	13.9	12.9	11.1	11.4	11.1	11.0	11.0	11.2	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	-
	50	Water transport services	28.3	28.0	19.9	19.4	18.2	15.4	16.3	17.9	14.3	11.8	17.8	3
	51	Air transport services	39.2	42.5	43.2	43.7	43.3	41.1	40.0	42.0	40.5	40.2	40.2	8
	52	Warehousing and transport support	1.1	1.2	1.3	1.3	1.4	1.2	1.2	1.2	1.2	1.2	1.2	-
	53	Postal and courier services	1.4	1.5	1.4	1.5	1.7	1.6	1.8	1.7	1.7	1.7	1.7	-
	H	All transport and storage industries	93.9	97.2	90.0	90.6	87.8	80.8	81.3	84.1	78.8	76.1	82.6	16
Household private transport			68.3	68.6	68.5	68.8	67.4	66.4	64.8	64.2	64.1	64.4	64.9	13
Total emissions all sectors			638.2	639.5	631.0	623.4	610.9	556.4	578.3	539.2	555.3	547.9	516.4	100

1. UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years.

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), emissions from the evaporation of engine lubricants and urea use.

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', 'aircraft support vehicles' and 'railway-stationary combustion'.

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 - Ricardo-AEA/DECC (NAEI)
Office for National Statistics (Environmental Accounts)
Last updated: December 2016
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Table TSGB0308 (ENV0301)
Air pollutant emissions by transport mode, United Kingdom: from 2000¹

	Thousand tonnes/percentage													Per cent of total in 2014		
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		2013	2014
(a) Carbon monoxide (CO)																
Transport emissions																
Road transport																
Cars and taxis ¹	2,423	2,210	1,999	1,801	1,636	1,445	1,267	1,078	972	716	602	482	421	353	321	16
Light vans	326	266	214	177	150	124	115	102	90	83	78	71	66	61	56	3
Heavy goods vehicles	42	41	41	41	42	42	39	35	35	31	31	30	29	27	24	1
Buses and coaches	10	9	9	9	8	8	8	8	7	7	7	7	6	6	6	-
Motorcycles and mopeds	89	87	87	92	80	77	67	64	54	50	42	39	35	31	29	1
Total	2,890	2,614	2,350	2,121	1,916	1,695	1,499	1,291	1,158	887	760	629	558	479	436	21
Other transport																
Rail	6	6	6	6	6	7	8	8	8	8	8	8	9	9	8	-
Aviation - LTO ²	55	59	50	47	55	56	52	35	31	24	8	8	8	9	8	-
Domestic shipping	23	23	25	26	27	28	29	31	32	33	33	33	34	34	36	2
Other	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	-
Total	85	89	82	80	89	93	91	76	73	67	51	51	52	53	55	3
Transport total	2,976	2,703	2,432	2,201	2,005	1,788	1,590	1,366	1,231	954	811	680	609	532	491	24
National total reported to the UNECE	4,672	4,442	3,991	3,705	3,423	3,135	2,982	2,736	2,606	2,212	2,158	1,993	1,980	2,019	2,072	100
Transport memo items³																
Aviation - cruise ²	18	17	16	16	17	18	19	18	18	17	16	17	16	16	16	-
International shipping	15	16	12	15	17	18	23	22	25	24	21	23	20	19	17	-
(b) Nitrogen oxides (NO_x)																
Transport emissions																
Road transport																
Cars and taxis	400	373	344	312	290	271	256	234	227	177	165	159	154	150	149	16
Light vans	84	81	77	75	74	72	71	70	66	63	63	61	61	61	63	7
Heavy goods vehicles	187	185	181	178	177	172	168	168	151	121	113	100	88	75	64	7
Buses and coaches	50	48	47	47	44	43	43	42	37	36	35	31	28	26	23	2
Motorcycles and mopeds	1	2	2	2	2	2	1	1	1	1	1	1	1	1	1	-
Total	722	689	650	614	587	560	539	516	483	399	376	352	331	313	300	32
Other transport																
Rail	35	34	35	35	36	38	38	38	38	38	38	41	40	39	39	4
Aviation - LTO ²	11	11	11	11	13	14	14	13	12	12	11	11	11	11	11	1
Domestic shipping	44	43	44	43	44	45	43	43	41	39	38	38	36	34	36	4
Other	6	6	6	6	6	6	6	5	5	4	4	4	4	3	3	-
Total	97	93	96	95	98	102	100	99	96	93	91	94	90	88	89	9
Transport total	819	782	746	709	685	662	639	615	580	491	467	446	421	401	389	41
National total reported to the UNECE	1,833	1,805	1,701	1,674	1,625	1,616	1,564	1,495	1,347	1,166	1,144	1,062	1,084	1,035	948	100
Transport memo items³																
Aviation - cruise ²	138	136	135	140	153	167	171	170	168	162	158	165	163	166	169	-
International shipping	141	144	110	131	151	162	210	221	259	247	208	234	196	190	171	-

TSG0308 (ENV0301 continued)
Air pollutant emissions from transport, United Kingdom: from 2000¹

	Thousand tonnes/percentage											Per cent of total in 2014				
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010		2011	2012	2013	2014
(c) Particulates (PM₁₀) - airborne particulate matter with aerodynamic diameter less than 10 micrometres																
Transport emissions																
Road transport																
Cars and taxis	7.1	7.0	6.7	6.5	6.3	6.2	6.0	5.8	5.9	5.8	5.4	4.6	4.3	3.9	3.4	2
Light vans	7.1	7.1	6.5	6.3	6.1	5.8	5.2	4.8	4.3	4.0	4.0	3.5	3.1	2.6	2.2	1
Heavy goods vehicles	5.2	4.8	4.5	4.2	3.9	3.6	3.4	3.1	2.5	2.0	1.8	1.6	1.4	1.2	1.0	1
Buses and coaches	1.4	1.2	1.1	1.0	0.9	0.8	0.7	0.7	0.6	0.5	-	-	-	-	-	-
Motorcycles and mopeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tyre and brake wear	8.8	8.8	9.0	9.1	9.2	9.2	9.3	9.4	9.3	9.1	9.0	9.0	8.9	9.0	9.2	6
Road abrasion	4.6	4.7	4.8	4.8	4.9	4.9	5.0	5.0	4.9	4.8	4.8	4.7	4.7	4.7	4.8	3
Total	34.3	33.8	32.7	32.0	31.5	30.6	29.8	28.9	27.5	26.3	25.6	23.8	22.8	21.8	20.9	14
Other transport																
Rail	1.6	1.5	1.4	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.3	1
Aviation - LTO ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Domestic shipping	3.2	3.1	3.2	3.2	3.2	3.3	3.2	2.4	2.3	2.2	2.2	2.2	2.1	2.0	2.1	1
Other	0.5	0.5	0.5	0.5	-	-	-	-	-	-	-	-	-	-	-	-
Total	5.4	5.2	5.2	5.1	5.1	5.3	5.1	4.2	4.1	4.0	3.9	4.0	3.8	3.7	3.7	2
Transport total																
National total reported to the UNECE	39.7	39.0	37.9	37.1	36.6	35.9	34.9	33.2	31.7	30.4	29.5	27.8	26.7	25.5	24.6	17
Road transport resuspension⁴	193.5	189.1	166.2	168.4	162.7	161.8	159.2	155.4	151.4	140.0	149.0	138.3	145.5	151.4	148.4	100
Aviation - cruise ²	19.3	19.6	20.1	20.2	20.5	20.5	20.8	21.0	20.8	20.6	20.3	20.3	20.3	20.3	20.8	-
International shipping	1.9	1.8	1.8	1.9	2.0	2.2	2.2	2.2	2.2	2.1	2.0	2.1	2.0	2.0	2.0	-
Transport memo items³	5.9	5.6	4.6	5.6	7.7	9.0	11.5	15.2	18.7	17.5	14.5	16.7	12.9	11.6	10.0	-
(d) Particulates (PM_{2.5}) - airborne particulate matter with aerodynamic diameter less than 2.5 micrometres																
Transport emissions																
Road transport																
Cars and taxis	6.8	6.6	6.3	6.1	6.0	5.9	5.7	5.5	5.6	5.5	5.1	4.3	4.1	3.7	3.2	3
Light vans	6.7	6.7	6.2	6.0	5.8	5.5	5.0	4.6	4.1	3.8	3.8	3.3	2.9	2.5	2.1	2
Heavy goods vehicles	4.9	4.6	4.2	3.9	3.7	3.5	3.2	2.9	2.4	1.9	1.8	1.5	1.3	1.1	0.9	1
Buses and coaches	1.3	1.2	1.0	1.0	0.8	0.7	0.7	0.6	0.5	-	-	-	-	-	-	-
Motorcycles and mopeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tyre and brake wear	4.9	4.9	5.0	5.1	5.1	5.1	5.2	5.3	5.2	5.1	5.0	5.0	5.0	5.0	5.1	5
Road abrasion	2.5	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7	2.6	2.6	2.6	2.6	2.6	2.6	3
Total	27.2	26.7	25.6	24.9	24.3	23.5	22.6	21.7	20.5	19.5	18.8	17.2	16.3	15.3	14.3	14
Other transport																
Rail	1.5	1.4	1.3	1.3	1.2	1.3	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.2	1
Aviation - LTO ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Domestic shipping	3.0	2.9	3.0	3.0	3.0	3.1	3.0	2.3	2.2	2.1	2.1	2.1	2.0	1.9	2.0	2
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	5.1	4.9	4.9	4.8	4.8	5.0	4.8	4.0	3.9	3.8	3.7	3.7	3.6	3.5	3.5	3
Transport total																
National total reported to the UNECE	32.4	31.6	30.5	29.7	29.1	28.4	27.4	25.7	24.4	23.2	22.5	21.0	19.9	18.7	17.8	17
Road transport resuspension⁴	130.0	128.2	112.5	112.8	109.7	108.4	106.8	103.9	104.4	97.9	106.3	96.7	102.9	108.4	105.1	100
Aviation - cruise ²	5.6	5.7	5.8	5.9	5.9	5.9	6.0	6.1	6.0	6.0	5.9	5.9	5.9	5.9	6.0	-
International shipping	1.9	1.8	1.8	1.9	2.0	2.2	2.2	2.2	2.2	2.1	2.0	2.1	2.0	2.0	2.0	-
Transport memo items³	5.6	5.3	4.4	5.3	7.3	8.5	10.9	14.4	17.7	16.6	13.8	15.8	12.2	11.0	9.4	-

TSGB0308 (ENV0301 continued)
Air pollutant emissions from transport, United Kingdom: from 2000¹

	Thousand tonnes/percentage											Per cent of total in 2014				
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010		2011	2012	2013	2014
(e) Benzene																
Transport emissions																
Road transport⁵	7.6	8.5	7.9	7.2	6.5	5.8	5.3	4.5	4.1	2.5	2.0	1.6	1.3	1.0	0.8	7
Cars and taxis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Light vans	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heavy goods vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Buses and coaches	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motorcycles and mopeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Petrol evaporation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	8.6	9.6	8.8	8.0	7.2	6.5	5.8	5.0	4.5	2.8	2.3	1.9	1.5	1.2	1.0	10
Other transport																
Rail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aviation - LTO ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Domestic shipping	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.6	5
Transport total	9.1	10.1	9.3	8.5	7.8	7.0	6.4	5.5	5.1	3.4	2.9	2.4	2.1	1.8	1.5	15
National total reported to the UNECE	19.1	19.7	18.2	17.5	17.0	16.1	15.3	14.4	13.9	11.7	11.9	10.6	11.0	11.1	10.3	100
Transport memo items³																
Aviation - cruise ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
International shipping	0.8	0.9	0.7	0.8	0.9	1.0	1.3	1.2	1.4	1.3	1.1	1.3	1.1	1.1	1.0	-

(f) 1,3-butadiene

	Thousand tonnes/percentage											Per cent of total in 2014				
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010		2011	2012	2013	2014
(f) 1,3-butadiene																
Transport emissions																
Road transport	2.6	2.4	2.0	1.7	1.4	1.2	1.0	0.8	0.7	-	-	-	-	-	-	8
Cars and taxis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Light vans	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heavy goods vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Buses and coaches	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Motorcycles and mopeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Total	3.4	3.0	2.6	2.2	1.9	1.6	1.4	1.2	1.0	0.7	0.6	-	-	-	-	15
Other transport																
Rail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Aviation - LTO ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Domestic shipping	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
Transport total	3.5	3.2	2.7	2.3	2.0	1.7	1.5	1.3	1.1	0.8	0.7	0.6	0.5	-	-	22
National total reported to the UNECE	4.9	4.6	4.0	3.7	3.4	3.1	2.9	2.7	2.5	2.3	2.3	2.0	1.9	1.9	1.8	100
Transport memo items³																
Aviation - cruise ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TSG0308 (ENV0301 continued)

Air pollutant emissions from transport, United Kingdom: from 2000¹

	Tonnes/percentage															
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2014
	Per cent of total in 2014															
(g) Lead (Pb)																
Transport emissions	Road transport⁵															
	1.5	1.4	1.3	1.3	1.3	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2.2	2.0	2.0	2.0	2.0	2.1	2.1	1.7	1.7	1.6	1.6	1.6	1.6	1.6	1.6	2
Other transport	Road transport⁵															
	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	-	-
	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1
	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.8	0.8	0.8	0.8	0.8	0.8	1
Total	3.2	3.0	2.9	2.9	3.0	3.1	3.1	2.7	2.6	2.5	2.4	2.4	2.4	2.4	2.4	4
Transport total	152.4	145.7	134.5	119.5	118.0	108.3	89.9	80.9	74.9	63.0	61.5	61.3	64.6	62.1	66.1	100
National total reported to the UNECE																
Transport memo items³	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.5	0.5	0.6	-
	0.8	0.8	0.6	0.7	0.9	1.0	1.3	1.3	1.6	1.5	1.3	1.4	1.2	1.1	1.0	-

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(h) Sulphur dioxide (SO₂)

	Thousand tonnes/percentage															
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2014
Transport emissions	Road transport⁵															
	5.4	3.0	2.7	2.7	2.5	2.3	2.2	2.0	1.6	1.1	1.0	1.0	1.0	1.0	1.0	1.0
	0.5	0.4	0.4	0.4	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	0.5	0.5	0.5	0.5	0.5	0.4	0.3	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	6.6	4.1	3.7	3.7	3.4	3.1	2.8	2.4	1.8	1.2	1.2	1.2	1.2	1.2	1.2	-
Other transport	Road transport⁵															
	1.4	1.3	1.5	1.7	1.7	1.7	1.9	1.9	1.2	1.3	1.1	0.6	0.2	0.2	0.2	-
	0.7	0.8	0.6	0.7	0.8	0.9	1.0	0.9	0.9	0.7	0.7	0.8	1.0	1.0	1.3	-
	20.7	20.0	20.9	20.5	20.6	21.4	20.5	15.0	10.9	10.3	8.0	7.3	6.7	6.2	6.2	2
	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.2	0.2	0.2	-	-	-	-	-
	23.1	22.3	23.3	23.3	23.6	24.4	23.9	18.2	13.3	12.5	10.0	8.7	8.0	7.4	7.7	2
Total	29.7	26.4	27.1	27.0	27.0	27.5	26.7	20.6	15.1	13.7	11.2	9.9	9.2	8.6	8.8	3
Transport total	1,219.4	1,134.6	1,013.7	990.7	833.7	710.6	669.3	588.5	491.0	400.1	422.5	392.3	438.7	385.6	307.3	100
National total reported to the UNECE																
Transport memo items³	6.7	7.2	5.9	6.9	8.2	8.9	10.6	9.4	10.1	8.3	8.2	9.0	12.5	11.8	15.0	-
	46.3	43.4	36.2	44.7	63.3	74.9	96.4	130.5	131.9	115.2	84.7	76.4	69.8	58.5	50.3	-

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: Ricardo - AEA/DEFRA (NAEI)
 Last updated: December 2016
 Next update: December 2017
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Table TSGB0309 (ENV0302)

Emissions for road vehicles (per vehicle kilometre) in urban conditions: Great Britain¹

				Index: Petrol car without three-way catalyst: pre 1993 = 100 ²			
Legislative vehicle class				Carbon monoxide	Hydrocarbons ³	Oxides of nitrogen	Particulates ^{2, 4}
Petrol cars	Without three-way catalyst	Pre-Euro 1	pre 1993	100	100	100	2
		Euro 1	1993-1996	20	11	13	2
	With three-way catalyst	Euro 2	1997-2000	8	4	7	2
		Euro 3	2001-2005	7	1	3	1
		Euro 4	2006-2010	3	1	2	1
	Euro 5	2010-	3	0	1	1	
Diesel cars		Pre-Euro 1	pre 1993	8	8	27	100
		Euro 1	1993-1996	4	3	28	32
		Euro 2	1997-2000	3	3	29	25
		Euro 3	2001-2005	1	1	33	16
		Euro 4	2006-2010	1	1	23	16
	Euro 5	2010-	0.5	1	26	1.3	
Petrol light vans	Without three-way catalyst	Pre-Euro 1	pre 1994	137	109	137	2
		Euro 1	1994-1997	34	13	20	2
	With three-way catalyst	Euro 2	1998-2000	21	2	7	2
		Euro 3	2001-2005	17	2	4	1
		Euro 4	2006-2011	9	1	2	1
	Euro 5	2011-	5	0	1	1	
Diesel light vans		Pre-Euro 1	pre 1994	14	8	62	170
		Euro 1	1994-1997	4	9	51	37
		Euro 2	1998-2001	4	10	51	37
		Euro 3	2002-2005	4	6	43	25
		Euro 4	2006-2011	3	2	35	13
	Euro 5	2011-	0	2	30	1	
Rigid HGVs		Pre-Euro I	pre 1993	28	58	434	215
		Euro I	1993-1996	17	25	298	141
		Euro II	1997-2001	14	17	322	69
		Euro III	2002-2005	17	16	252	70
		Euro IV	2006-2008	9	3	175	16
		Euro V	2008-2013	13	3	142	20
	Euro VI	2013-	2	2	11	2	
Artic HGVs		Pre-Euro I	pre 1993	33	43	697	283
		Euro I	1993-1996	29	40	488	220
		Euro II	1997-2001	23	26	519	119
		Euro III	2002-2005	27	25	416	110
		Euro IV	2006-2008	13	5	285	26
		Euro V	2008-2013	21	4	189	30
	Euro VI	2013-	2	3	13	3	
Buses and coaches		Pre-Euro I	pre 1993	39	79	527	266
		Euro I	1993-1996	21	27	353	158
		Euro II	1997-2001	17	19	381	85
		Euro III	2002-2005	19	18	298	82
		Euro IV	2006-2007	10	4	205	20
		Euro V	2008-2013	16	3	171	23
	Euro VI	2013-	2	2	13	2	
Motorcycles	Less than 50cc - two stroke	Pre-Euro 1	pre 2000	192	700	3	104
		Euro 1	2000-2004	87	63	11	24
		Euro 2	2004-2006	55	66	8	4
		Euro 3	2006-	35	45	8	2
	Greater than 50cc - two stroke	Pre-Euro 1	pre 2000	208	631	1	118
		Euro 1	2000-2004	137	194	2	47
		Euro 2	2004-2006	109	105	2	24
		Euro 3	2006-	60	66	1	7
	Greater than 50cc - four stroke	Pre-Euro 1	pre 2000	236	137	12	12
		Euro 1	2000-2004	135	76	13	12
		Euro 2	2004-2006	34	27	7	3
		Euro 3	2006-	19	17	5	3

1. The factors provided here have been derived from the 2014 National Atmospheric Emissions Inventory (NAEI) based on factors provided from the tool developed for the European Environment Agency, "Computer Programme to Calculate Emissions from Road Transport", referred to as COPERT 4 (version 11.0) (see notes and definitions).

2. Particulates index is diesel car: pre 1993 =100.

3. The hydrocarbons figures are based on non-methane hydrocarbons.

4. For particulates, legislative standards exist only for diesel vehicles. This particulates index applies to both PM10 and PM2.5.

Source - National Atmospheric Emissions Inventory

(Ricardo Energy and Environment)

Last Updated: December 2016

Next update: December 2017

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

Table TSGB0310 (ENV0303)

Aircraft noise: population affected by noise around airports: 2000 to 2014

		square km/thousands															
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
Heathrow ¹	Air transport movements (000's)	459.7	457.6	460.3	457.1	469.8	472	470.9	475.8	473.2	460.2	449.3	476.3	471.4	469.6	471.0	
	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	110.1	107.3	104.9
		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	34.3	34.6	33.8
		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	10.3	9.8	9.4
	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	243.4	239.6	264.3	270.1
		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	42.4	50.7	47.1
		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	3.3	3.6	3.5	3.3
	Gatwick	Air transport movements (000's)	251.2	244.0	233.6	234.5	241.2	252.0	254.4	258.9	256.4	245.4	233.6	244.6	240.4	244.3	255.0
		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	41.2	40.9	42.2
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	12.8	12.5	13.0
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	3.7	3.5	3.7
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	3.7	3.3	3.3
		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	0.4	0.4	0.6
		69 Leq contour	0.2	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	0.0	0.0	0.0	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	131.3	131.9	143.0
		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	21.1	20	21.6
	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	6	5.6	6.1
	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	1.6	1.6	1.7
	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	1.3	1.3	1.7
		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	0.1	0.1	0.1
		69 Leq contour	0.2	0.1	0.1	-	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0
	Manchester	Air transport movements (000's)	177.6	182.1	177.5	191.5	208.5	218	213	206.5	191.2	162.1	148.9	158.0	160.5	161.1	163.0
		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	29.3	30.5	30.8
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	9.3	9.6	9.8
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	3.2	3.3	3.3
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	29.1	30.2	32.1
		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	2.3	2.9	3.1
		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	0.1	0.1	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	83.8	84.1	84.9	89.0
		Area (sq km) within:	57 Leq contour	19.0	..	14.8	..	16.2	..	16.8	..	15.6	..	12.9	12.6	12.1
	63 Leq contour		6.2	..	4.4	..	5.1	..	5.2	..	4.6	..	3.9	..	..	3.8	3.5
	69 Leq contour		1.7	..	1.2	..	1.3	..	1.4	..	1.4	..	1.2	..	..	1.2	1.1
	Population (000's) within:	57 Leq contour	33.7	..	23.7	..	26.2	..	26.8	..	22.2	..	18.7	..	..	17.5	15.7
		63 Leq contour	5.5	..	2.6	..	3.8	..	3.6	..	2.4	..	2.0	..	..	1.9	0.7
		69 Leq contour	0.1	..	-	..	-	..	-	..	-	..	-	..	..	0.0	0.0
	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	72.1	71.7	70.9	76.0
		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	14.7	13.8	15.8
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	5.2	4.8	5.5
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	1.4	1.3	1.4
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	7.3	7.1	7.3
		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	1.1	1.1	1.3
		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	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 and 2012. As a result, any year on year comparison for Heathrow and Luton for 2007 onwards should be treated with caution.

Sources - Noise contour data: Major UK airports
Air transport movements: Civil Aviation Authority
Last updated: October 2015
Next update: 2017

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

Table TSGB0311 (ENV0501)

Volume of fuels by fuel type, United Kingdom: April 2014 to April 2015

Fuel type	Supply periods												Total	Percentage of total fuel supply											
	Apr-May	May-Jun	Jun-Jul	Jul-Aug	Aug-Sep	Sep-Oct	Oct-Nov	Nov-Dec	Dec-Jan	Jan-Feb	Feb-Mar	Mar-Apr													
Fossil fuels																									
Diesel	2,164	2,276	2,229	2,317	2,193	2,251	2,407	2,367	2,043	2,352	2,208	2,361	2,361	2,361	2,208	2,361	2,361	2,361	2,361	2,361	2,361	2,361	2,361	27,168	53%
Low sulphur gas oil	425	428	454	541	504	465	444	404	347	447	434	450	450	450	434	450	450	450	450	450	450	450	450	5,341	10%
Petrol	1,431	1,465	1,362	1,495	1,388	1,413	1,428	1,380	1,321	1,385	1,243	1,378	1,378	1,378	1,243	1,378	1,378	1,378	1,378	1,378	1,378	1,378	1,378	16,690	33%
Total	4,021	4,168	4,045	4,352	4,084	4,130	4,278	4,151	3,711	4,184	3,885	4,190	4,190	3,885	4,190	4,190	4,190	4,190	4,190	4,190	4,190	4,190	49,199	97%	
Renewable fuels																									
Biodiesel FAME	81	89	87	90	91	82	81	65	60	40	28	43	43	28	43	43	43	43	43	43	43	43	43	837	2%
Bioethanol	68	70	73	72	66	66	70	67	61	68	60	67	67	60	67	67	67	67	67	67	67	67	67	808	2%
Biogas	-	-	0	-	-	0	-	-	0	-	-	1	1	-	-	-	-	-	-	-	-	-	-	2	0%
Biomethanol	2	2	0	0	2	0	-	3	5	-	8	-	-	8	-	-	-	-	-	-	-	-	-	22	0%
HVO (renewable portion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0%
Off road biodiesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0%
Total	152	160	161	162	159	150	150	134	127	108	97	111	111	97	108	97	108	108	108	108	108	108	1,671	3%	
Total	4,173	4,329	4,207	4,515	4,244	4,279	4,429	4,285	3,838	4,291	3,981	4,300	4,300	3,981	4,291	3,981	4,291	4,291	4,291	4,291	4,291	4,291	50,870	100%	

Source: DfT
 Last updated: December 2016
 Next update: December 2017
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 The figures in this table are outside the scope of National Statistics

Table TSGB0312 (ENV0502)
Carbon and sustainability data of renewable transport fuel, United Kingdom: April 2014 to April 2015

Fuel type	Feedstock	Biofuel production process	Country of origin	Previous land use	Volume, million litres	Volume, % of fuel	Carbon intensity, gCO ₂ e/MJ	GHG saving, %
Biodiesel	Acid oil from UCO	None	Belgium	Waste/non-ag residue	0	0%	29	65
			Germany	Waste/non-ag residue	0	0%	29	65
	None	None	Netherlands	Waste/non-ag residue	0	0%	29	65
			Poland	Waste/non-ag residue	0	0%	29	65
	None	None	Russian Federation	Waste/non-ag residue	0	0%	29	65
			Acid oil from UCO total		0	0%	29	65
	Brown grease	None	Hong Kong	Waste/non-ag residue	1	0%	24	71
			United Kingdom	Waste/non-ag residue	2	0%	14	82
	Brown grease total				3	0%	17	80
	Food waste	None	United Kingdom	Waste/non-ag residue	0	0%	14	83
	Food waste total				0	0%	14	83
	Oilseed rape		Australia	Cropland - non-protected	0	0%	52	36
				Cropland - protected / protection status unknown	2	0%	47	44
				Voluntary scheme - met land criteria	1	0%	51	39
			Bulgaria	Cropland - protected / protection status unknown	1	0%	52	38
				Voluntary scheme - met land criteria	0	0%	52	38
			Czech Republic	Cropland - protected / protection status unknown	0	0%	52	38
				Voluntary scheme - met land criteria	0	0%	52	38
			Denmark	Cropland - protected / protection status unknown	0	0%	52	38
			France	Cropland - protected / protection status unknown	3	0%	48	43
				Voluntary scheme - met land criteria	18	1%	52	38
			Germany	Cropland - non-protected	1	0%	52	38
				Cropland - protected / protection status unknown	9	1%	51	40
				Voluntary scheme - met land criteria	7	0%	52	38
			Hungary	Cropland - protected / protection status unknown	0	0%	52	38
				Voluntary scheme - met land criteria	0	0%	52	38
			Latvia	Cropland - protected / protection status unknown	1	0%	52	38
			Lithuania	Cropland - protected / protection status unknown	0	0%	52	38
				Voluntary scheme - met land criteria	1	0%	52	38
			Poland	Cropland - protected / protection status unknown	2	0%	47	44
				Voluntary scheme - met land criteria	3	0%	52	38
			Romania	Cropland - non-protected	2	0%	52	38
				Cropland - protected / protection status unknown	1	0%	42	50
				Voluntary scheme - met land criteria	1	0%	52	38
			Russian Federation	Voluntary scheme - met land criteria	2	0%	52	38
			Slovakia	Cropland - protected / protection status unknown	0	0%	52	38
			Ukraine	Cropland - protected / protection status unknown	0	0%	42	50
				Voluntary scheme - met land criteria	2	0%	48	42
			United Kingdom	Cropland - protected / protection status unknown	13	1%	50	40
				Voluntary scheme - met land criteria	7	0%	44	47
	Oilseed rape total				77	5%	50	40
	Palm		India	Cropland - protected / protection status unknown	0	0%	41	51
			Indonesia	Cropland - non-protected	3	0%	40	52
				Cropland - protected / protection status unknown	8	0%	42	50
				Voluntary scheme - met land criteria	2	0%	42	50
			Malaysia	Cropland - protected / protection status unknown	5	0%	44	47
				Voluntary scheme - met land criteria	2	0%	42	50
	Palm total				20	1%	42	50
	Palm oil mill effluent	None	Malaysia	Waste/non-ag residue	15	1%	25	71
	Palm oil mill effluent total				15	1%	25	71
	Soapstock acid oil contaminated with sulphur		Brazil	Waste/non-ag residue	3	0%	34	59
		None	Spain	Waste/non-ag residue	4	0%	18	79
			United Kingdom	Waste/non-ag residue	0	0%	21	75
	Soapstock acid oil contaminated with sulphur total				7	0%	24	71
	Soy	None	Argentina	Cropland - protected / protection status unknown	0	0%	43	49
				Voluntary scheme - met land criteria	0	0%	42	50
	Soy total				0	0%	43	49
	Spent bleaching earth	None	Malaysia	Waste/non-ag residue	6	0%	40	52
	Spent bleaching earth total				6	0%	40	52
	Tallow - category 1		Austria	Waste/non-ag residue	2	0%	14	83
			Belarus	Waste/non-ag residue	2	0%	14	83

Fuel type	Feedstock	Biofuel production process	Country of origin	Previous land use	Volume, million litres	Volume, % of fuel	Carbon intensity, gCO ₂ e/MJ	GHG saving, %
			Croatia	Waste/non-ag residue	0	0%	14	83
			Czech Republic	Waste/non-ag residue	1	0%	14	83
			Denmark	Waste/non-ag residue	4	0%	14	83
			Finland	Waste/non-ag residue	1	0%	14	83
			France	Waste/non-ag residue	19	1%	14	83
			Germany	Waste/non-ag residue	24	1%	14	83
			Iran	Waste/non-ag residue	0	0%	14	83
			Ireland, Republic of	Waste/non-ag residue	3	0%	14	83
			Italy	Waste/non-ag residue	0	0%	14	83
		None	Lithuania	Waste/non-ag residue	2	0%	14	83
			Netherlands	Waste/non-ag residue	2	0%	14	83
			Poland	Waste/non-ag residue	3	0%	14	83
			Russian Federation	Waste/non-ag residue	2	0%	14	83
			Serbia	Waste/non-ag residue	1	0%	14	83
			Slovakia	Waste/non-ag residue	1	0%	14	83
			Slovenia	Waste/non-ag residue	0	0%	14	83
			Spain	Waste/non-ag residue	12	1%	14	83
			Switzerland	Waste/non-ag residue	4	0%	14	83
			United Kingdom	Waste/non-ag residue	60	4%	14	83
			Uruguay	Waste/non-ag residue	1	0%	14	83
					145	9%	14	83
Tallow - category 1 total								
			Brazil	Waste/non-ag residue	2	0%	14	83
		None	Iran	Waste/non-ag residue	0	0%	21	75
			Ireland, Republic of	Waste/non-ag residue	0	0%	21	75
			United Kingdom	Waste/non-ag residue	1	0%	19	77
					3	0%	16	81
Tallow - category 3 or unknown total								
		Used cooking oil	Algeria	Waste/non-ag residue	0	0%	14	83
			Argentina	Waste/non-ag residue	5	0%	14	83
			Aruba	Waste/non-ag residue	0	0%	14	83
			Australia	Waste/non-ag residue	2	0%	14	83
			Austria	Waste/non-ag residue	1	0%	14	83
			Belarus	Waste/non-ag residue	0	0%	14	83
			Belgium	Waste/non-ag residue	12	1%	14	83
			Brazil	Waste/non-ag residue	0	0%	14	83
			Bulgaria	Waste/non-ag residue	3	0%	14	83
			Canada	Waste/non-ag residue	3	0%	14	83
			Chile	Waste/non-ag residue	3	0%	15	82
			China	Waste/non-ag residue	5	0%	14	83
			Colombia	Waste/non-ag residue	0	0%	14	83
			Croatia	Waste/non-ag residue	0	0%	14	83
			Cyprus	Waste/non-ag residue	0	0%	14	83
			Czech Republic	Waste/non-ag residue	6	0%	14	83
			Denmark	Waste/non-ag residue	0	0%	14	83
			Egypt	Waste/non-ag residue	1	0%	14	83
			Estonia	Waste/non-ag residue	0	0%	14	83
			Finland	Waste/non-ag residue	1	0%	14	83
			France	Waste/non-ag residue	9	1%	14	83
			Germany	Waste/non-ag residue	21	1%	14	83
			Hong Kong	Waste/non-ag residue	5	0%	14	83
			India	Waste/non-ag residue	0	0%	14	83
			Indonesia	Waste/non-ag residue	4	0%	14	83
			Iraq	Waste/non-ag residue	0	0%	14	83
			Ireland, Republic of	Waste/non-ag residue	2	0%	14	83
			Italy	Waste/non-ag residue	2	0%	14	83
			Japan	Waste/non-ag residue	1	0%	14	83
			Jordan	Waste/non-ag residue	1	0%	14	83
			Kenya	Waste/non-ag residue	0	0%	14	83
			Latvia	Waste/non-ag residue	0	0%	14	83
		None	Lebanon	Waste/non-ag residue	2	0%	14	83
			Lithuania	Waste/non-ag residue	0	0%	14	83
			Luxembourg	Waste/non-ag residue	0	0%	14	83
			Malaysia	Waste/non-ag residue	11	1%	22	73
			Mexico	Waste/non-ag residue	0	0%	14	83
			Morocco	Waste/non-ag residue	0	0%	14	83
			Netherlands	Waste/non-ag residue	52	3%	14	83

Table TSGB0312 (ENV0502 continued)
Carbon and sustainability data of renewable transport fuel, United Kingdom: April 2014 to April 2015

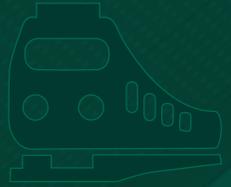
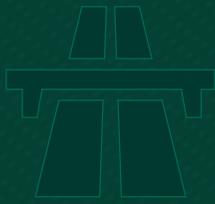
Fuel type	Feedstock	Biofuel production process	Country of origin	Previous land use	Volume, million litres	Volume, % of fuel	Carbon intensity, gCO ₂ e/MJ	GHG saving, %
Bioethanol	Barley	None	Germany	Voluntary scheme - met land criteria	0	0%	39	53
			United Kingdom	Voluntary scheme - met land criteria	18	1%	40	52
	Barley total				18	1%	40	52
	Com. EC							
			Belgium	Voluntary scheme - met land criteria				
			Bulgaria	Cropland - protected / protection status unknown	1	0%	34	59
				Voluntary scheme - met land criteria	1	0%	38	55
			France	Voluntary scheme - met land criteria	16	1%	23	72
			Hungary	Cropland - protected / protection status unknown	0	0%	33	61
				Voluntary scheme - met land criteria	8	0%	39	53
	None		Netherlands	Voluntary scheme - met land criteria	0	0%	38	55
			Poland	Voluntary scheme - met land criteria	1	0%	41	51
			Romania	Voluntary scheme - met land criteria	6	0%	17	79
			Spain	Cropland - non-protected	2	0%	33	61
				Cropland - protected / protection status unknown	0	0%	32	62
				Voluntary scheme - met land criteria	12	1%	32	61
			Ukraine	Voluntary scheme - met land criteria	0	0%	24	71
			Belgium	Voluntary scheme - met land criteria	1	0%	38	55
			Bulgaria	Voluntary scheme - met land criteria	2	0%	38	55
			France	Cropland - non-protected	4	0%	18	79
				Cropland - protected / protection status unknown	8	0%	19	77
			Hungary	Voluntary scheme - met land criteria	43	3%	24	71
			Romania	Voluntary scheme - met land criteria	8	0%	37	56
				Cropland - protected / protection status unknown	0	0%	43	49
				Voluntary scheme - met land criteria	15	1%	35	58
			Spain	Voluntary scheme - met land criteria	67	4%	32	62
			United Kingdom	Voluntary scheme - met land criteria	0	0%	30	64
	Corn, EC total				194	12%	29	65
	Corn, non-EC							
			Serbia	Cropland - protected / protection status unknown	0	0%	42	50
				Voluntary scheme - met land criteria	9	1%	31	63
			Ukraine	Cropland - protected / protection status unknown	4	0%	20	76
				Voluntary scheme - met land criteria	105	6%	27	68
			United States	Voluntary scheme - met land criteria	4	0%	38	55
				Waste/non-ag residue	122	7%	27	67
	Corn, non-EC total				2	0%	24	71
	Food waste							
					2	0%	24	71
	Food waste total							
	Starch slurry							
			Belgium	Waste/non-ag residue	34	2%	21	75
			France	Waste/non-ag residue	42	3%	19	77
			Netherlands	Waste/non-ag residue	1	0%	34	50
	Starch slurry total				77	5%	20	76
	Sugar beet							
			Belgium	Voluntary scheme - met land criteria	2	0%	40	52
			France	Voluntary scheme - met land criteria	67	4%	39	53
			Germany	Voluntary scheme - met land criteria	5	0%	40	52
			United Kingdom	Cropland - non-protected	30	2%	26	69
				Voluntary scheme - met land criteria	38	2%	25	70
	Sugar beet total				142	9%	33	61
	Sugar cane							
			Brazil	Voluntary scheme - met land criteria	7	0%	33	61
			Costa Rica	Voluntary scheme - met land criteria	4	0%	24	71
			Guatemala	Voluntary scheme - met land criteria	6	0%	24	71
			Nicaragua	Voluntary scheme - met land criteria	2	0%	24	71
			Peru	Voluntary scheme - met land criteria	3	0%	23	72
	Sugar cane total				22	1%	27	66
	Wheat							
			Belgium	Voluntary scheme - met land criteria	3	0%	31	62
			Czech Republic	Voluntary scheme - met land criteria	0	0%	42	50
			France	Voluntary scheme - met land criteria	9	1%	44	46
			Germany	Voluntary scheme - met land criteria	1	0%	38	55
			Hungary	Voluntary scheme - met land criteria	0	0%	28	67
			Latvia	Voluntary scheme - met land criteria	0	0%	28	67
			Slovakia	Voluntary scheme - met land criteria	0	0%	42	50
			United Kingdom	Voluntary scheme - met land criteria	19	1%	43	49
			United States	Voluntary scheme - met land criteria	0	0%	48	43
			Czech Republic	Voluntary scheme - met land criteria	6	0%	42	50

Fuel type	Feedstock	Biofuel production process	Country of origin	Previous land use	Volume, million litres	Volume, % of fuel	Carbon intensity, gCO ₂ e/MJ	GHG saving, %
		Lignite as process fuel in CHP plant	Germany	Voluntary scheme - met land criteria	1	0%	42	50
			Poland	Voluntary scheme - met land criteria	1	0%	42	50
			Slovakia	Voluntary scheme - met land criteria	0	0%	42	50
			France	Voluntary scheme - met land criteria	44	3%	43	49
		Natural gas as process fuel in CHP plant	United Kingdom	Cropland - non-protected	34	2%	43	49
				Cropland - protected / protection status unknown	0	0%	40	52
		Natural gas as process fuel in conventional boiler	United Kingdom	Voluntary scheme - met land criteria	113	7%	40	52
			United States	Voluntary scheme - met land criteria	0	0%	44	47
				Voluntary scheme - met land criteria	0	0%	48	43
		Wheat total			231	14%	41	51
Bioethanol total					808	48%	32	61

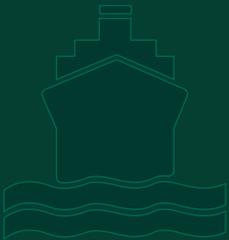
Table TSG0312 (ENV0502 continued)
Carbon and sustainability data of renewable transport fuel, United Kingdom: April 2014 to April 2015

Fuel type	Feedstock	Biofuel production process	Country of origin	Previous land use	Volume, million litres	Volume, % of fuel	Carbon intensity, gCO ₂ e/MJ	GHG saving, %
Biogas	Municipal/organic waste	None	United Kingdom	Waste/non-ag residue	2	0%	10	88
Biogas total	Municipal organic waste total				2	0%	10	88
Biomethanol	Crude glycerine							
			Argentina	Waste/non-ag residue	2	0%	10	88
			Belgium	Waste/non-ag residue	0	0%	25	70
			Brazil	Waste/non-ag residue	0	0%	25	70
			France	Waste/non-ag residue	1	0%	25	70
			Germany	Waste/non-ag residue	0	0%	25	70
			Greece	Waste/non-ag residue	0	0%	25	70
		None	Netherlands	Waste/non-ag residue	0	0%	25	70
			Poland	Waste/non-ag residue	0	0%	25	70
			Portugal	Waste/non-ag residue	0	0%	25	70
			Spain	Waste/non-ag residue	0	0%	25	70
			United Kingdom	Waste/non-ag residue	0	0%	25	70
			United States	Waste/non-ag residue	0	0%	25	70
				Waste/non-ag residue	1	0%	25	70
Crude glycerine total					1	0%	25	70
Municipal organic waste		None	Netherlands	Waste/non-ag residue	4	0%	29	66
Municipal organic waste total					4	0%	29	66
Sugar beet		None	Netherlands	Voluntary scheme - met land criteria	5	0%	49	42
Sugar beet total					5	0%	49	42
Sugar beet tops, tails, chips & process water	None		Netherlands	Waste/non-ag residue	10	1%	41	51
Sugar beet tops, tails, chips & process water total					10	1%	41	51
Palm		None	Indonesia	Cropland - non-protected	20	1%	40	52
Palm total					20	1%	40	52
Brown grease		None	United Kingdom	Waste/non-ag residue	0	0%	52	38
Brown grease total					0	0%	52	38
Used cooking oil		None	United Kingdom	Waste/non-ag residue	2	0%	14	83
Used cooking oil total					2	0%	14	83
Off road biodiesel total					2	0%	14	83
Oilseed rape		None	United Kingdom	Waste/non-ag residue	1,669	100%	26	70
Oilseed rape total					1,669	100%	26	70
Used cooking oil		None	United Kingdom	Waste/non-ag residue	1	0%	14	83
Used cooking oil total					1	0%	14	83
Off road biodiesel total					1	0%	14	83
Biofuel total					1,744	100%	26	69

Source: DfT
Last updated: December 2016
Next update: December 2017
Telephone: 020 7944 8555
Email: rfo-compliance@df.t.gsi.gov.uk
The figures in this table are outside the scope of National Statistics



Freight



1,650 million tonnes

lifted by Great Britain registered Heavy Goods Vehicles across the UK in 2015



Table TSGB0401

Domestic freight transport, by mode: 1953 to 2015

For greater detail for the years 2008 to 2015 see Table TSGB0403

Year ¹	Goods moved (billion tonne kilometres)					Goods lifted (million tonnes)				
	Road ²	Rail ³	Water	Pipeline ⁴	All modes	Road ²	Rail ³	Water	Pipeline ⁴	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	17	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	12	60	10	183	1,400	65	140	88	1,693
1985	103	16	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	18	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	157	21	43	10	231	1,694	102	104	151	2,051
2012	162	21	35	10	228	1,723	113	96	148	2,080
2013	151	23	29	..	203	1,613	117	91	..	1,821
2014	136	22	27	..	185	1,490	111	95	..	1,695
2015	152	18	31	..	201	1,647	86	98	..	1,831

1. Discontinuities in the series (denoted by lines) are described in detail in the notes and definitions.

2. From 2014, statistics are for heavy goods vehicles only, those over 3.5 tonnes gross vehicle weight.

3. Figures for rail are for financial years (e.g. 2014 will be 2014/15).

4. Pipeline figures are not available from 2013.

Source: Road and water - DfT

Rail - ORR

Pipeline - DECC

Last updated: December 2016

Next update: December 2017

Road: 020 7944 5235

Rail: 020 7944 2419

Water: 020 7944 4892

Table TSGB0402
Domestic freight moved, by commodity: 2015

Commodity	Billion tonne kilometres/percentage								
	Road ²			Rail			Water		
	Billion tonne-kms	Percentage	Billion tonne-kms	Percentage	Billion tonne-kms	Percentage			
Products of agriculture, forestry, raw materials									
Agricultural products	12.8	8.4	0.5	2.5	0.6	1.8			
Coal and lignite	0.9	0.6	4.3	19.7	12.5	39.7			
Metal ore and other mining and quarrying	13.1	8.6	0.5	2.3	0.2	0.6			
Subtotal	26.8	17.6	5.4	24.5	13.2	42.1			
Food products, includ. beverages and tobacco									
Food products	35.2	23.1	0.1	0.3	0	0			
Textile, leather and wood products									
Textiles and textile products; leather and leather products	1.9	1.3	0.0	0.0	0	0			
Wood products	7.7	5.1	0.0	0.0	0	0			
Subtotal	9.6	6.3	0.0	0.0	0	0			
Metal, mineral and chemical products									
Coke and refined petroleum products	6.1	4.0	1.1	5.1	4.5	14.3			
Chemical products	5.9	3.9	0.6	2.8	0	0			
Glass, cement and other non-metallic mineral products	9.9	6.5	4.0	18.1	0	0			
Metal products	5.0	3.3	1.7	7.7	0.1	0.4			
Subtotal	26.9	17.6	7.4	33.7	4.6	14.7			
Machinery and equipment, consumer durables									
Machinery and equipment	3.1	2.0	0.0	0.0	0	0			
Transport equipment	4.2	2.8	0.2	0.7	0.1	0.2			
Furniture	1.9	1.3	0.0	0.0	0	0			
Subtotal	9.2	6.1	0.2	0.7	0.1	0.2			
Other products									
Waste related products	11.3	7.4	0.6	2.8	0	0			
Mail, parcels	4.6	3.0	0.1	0.5	0	0			
Empty containers, pallets and other packaging	4.4	2.9	0.0	0.0	0	0			
Household and office removals	2.7	1.7	0.0	0.0	0	0			
Grouped goods	17.4	11.4	7.5	34.3	0	0			
Unidentifiable goods	3.8	2.5	0.7	3.2	13.5	43.0			
Other goods	0.3	0.2	0.0	0.0	0	0			
Subtotal	44.5	29.2	9.0	40.8	13.5	43.0			
All commodities	152.3	100.0	22.0	100.0	31.4	100.0			

1. Rail data are not directly comparable with other rail figures such as in TSGB0401.

2. Statistics for heavy goods vehicles only, those over 3.5 tonnes gross vehicle weight.

3. The water categories provided by DfT Port Freight Statistics do not all match the NST categories. Unmatched categories are recorded as 'Unidentifiable goods'.

'-' = rounds to zero but different from a real zero □

Source: Road and water - DfT

Rail - ORR/Eurostat

Last updated: December 2016

Next update: December 2017

Road: 020 7944 5235

Rail: 020 7944 2419

Water: 020 7944 4892

Table TSGB0403
Domestic freight transport by mode: 2008 to 2015

	2008	2009	2010	2011	2012	2013	2014	2015
(a) Goods moved Billion tonne kilometres/percentage								
Coke and refined petroleum products								
Road ¹	5.5	4.3	5.9	5.8	7.1	5.3	5.5	6.1
Rail	1.1	1.1	1.0	1.3	0.9	0.0	0.0	1.1
Water	7.6	6.7	5.9	5.4	4.6	5.0	4.1	4.5
ow: coastwise	7.1	5.6	5.4	4.7	3.9	4.3	3.5	4.1
All modes	14.2	12.1	12.8	12.4	12.5	10.3	9.6	11.7
Coal and lignite								
Road ¹	1.7	1.2	1.5	0.7	1.0	1.0	1.1	0.9
Rail	7.2	5.5	6.1	6.4	7.6	9.0	8.5	4.3
Water	29.4	29.9	23.4	24.5	17.8	11.6	8.7	12.5
ow: coastwise	19.8	21.8	16.3	18.2	11.9	7.8	6.9	11.1
All modes	38.3	36.6	31.0	31.6	26.4	21.5	18.3	17.7
Other freight								
Road ¹	138.6	119.7	131.4	138.7	142.1	133.0	129.3	145.3
Rail	12.8	12.6	11.5	13.4	13.0	13.4	13.7	16.5
Water	12.7	11.9	12.6	13.1	13.1	12.5	14.2	14.4
All modes	164.0	144.2	155.6	165.2	168.2	158.9	157.2	176.3
All traffic								
Road ¹	145.8	125.2	138.9	145.2	150.1	139.2	135.9	152.3
Rail	21.1	19.2	18.6	21.0	21.4	22.4	22.1	22.0
Water	49.7	48.6	41.9	43.0	35.5	29.1	27.0	31.4
All modes	216.5	192.9	199.3	209.2	207.1	190.7	185.1	205.7
Percentage of all traffic								
Road ¹	67	65	70	69	72	73	73	74
Rail	10	10	9	10	10	12	12	11
Water	23	25	21	21	17	15	15	15
All modes	100	100	100	100	100	100	100	100
(b) Goods lifted Million tonnes/percentage								
Coke and refined petroleum products								
Road ¹	69	53	67	66	82	59	59	71
Rail	6	6	5	5	7	0	0	4
Water	25	21	21	20	20	21	23	26
ow: coastwise	13	11	10	9	8	9	8	10
All modes	100	80	93	92	109	80	82	101
Coal and lignite								
Road ¹	21	13	12	9	10	9	13	13
Rail	42	36	37	42	48	53	42	25
Water	35	34	28	27	22	15	13	17
ow: coastwise	24	25	20	20	16	11	11	15
All modes	98	83	77	78	81	77	68	55
Other freight								
Road ¹	1,577	1,290	1,410	1,484	1,494	1,408	1,418	1,563
Rail	55	46	47	53	60	64	66	68
Water ³	63	54	57	57	54	55	59	55
All modes	1,695	1,390	1,513	1,594	1,609	1,527	1,543	1,686
All traffic								
Road ¹	1,668	1,356	1,489	1,559	1,587	1,475	1,490	1,647
Rail	103	88	89	100	115	118	109	97
Water	123	110	106	104	96	91	95	98
All modes	1,894	1,554	1,684	1,764	1,798	1,684	1,693	1,842
Percentage of all traffic								
Road ¹	88	87	88	88	88	88	88	89
Rail	5	6	5	6	6	7	6	5
Water	6	7	6	6	5	5	6	5
All modes	100	100	100	100	100	100	100	100

1. Statistics for heavy goods vehicles only, those over 3.5 tonnes gross vehicle weight.
2. Rail data are not directly comparable with other rail figures such as in TSGB0401.

Source: Road and water - DfT
Rail - ORR/Eurostat
Last updated: December 2016
Next update: December 2017
Road: 020 7944 5235
Rail: 020 7944 2419
Water: 020 7944 4892

Table TSG0404 (RFS0106)

Goods lifted by type and weight of vehicle: annual 1990 to 2015 and quarterly 2004 to 2015

UK activity of GB registered heavy goods vehicles

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	55	36	108	479	677	39	844	883	1,559
2012	50	29	112	454	645	37	905	942	1,587
2013	44	25	97	448	614	37	824	861	1,475
2014	42	27	100	451	620	27	843	870	1,490
2015	45	27	110	516	698	31	918	948	1,647
<i>Percentage change between 2014-2015</i>									
	9	1	9	14	13	14	9	9	11
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	14	14	24	130	182	9	218	227	409
2011 Q2	14	9	25	120	167	8	220	228	396
2011 Q3	15	7	29	126	177	12	214	226	403
2011 Q4	12	6	30	102	151	9	192	201	352
2012 Q1	14	7	28	117	166	8	230	238	403
2012 Q2	12	7	31	122	171	9	230	238	409
2012 Q3	13	8	28	104	153	9	224	233	387
2012 Q4	11	7	26	111	155	11	221	232	388
2013 Q1	11	6	23	114	154	11	207	217	372
2013 Q2	11	6	24	108	149	12	199	211	360
2013 Q3	12	6	26	118	162	7	220	228	390
2013 Q4	10	6	25	108	149	7	198	205	354
2014 Q1	9	6	24	100	139	7	187	194	334
2014 Q2	10	4	28	115	158	7	205	211	369
2014 Q3	12	7	25	131	175	5	233	238	413
2014 Q4	10	9	24	105	147	8	219	226	374
2015 Q1	11	9	24	131	174	5	215	220	394
2015 Q2	13	7	29	137	186	8	235	243	429
2015 Q3	12	6	29	131	178	9	249	259	437
2015 Q4	9	5	28	117	160	8	218	226	386

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Continuing Survey of Road Goods Transport (Great Britain)

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Table TSGB0405 (RFS0107)

Goods moved by type and weight of vehicle: annual 1990 to 2015 and quarterly 2004 to 2015

UK activity of GB registered heavy goods vehicles

Billion tonne kilometres

Year	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	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	5	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	3	2	8	23	36	5	105	109	145
2012	3	2	8	22	35	4	111	115	150
2013	2	1	7	20	31	4	104	108	139
2014	2	1	7	20	31	3	101	105	136
2015	3	2	8	22	34	3	115	118	152
<i>Percentage change between 2014-2015</i>	<i>10</i>	<i>22</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>-5</i>	<i>13</i>	<i>12</i>	<i>12</i>
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	1	1	1	6	9	1	26	27	36
2011 Q2	1	1	2	6	10	1	26	27	37
2011 Q3	1	0	2	6	9	1	27	28	37
2011 Q4	1	0	2	4	8	1	26	27	34
2012 Q1	1	0	2	5	9	1	27	28	36
2012 Q2	1	0	2	7	10	1	28	29	40
2012 Q3	1	1	2	5	8	1	29	30	38
2012 Q4	1	0	2	5	8	1	27	28	36
2013 Q1	1	0	2	5	8	1	26	27	35
2013 Q2	1	0	2	5	7	1	26	27	34
2013 Q3	1	0	2	5	8	1	27	28	36
2013 Q4	1	0	2	5	8	1	25	26	34
2014 Q1	1	0	2	4	7	1	23	24	31
2014 Q2	1	0	2	5	8	1	24	25	33
2014 Q3	1	0	2	6	9	1	27	27	36
2014 Q4	1	0	2	5	7	1	27	28	35
2015 Q1	1	1	2	6	9	1	27	27	36
2015 Q2	1	0	2	6	9	1	30	30	40
2015 Q3	1	0	2	6	8	1	30	31	39
2015 Q4	0	0	2	5	8	1	28	29	37

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Continuing Survey of Road Goods Transport (Great Britain)

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Table TSGB0407 (RFS0108)

Goods lifted and goods moved by mode of working: annual 1990 to 2015 and quarterly 2004 to 2015

UK activity of GB registered heavy goods vehicles

Year	Tonnes lifted (millions)				Tonne kilometres (billions)					
	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	789	51	770	49	1,559	86	60	59	40	145
2012	858	54	729	46	1,587	97	65	53	35	150
2013	810	55	665	45	1,475	92	66	48	34	139
2014	857	58	633	42	1,490	92	68	43	32	136
2015	950	58	696	42	1,647	103	68	49	32	152
<i>Percentage change between 2014-2015</i>										
	11		10		11	12		13		12
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	192	47	217	53	409	20	56	16	44	36
2011 Q2	203	51	193	49	396	22	59	15	41	37
2011 Q3	213	53	190	47	403	22	60	15	40	37
2011 Q4	181	52	170	48	352	22	63	13	37	34
2012 Q1	213	53	191	47	403	22	61	14	39	36
2012 Q2	222	54	187	46	409	26	66	13	34	40
2012 Q3	215	56	171	44	387	26	68	12	32	38
2012 Q4	207	53	180	47	388	23	63	13	37	36
2013 Q1	203	55	168	45	372	23	66	12	34	35
2013 Q2	200	55	160	45	360	23	66	12	34	34
2013 Q3	216	55	174	45	390	24	66	12	34	36
2013 Q4	191	54	163	46	354	22	65	12	35	34
2014 Q1	200	60	134	40	334	22	70	10	30	31
2014 Q2	202	55	167	45	369	22	66	11	34	33
2014 Q3	232	56	181	44	413	25	68	11	32	36
2014 Q4	222	60	151	40	374	24	68	11	32	35
2015 Q1	239	61	155	39	394	25	69	11	31	36
2015 Q2	241	56	189	44	429	27	68	13	32	40
2015 Q3	252	58	185	42	437	26	68	13	32	39
2015 Q4	218	57	167	43	386	25	68	12	32	37

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Continuing Survey of Road Goods Transport (Great Britain)

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Table TSGB0411 (RFS0202)
International road haulage by UK-registered vehicles: goods lifted by country of unloading: 2000 to 2015

Country of unloading	Thousand tonnes															
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Austria	66	27	26	35	13	8	13	8								
Belgium	926	827	686	747	753	760	760	856	903	754	975	1,028	932	935	968	864
Denmark	34	25	18	13	9							11				
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	1,494	1,243	1,156	1,092	924
Germany	1,396	1,191	1,032	1,055	721	624	586	604	535	523	636	592	539	660	692	502
Greece	50	55	61	63	24	27										
Ireland	132	266	259	203	500	668	648	696	829	747	657	675	610	637	770	827
Italy	897	802	619	588	505	299	307	263	230	218	240	208	179	198	201	128
Luxembourg	53	45	49	38	93	97	61	54	41	29	45	58	60	57	56	49
Netherlands	629	536	576	657	628	520	515	494	683	511	515	577	471	488	356	383
Portugal	61	29	26	23	27	17	14			13	20		14			
Spain	535	439	381	393	345	316	336	335	304	215	130	143	159	76	67	93
Sweden	14	8	6	8					39					5		
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	4,810	4,248	4,227	4,218	3,786
Norway		2	4													
Switzerland	162	124	215	225	112	69	61	52	59	46	58	58	46	52	32	34
Other Countries	129	134	78	70	116	62	139	87	57	69	74	131	22	82	61	104
Total	7,064	6,463	6,101	6,035	5,470	5,168	5,212	5,252	5,154	4,437	4,936	5,004	4,318	4,366	4,311	3,924

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.

‘:’ = none recorded in the sample or not available due to small sample size

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: International Road Haulage Survey and
Continuing Survey of Road Goods Transport (Northern Ireland)
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Table TSGB0412 (RFS0203)
International road haulage by UK-registered vehicles, goods lifted by country of loading: 2000 to 2015

Goods unloaded in the UK ¹ Country of loading	Thousand tonnes																
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Austria	35	18	17	24	:	:	:	:	:	:	:	:	:	:	:	:	
Belgium	1,154	1,139	1,051	1,280	1,184	1,339	1,234	1,234	1,410	1,418	1,658	1,418	1,402	1,352	1,326	1,166	
Denmark	22	34	20	15	:	:	:	:	:	:	:	:	:	:	:	:	
Finland	:	:	1	:	:	:	:	:	:	:	:	:	:	:	:	:	
France	2,233	2,458	2,498	2,348	1,990	2,026	2,336	2,336	2,181	1,613	1,929	1,728	1,809	1,765	1,549	1,315	
Germany	1,461	1,267	1,193	1,118	877	655	582	582	524	488	509	487	557	456	453	430	
Greece	13	9	24	6	:	:	:	:	:	:	:	:	:	:	:	:	
Ireland	53	92	93	80	266	263	234	266	218	181	169	161	185	367	177	391	
Italy	1,042	913	793	771	550	370	344	280	269	264	252	272	241	244	195	134	
Luxembourg	57	38	52	37	108	117	52	47	39	36	71	53	59	68	71	58	
Netherlands	809	789	773	789	777	718	784	626	792	848	801	873	702	804	712	595	
Portugal	45	20	17	29	21	9	:	:	:	:	12	:	:	:	:	:	
Spain	517	424	379	431	409	342	467	410	319	257	174	247	203	166	110	172	
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	5,260	5,183	5,236	4,602	4,288	
Norway	:	1	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Switzerland	118	104	187	164	111	44	56	69	48	44	38	44	31	43	14	26	
Other Countries	91	91	57	49	44	25	23	13	:	15	12	:	21	20	:	:	
Total	7,665	7,405	7,159	7,147	6,356	6,117	6,044	5,901	5,829	5,181	5,641	5,315	5,237	5,299	4,627	4,318	

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.

‘:’ = none recorded in the sample or not available due to small sample size.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

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Table TSGB0413 (RFS0204)
International road haulage by UK-registered vehicles, goods moved by country of unloading: 2000 to 2015

Goods loaded in the UK ¹ Country of unloading	Million tonne kilometres															
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Austria	109	43	45	52	23	13	21	13								
Belgium	472	395	347	366	364	368	380	407	403	349	465	458	450	419	444	389
Denmark	38	28	22	14	12							8				
Finland			3													
France	1,537	1,466	1,559	1,394	1,124	1,105	1,114	1,192	988	832	1,037	1,000	877	777	777	656
Germany	1,318	1,130	967	1,007	644	554	529	546	479	457	526	496	484	578	560	442
Greece	159	182	204	194	78	86										
Ireland	57	103	94	75	179	243	231	256	317	236	249	240	236	230	293	322
Italy	1,451	1,268	1,017	961	800	458	468	424	362	347	383	306	281	307	331	204
Luxembourg	33	28	32	22	55	57	36	32	26	18	26	40	36	37	34	34
Netherlands	385	298	301	351	320	257	286	283	394	287	270	308	271	254	196	216
Portugal	132	63	59	51	61	40	31			30	46		23			
Spain	997	807	700	734	636	587	625	613	536	380	218	233	303	125	113	135
Sweden	18	10	7	9					50					8		
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	3,132	3,015	2,770	2,779	2,422
Norway		3	4													
Switzerland	199	148	257	271	139	84	76	63	70	55	66	66	60	64	37	42
Other Countries	284	308	190	169	262	136	316	207	111	154	157	292	51	176	131	220
Total	7,190	6,280	5,808	5,670												

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.

'-' = none recorded in the sample or not available due to small sample size.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

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Table TSGB0414 (RFS0205)
International road haulage by UK-registered vehicles, goods moved by country of loading: 2000 to 2015

Goods unloaded in the UK ¹	Million tonne kilometres																
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Austria	54	28	26	36	:	:	:	:	:	:	:	:	:	:	:	:	
Belgium	565	535	515	625	565	685	657	606	649	674	809	639	662	625	633	521	
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	1,005	1,067	993	883	823	
Germany	1,355	1,175	1,087	1,047	793	584	600	515	477	426	440	428	497	403	387	386	
Greece	37	30	74	18	:	:	:	:	:	:	:	:	:	:	:	:	
Ireland	22	35	31	34	84	72	63	94	73	72	63	61	74	143	60	158	
Italy	1,651	1,445	1,285	1,237	864	565	525	436	431	409	380	403	370	372	298	206	
Luxembourg	34	23	34	22	65	71	32	28	24	23	48	32	36	40	42	35	
Netherlands	471	425	418	417	425	400	450	368	455	473	445	497	390	427	370	314	
Portugal	89	41	35	63	43	17	:	:	:	:	24	:	:	:	:	:	
Spain	930	747	677	775	778	619	889	747	542	460	293	446	394	304	186	276	
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	3,539	3,532	3,327	2,874	2,769	
Norway	:	2	1	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Switzerland	133	123	207	198	134	49	67	81	58	52	43	48	36	51	17	29	
Other Countries	207	210	134	124	92	64	47	30	:	31	25	:	44	42	:	:	
Total	7,129	6,476	6,161	6,127	5,062	4,401	4,568	4,260	3,974	3,545	3,703	3,606	3,615	3,420	2,917	2,806	

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.

‘:’ = none recorded in the sample or not available due to small sample size.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: International Road Haulage Survey and
 Continuing Survey of Road Goods Transport (Northern Ireland)
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Table TSG0415 (RFS0206)
International road haulage by UK-registered vehicles, goods lifted by commodity group: 2004 to 2015

	Outward from the UK										Inward to the UK										Thousand tonnes						
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015			
Products of agriculture, forestry, raw materials																											
Agricultural products	196	177	178	123	241	199	250	244	460	374	321	372	568	630	640	461	669	669	553	409	601	707	414	360	:	:	:
Coal and lignite	:	:	:	:	:	:	:	66	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Metal ore and other mining and quarrying	98	64	66	64	74	45	56	35	:	:	45	:	46	62	64	72	102	48	72	79	:	80	65	:	:	:	:
Subtotal	303	262	255	225	332	281	351	345	504	431	402	418	663	700	707	533	776	738	634	492	632	769	484	419			
Food products, includ. beverages and tobacco																											
Food products	856	743	921	988	934	952	1,116	1,201	915	826	778	592	1,480	1,573	1,545	1,748	1,875	1,878	1,887	1,863	1,785	1,623	1,309	1,159			
Textile, leather and wood products																											
Textiles and textile products; leather and leather products	147	92	104	74	72	84	81	59	38	35	60	30	134	83	68	78	55	44	54	50	32	47	38	45			
Wood products	440	384	307	328	514	324	431	372	171	128	105	48	361	418	281	231	248	192	214	187	174	116	87	72			
Subtotal	587	477	411	402	586	408	512	431	209	163	165	78	495	501	349	309	303	236	268	237	206	162	125	116			
Metal, mineral and chemical products																											
Coke and refined petroleum products	:	:	:	:	:	:	107	:	50	:	:	:	39	70	66	47	69	48	65	75	120	102	142	111			
Chemical products	765	610	606	549	497	581	539	604	494	743	467	465	481	397	401	417	357	344	444	419	483	546	499	554			
Glass, cement and other non-metallic mineral products	92	187	253	221	301	257	197	201	131	156	284	260	252	198	215	242	212	150	110	113	103	89	82	69			
Metal products	255	284	206	261	198	136	165	124	167	191	158	123	169	135	157	151	98	123	112	84	82	80	84	85			
Subtotal	1,140	1,109	1,079	1,050	1,017	989	1,008	947	843	1,094	923	852	941	800	839	857	735	665	731	691	788	817	806	818			
Machinery and equipment, consumer durables																											
Machinery and equipment	440	494	519	523	395	365	176	253	242	327	382	355	374	418	365	391	318	257	133	183	183	263	274	274			
Transport equipment	373	329	344	332	335	301	371	351	331	226	162	214	503	363	306	357	346	334	432	406	399	284	212	267			
Furniture	69	178	131	135	87	52	80	91	116	65	82	89	75	116	145	123	51	77	78	72	69	47	25	39			
Subtotal	882	1,001	995	991	817	719	628	695	688	618	626	658	952	898	816	870	715	668	643	662	651	593	511	580			
Other products																											
Waste related products	:	52	63	78	:	:	:	:	:	56	78	103	:	:	:	:	:	:	:	:	:	:	:	:			
Mail, parcels	:	:	:	:	92	93	40	20	137	91	191	177	:	:	:	:	54	:	:	:	113	:	137	:			
Empty containers, pallets and other packaging	89	131	66	66	115	115	92	179	121	62	84	88	70	80	58	90	171	115	156	104	93	80	138	92			
Household and office removals	:	:	:	:	:	:	:	:	21	143	176	136	:	:	:	:	:	:	:	:	14	115	170	146			
Grouped goods	1,574	1,389	1,417	1,435	1,239	869	1,152	1,177	842	746	775	728	1,745	1,559	1,722	1,482	1,187	859	1,299	1,258	943	836	801	749			
Unidentifiable goods	:	:	:	:	:	:	:	:	:	134	86	90	:	:	:	:	:	:	:	:	:	161	105	143			
Other goods	:	:	:	:	:	:	:	:	:	:	26	:	:	:	:	:	:	:	:	:	:	:	25	:			
Subtotal	1,702	1,577	1,550	1,596	1,467	1,089	1,321	1,385	1,159	1,233	1,417	1,326	1,826	1,645	1,787	1,584	1,426	996	1,478	1,370	1,176	1,314	1,391	1,225			
All commodities	5,470	5,168	5,212	5,252	5,154	4,437	4,936	5,004	4,318	4,366	4,311	3,924	6,356	6,117	6,044	5,901	5,829	5,181	5,641	5,315	5,237	5,299	4,627	4,318			

1. Commodity data from 2013 have been coded using a different coding frame, with classifications being retrospectively applied to earlier years. See the notes and definitions for more information.

'-' = none recorded in the sample or not available due to small sample size.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: International Road Haulage Survey and
Continuing Survey of Road Goods Transport (Northern Ireland)

Last updated: August 2016

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Table TSG0416 (RFS0207)
International road haulage by UK-registered vehicles, goods moved by commodity group: 2004 to 2015

	Outward from the UK										Inward to the UK										Million tonne kilometres							
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2004	2014	2015	
Products of agriculture, forestry, raw materials																												
Agricultural products	116	103	148	83	150	119	138	135	299	231	211	201	479	361	601	400	437	439	362	371	386	371	233	178				
Coal and lignite	:	:	:	:	:	:	27	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:			
Metal ore and other mining and quarrying	70	44	40	45	45	26	43	25	:	:	34	:	43	46	50	73	83	28	39	47	:	:	45	40	:			
Subtotal	190	158	194	148	205	155	200	186	332	260	261	225	547	413	653	473	522	478	406	420	414	417	274	209				
Food products, includ. beverages and tobacco																												
Food products	907	609	902	902	883	723	893	918	733	581	507	431	972	1,002	1,026	1,111	1,165	1,126	1,157	1,179	1,186	1,059	785	697				
Textile, leather and wood products																												
Textiles and textile products; leather and leather products	208	97	129	68	74	78	84	55	37	38	74	28	162	73	42	74	52	47	49	51	32	35	30	35				
Wood products	277	227	206	231	252	203	219	190	129	87	85	40	287	301	179	166	142	113	130	116	122	67	50	37				
Subtotal	485	325	336	299	326	280	303	245	166	126	159	68	449	373	222	240	194	160	180	168	154	102	80	71				
Metal, mineral and chemical products																												
Coke and refined petroleum products	:	:	:	:	:	:	46	:	35	:	:	:	29	52	45	35	39	27	36	43	66	50	72	58				
Chemical products	710	577	538	463	393	416	442	473	424	595	390	379	347	280	281	269	259	220	284	284	320	354	311	353				
Glass, cement and other non-metallic mineral products	62	101	139	99	141	116	107	93	54	65	90	89	345	256	312	278	231	169	109	94	99	89	62	48				
Metal products	255	192	148	222	156	106	113	99	126	123	141	91	162	106	133	102	67	104	91	61	69	82	56	81				
Subtotal	1,046	904	830	796	706	648	708	675	640	786	627	561	882	695	772	684	597	520	520	482	554	575	501	541				
Machinery and equipment, consumer durables																												
Machinery and equipment	384	400	406	403	332	286	163	164	172	222	298	221	291	317	277	301	218	204	116	129	131	168	195	209				
Transport equipment	322	294	313	312	259	248	269	268	228	184	130	219	416	308	253	279	278	240	315	295	280	210	179	251				
Furniture	59	144	108	122	59	43	92	67	110	48	52	99	63	115	121	111	39	70	72	60	79	40	20	50				
Subtotal	765	838	827	837	650	577	524	499	510	454	480	538	770	740	651	690	535	513	503	483	490	418	394	510				
Other products																												
Waste related products	:	29	25	24	:	:	:	:	:	32	46	64	:	:	:	:	:	:	:	:	:	:	:	:	:			
Mail, parcels	:	:	:	:	40	16	28	10	72	46	98	75	:	:	:	:	22	:	:	:	60	:	59	:				
Empty containers, pallets and other packaging	64	91	47	45	79	86	74	145	101	51	65	68	59	66	41	66	97	76	103	76	81	72	103	61				
Household and office removals	:	:	:	:	:	:	:	:	30	155	180	114	:	:	:	:	:	:	:	:	18	126	159	132				
Grouped goods	1,235	1,037	1,050	1,069	892	690	732	817	518	453	446	467	1,377	1,109	1,200	991	837	662	821	791	645	499	470	442				
Unidentifiable goods	:	:	:	:	:	:	:	:	:	78	62	72	:	:	:	:	:	:	:	:	:	102	70	104				
Other goods	:	:	:	:	:	:	:	:	:	:	16	:	:	:	:	:	:	:	:	:	:	:	:	16	:			
Subtotal	1,316	1,160	1,124	1,147	1,020	797	844	975	747	815	913	862	1,441	1,178	1,245	1,062	962	748	937	875	817	849	883	778				
All commodities	4,709	3,992	4,212	4,129	3,791	3,180	3,471	3,498	3,127	3,021	2,947	2,684	5,062	4,401	4,568	4,260	3,974	3,545	3,703	3,606	3,615	3,420	2,917	2,806				

1. Commodity data from 2013 have been coded using a different coding frame, with classifications being retrospectively applied to earlier years. See the notes and definitions for more information.

': = none recorded in the sample or not available due to small sample size.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: International Road Haulage Survey and
Continuing Survey of Road Goods Transport (Northern Ireland)

Last updated: August 2016

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Table TSGB0417 (RFS0208)
Goods lifted from the UK by foreign-registered HGVs, by vehicle registration country: 2002 to 2014

Thousand tonnes loaded in the UK

Country of vehicle registration	Goods loaded in UK but unloaded elsewhere ¹												
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
EU-28													
Belgium	992	936	818	735	676	632	444	371	335	235	172	184	174
Bulgaria	:	:	:	:	6	34	19	112	29	127	162	131	405
Czech Republic	459	299	399	568	560	609	525	527	567	611	641	579	678
Denmark	84	51	87	78	80	46	72	46	16	12	30	45	29
Germany	1,084	1,232	1,350	1,359	1,370	1,669	1,197	1,065	996	907	769	674	771
Estonia	:	14	:	12	31	34	51	79	85	104	118	85	61
Ireland	4,431	5,186	4,971	4,193	4,486	3,485	3,724	2,762	2,205	2,286	2,211	1,915	1,799
Greece	:	49	57	66	60	32	12	33	15	9	14	23	3
Spain	716	754	906	968	972	880	716	614	638	584	574	685	833
France	1,883	1,922	2,110	1,847	2,143	2,308	1,920	1,092	967	766	509	565	427
Italy	335	464	626	450	473	413	163	136	240	58	78	:	133
Cyprus	1	0	0	1	1	1	0	0	0	0	0	0	0
Latvia	8	15	17	9	20	38	83	53	34	54	32	49	114
Lithuania	:	78	114	267	396	489	425	336	469	568	592	602	578
Luxembourg	57	120	105	94	107	73	96	55	80	69	32	43	21
Hungary	92	119	198	287	496	736	859	819	593	629	728	974	1,110
Netherlands	1,293	1,007	1,973	1,816	1,542	1,303	1,371	1,137	1,211	1,137	1,056	1,171	1,138
Austria	365	456	479	438	356	260	194	61	56	52	75	55	51
Poland	:	:	674	1,041	1,676	2,170	2,610	2,715	3,251	2,904	3,263	3,305	3,598
Portugal	82	109	241	345	208	254	112	88	128	123	124	179	250
Romania	:	:	:	:	73	259	317	142	183	241	416	633	658
Slovenia	86	66	61	118	123	159	230	190	197	221	160	181	202
Slovakia	:	42	139	170	364	416	480	493	413	367	628	654	407
Finland	:	5	:	4	1	:	:	1	2	:	:	:	:
Sweden	17	24	17	10	6	6	6	7	12	10	:	2	6
Croatia	:	:	:	:	:	:	15	6	8	6	23	24	30
Non-EU													
Norway	1	:	:	:	2	4	0	:	4	:	:	:	:
Switzerland	:	:	:	:	:	:	69	39	51	14	34	28	:

1. Note that these are not cabotage journeys because goods were unloaded in a country other than the UK.
 Note: some data may have been revised by Member States since the Road Freight Statistics (2013) publication.
 : Indicates the data were not available

Source: Eurostat
 Last updated: November 2015
 Next update: TBC
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Table TSGB0418 (RFS0209)

Goods lifted to the UK by foreign-registered HGVs, by vehicle registration country: 2002 to 2014

Thousand tonnes unloaded in the UK

Country of vehicle registration	Goods unloaded in UK but loaded elsewhere ¹												
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
EU-28													
Belgium	1,809	1,634	1,588	1,341	1,270	1,292	973	755	790	592	574	703	464
Bulgaria	:	:	:	:	46	27	100	263	105	209	194	109	502
Czech Republic	613	681	635	678	794	819	799	720	768	831	722	704	975
Denmark	157	113	189	167	168	106	103	65	20	16	35	41	29
Germany	1,716	2,136	2,172	2,368	2,224	2,531	2,381	1,841	1,619	1,585	1,457	1,257	1,319
Estonia	:	13	:	31	43	47	88	73	106	112	117	99	83
Ireland	2,852	4,398	4,069	3,490	3,486	4,058	3,644	2,652	2,614	2,805	2,680	2,268	2,413
Greece	:	70	71	76	200	113	63	79	26	23	57	99	55
Spain	1,883	1,627	1,978	2,056	2,384	2,264	2,160	1,568	1,467	1,421	1,797	1,942	2,052
France	3,603	3,244	3,652	3,285	3,414	3,404	3,213	1,634	1,427	1,443	944	923	937
Italy	995	1,000	1,393	1,394	765	663	580	398	589	201	144	153	168
Cyprus	2	1	1	1	2	1	1	1	1	0	1	1	1
Latvia	6	14	21	26	50	46	98	66	78	78	34	111	152
Lithuania	:	92	135	299	481	515	482	411	527	663	692	757	795
Luxembourg	151	229	214	219	198	153	160	122	114	132	90	67	69
Hungary	158	187	259	428	549	876	948	918	650	699	870	1,044	1,109
Netherlands	2,390	1,897	3,267	3,198	2,943	2,856	2,715	2,143	2,222	2,158	2,175	2,332	2,403
Austria	432	536	614	550	465	420	280	126	132	94	121	93	76
Poland	:	:	983	1,427	2,365	2,628	3,258	3,592	4,329	3,600	4,214	4,350	4,965
Portugal	196	249	333	420	330	382	314	238	217	214	253	417	483
Romania	:	:	:	:	197	463	520	208	303	313	452	695	756
Slovenia	87	90	132	228	234	360	362	353	292	311	261	303	260
Slovakia	:	73	186	221	368	563	545	566	406	549	739	720	637
Finland	8	9	6	2	8	4	30	2	1	:	:	:	:
Sweden	21	39	15	12	9	2	2	8	1	20	6	2	:
Croatia	:	:	:	:	:	:	45	35	76	44	43	53	52
Non-EU													
Norway	3	14	2	:	15	7	0	15	6	0	:	:	:
Switzerland	:	:	:	:	:	:	87	45	129	42	19	58	:

1. Note that these are not cabotage journeys because goods were unloaded in a country other than the UK.
 Note: some data may have been revised by Member States since the Road Freight Statistics (2013) publication.
 : Indicates the data were not available

Source: Eurostat
 Last updated: November 2015
 Next update: TBC
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Table TSGB0419 (RFS0210)
Goods moved from the UK by foreign-registered HGVs, by vehicle registration country: 2002 to 2014

Country of vehicle registration	Goods loaded in UK but unloaded elsewhere ²													
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
EU-28														
Belgium	561	465	441	397	352	324	234	196	159	124	89	91	90	
Bulgaria	:	:	:	:	21	53	26	239	65	207	317	249	592	
Czech Republic	885	547	678	831	731	740	685	630	684	820	770	765	877	
Denmark	99	68	103	99	107	53	93	54	17	9	30	25	25	
Germany	1,021	1,152	1,332	1,210	1,279	1,426	983	879	797	767	651	516	633	
Estonia	:	12	:	11	30	41	69	99	90	105	165	75	59	
Ireland	735	811	816	855	859	872	864	721	604	639	544	478	450	
Greece	:	107	124	136	123	50	28	73	32	21	39	44	9	
Spain	1,233	1,299	1,623	1,748	1,563	1,491	1,262	1,040	1,047	930	948	1,162	1,349	
France	1,157	1,096	1,180	1,083	1,296	1,328	1,015	535	438	387	257	265	194	
Italy	542	764	932	689	735	715	232	96	315	95	170	:	183	
Cyprus	3	1	1	2	3	2	0	1	1	1	0	0	0	
Latvia	21	18	19	9	22	99	100	53	49	47	59	47	152	
Lithuania	:	177	218	373	527	650	551	415	651	668	727	705	670	
Luxembourg	51	93	86	76	77	61	80	43	65	57	24	22	13	
Hungary	185	240	360	457	705	983	1,070	996	764	707	853	1,028	1,248	
Netherlands	966	769	1,577	1,398	1,317	1,068	1,159	917	862	726	711	785	702	
Austria	478	608	609	518	350	256	204	57	56	66	66	54	44	
Poland	:	:	1,116	1,506	2,205	2,896	3,330	3,129	4,032	3,465	3,658	4,223	4,063	
Portugal	190	242	513	715	414	538	221	184	265	278	229	325	407	
Romania	:	:	:	:	210	797	1,017	287	338	409	520	698	798	
Slovenia	161	112	115	199	213	287	329	306	265	274	211	231	243	
Slovakia	:	95	265	317	615	624	777	649	573	597	732	791	413	
Finland	28	5	21	12	3	:	:	1	4	:	:	:	:	
Sweden	:	28	21	17	3	9	5	7	8	13	:	4	6	
Croatia	:	:	:	:	:	:	28	11	14	9	39	28	45	
Non-EU														
Norway	2	:	:	:	2	6	0	:	2	:	:	:	:	
Switzerland	:	:	:	:	:	:	76	32	46	16	22	23	:	

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

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

: Indicates data were not available.

Note: some data may have been revised by Member States since the Road Freight Statistics (2013) publication.

Source: Eurostat

Last updated: November 2015

Next update: TBC

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Table TSGB0420 (RFS0211)
Goods moved to the UK by foreign-registered HGVs, by vehicle registration country: 2002 to 2014

Country of vehicle registration	Goods unloaded in UK but loaded elsewhere ²													
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
EU-28														
Belgium	972	850	900	761	697	694	528	397	409	298	297	325	223	
Bulgaria	:	:	:	:	100	57	117	536	193	399	132	149	881	
Czech Republic	1,131	1,182	1,099	1,078	1,216	1,201	1,125	988	993	1,105	951	1,081	1,266	
Denmark	189	133	242	234	197	125	115	78	28	13	31	26	27	
Germany	1,643	2,015	2,118	2,278	2,262	2,277	2,157	1,672	1,441	1,389	1,313	1,057	1,144	
Estonia	:	41	:	45	48	74	111	96	129	113	153	112	83	
Ireland	814	955	944	934	930	1,073	1,081	931	764	791	783	586	630	
Greece	:	117	156	152	403	158	136	150	56	51	129	179	113	
Spain	3,691	2,999	3,797	4,127	4,594	4,448	4,256	3,092	2,714	2,629	3,516	3,575	3,777	
France	2,397	1,978	2,251	1,985	1,984	2,024	1,806	959	791	704	542	518	455	
Italy	1,725	1,702	2,430	2,340	1,229	1,063	904	619	925	342	245	249	175	
Cyprus	5	4	3	4	5	3	2	2	3	1	4	4	2	
Latvia	11	15	29	36	61	45	124	93	113	103	59	166	168	
Lithuania	:	176	195	413	660	676	602	493	677	763	862	956	937	
Luxembourg	128	173	176	178	147	115	134	94	94	94	69	45	44	
Hungary	319	394	493	738	927	1,316	1,423	1,305	904	994	1,197	1,346	1,417	
Netherlands	1,777	1,416	2,525	2,308	2,266	2,101	2,046	1,573	1,538	1,379	1,487	1,575	1,585	
Austria	600	745	845	728	596	515	338	155	156	116	132	108	81	
Poland	:	:	1,599	2,047	3,162	3,682	4,167	4,577	5,605	4,721	5,966	5,853	6,751	
Portugal	445	554	685	870	678	819	580	464	441	486	533	788	883	
Romania	:	:	:	:	556	1,179	1,343	468	619	547	584	842	964	
Slovenia	162	161	254	423	437	670	649	582	520	538	427	500	451	
Slovakia	:	161	339	377	598	917	908	820	598	878	999	981	864	
Finland	14	13	10	4	5	8	29	4	3	:	:	:	:	
Sweden	23	39	15	22	9	3	3	6	1	23	5	4	:	
Croatia	:	:	:	:	:	:	99	70	142	86	81	102	84	
Non-EU														
Norway	3	8	1	:	14	7	0	30	12	0	:	:	:	
Switzerland	:	:	:	:	:	:	83	55	116	36	15	68	:	

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

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

: Indicates data were not available.

Note: some data may have been revised by Member States since the Road Freight Statistics (2013) publication.

Source: Eurostat
 Last updated: November 2015
 Next update: TBC
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Table TSGB0421 (RFS0212)

Cabotage¹ within the UK by country of registration of vehicle: 2004 to 2014²

Country of vehicle registration	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Belgium	252	241	252	166	117	114	70	23	18	51	49
Bulgaria	:	:	:	:	:	:	:	:	118	:	:
Czech Republic	:	:	:	:	:	:	10	:	:	:	21
Denmark	:	:	6	:	:	6	4	:	15	4	7
Germany	128	146	173	179	203	127	136	99	85	58	60
Portugal	:	:	:	:	:	:	:	:	:	39	58
Ireland	465	442	378	374	544	289	312	298	212	204	182
France	198	152	195	331	231	164	129	113	104	92	130
Italy	:	32	:	:	24	:	:	:	:	:	:
Lithuania	:	:	8	10	21	:	6	8	15	22	33
Luxembourg	17	19	16	8	5	4	7	9	3	10	14
Hungary	:	:	:	:	9	9	9	23	22	33	34
Netherlands	688	756	563	309	388	353	282	232	287	198	251
Romania	:	:	:	:	:	:	:	:	11	29	28
Austria	9	5	10	:	:	:	:	:	4	:	:
Poland	52	36	117	109	117	124	212	173	106	195	371
Total	1,855	1,875	1,760	1,539	1,709	1,231	1,272	1,028	1,048	1,053	1,422
Domestic freight activity by UK vehicles	155,826	156,115	156,370	161,445	149,809	129,082	141,974	149,136	154,569	143,201	139,774
<i>Cabotage penetration rate (%)³</i>	1.2	1.2	1.1	0.9	1.1	0.9	0.9	0.7	0.7	0.7	1.0

1. Cabotage refers to road haulage solely within one country by a vehicle registered in another country.

2. EU-28 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.

: Indicates data are not available

Note: some data may have been revised by Member States since the Road Freight Statistics (2013) publication.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Eurostat and
Continuing Survey of Road Goods Transport (Great Britain) and
Continuing Survey of Road Goods Transport (Northern Ireland)
Last updated: November 2015
Next update: TBC
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Table TSGB0422 (RAI0401)
National Railways freight moved by commodity: annual from 1996/97

	Billion net tonne-kilometres								
	Coal	Metals	Construction	Oil and 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	0.8
1999/00 ⁵	4.8	2.2	2.0	1.5	1.0	3.9	2.7	18.2	0.8
2000/01	4.8	2.1	2.4	1.4	1.0	3.8	2.6	18.1	0.9
2001/02	6.2	2.4	2.8	1.2	0.6	3.5	2.6	19.4	1.2
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
2012/13	7.5	1.8	3.1	1.2	0.4	6.3	1.2	21.5	1.7
2013/14	8.1	1.8	3.6	1.3	0.5	6.2	1.4	22.7	1.7
2014/15	6.5	1.8	3.9	1.2	0.6	6.5	1.7	22.2	1.7
2015/16	2.3	1.5	4.0	1.2	0.5	6.4	1.9	17.8	1.7

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

Source: Office of Rail and Road (ORR)
 Last updated: 8 December 2016
 Next update: December 2017
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Table TSGB0423 (RAI0402)
National Railways freight lifted by commodity: annual from 1996/97

	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	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
2012/13	52.0	61.1	113.1
2013/14	51.5	65.1	116.6
2014/15	43.5	67.0	110.5
2015/16	19.8	66.3	86.1

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 Great Britain Railfreight.

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

Source: Office of Rail and Road (ORR)

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Table TSGB0424 (RAI0403)
National Railways freight

Number of freight train movements, impacts on road haulage and Freight Performance Measure: annual from 2005/06

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 ^P	2015/16
(a) Number of freight train movements¹											
Total number of freight trains movements	455.6	364.9	332.2	316.7	278.5	265.6	273.9	275.8	288.4	282.3	236.3
(b) Impacts on road haulage											
Road vehicle kilometres equivalent ²	2.0	2.0	2.2	1.9	2.1	1.9	2.1	1.9	1.8	1.5	.. ⁷
Road vehicle journeys equivalent ³	9.1	9.4	9.0	8.8	8.7	7.9	8.9	9.3	8.2	9.9	.. ⁷
(c) Freight performance⁴											
Freight Delivery Metric (FDM) ⁵	..	..	..	..	..	..	..	..	93.3	94.3	94.1
Freight Performance Measure (FPM) ⁶	65.4	66.8	68.7	71.1	74.6	73.9	75.8	74.1	74.8	79.3	..

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

2. 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.

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

4. The Freight Delivery Metric has been introduced in place of the Freight Performance Measure and has replaced it as an industry target from 2014/15.

5. Percentage of trains arriving within 15 minutes of their scheduled arrival time at their final destination. This only covers delays caused by Network Rail.

6. Percentage of trains arriving within 10 minutes of their scheduled arrival time at their final destination.

7. Data for 2015/16 are not yet available.

P. The impact on road haulage statistics for 2014/15 are provisional.

Source: Office of Rail and Road (ORR)

Last updated: 8 December 2016

Next update: December 2017

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Table TSGB0429 (RFS0105)

Average length of haul¹ by type and weight of vehicle: annual 1990 to 2015 and quarterly 2004 to 2015

UK activity of GB registered heavy goods vehicles

Year	Rigid vehicles					Articulated vehicles				Kilometres
	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	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	
2011	60	60	71	47	53	116	124	124	93	
2012	56	63	74	48	54	116	123	122	95	
2013	57	58	70	45	51	107	126	126	94	
2014	55	55	74	44	50	128	120	121	91	
2015	55	66	74	43	49	106	125	124	92	
<i>Percentage change between 2014-2015</i>	<i>1</i>	<i>21</i>	<i>0</i>	<i>-4</i>	<i>-2</i>	<i>-17</i>	<i>4</i>	<i>3</i>	<i>1</i>	
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	63	48	60	46	50	113	121	121	89	
2011 Q2	59	69	75	54	58	128	119	120	94	
2011 Q3	60	72	77	47	54	117	124	123	93	
2011 Q4	57	62	71	42	50	109	134	133	98	
2012 Q1	51	75	72	46	52	113	117	117	90	
2012 Q2	61	54	77	56	60	107	124	123	97	
2012 Q3	55	61	69	45	51	111	129	129	98	
2012 Q4	59	64	78	45	52	131	121	121	94	
2013 Q1	56	65	69	46	51	94	126	125	94	
2013 Q2	57	55	65	46	50	96	129	128	95	
2013 Q3	55	58	70	44	49	120	124	123	93	
2013 Q4	59	55	75	47	53	132	127	127	96	
2014 Q1	63	59	79	42	50	138	125	126	94	
2014 Q2	54	60	68	46	51	130	119	120	90	
2014 Q3	50	62	77	45	50	124	115	115	88	
2014 Q4	55	44	72	44	49	117	123	123	94	
2015 Q1	58	73	82	44	51	104	125	125	92	
2015 Q2	55	65	82	42	50	90	126	125	92	
2015 Q3	56	55	66	42	48	114	119	119	90	
2015 Q4	53	69	65	43	48	116	131	130	96	

1. Length of haul is equal to tonne kilometres divided by tonnes lifted.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Table TSGB0430 (RFS0103)

Goods lifted by commodity grouping, annual and quarterly: 2004 to 2015

UK activity of GB registered heavy goods vehicles

Million tonnes

Year	Products of agriculture, forestry, raw materials	Food products, includ. beverages and tobacco	Textile, leather and wood products	Metal, mineral and chemical products	Machinery and equipment, consumer durables	Other products	All commodities
2004	510	245	118	369	112	389	1,744
2005	526	236	109	364	116	396	1,746
2006	510	257	104	360	119	426	1,776
2007	529	266	104	363	122	439	1,822
2008	458	261	100	346	101	401	1,668
2009	347	259	85	264	90	310	1,356
2010	389	285	89	296	90	340	1,489
2011	352	295	78	306	86	442	1,559
2012	365	311	70	318	82	441	1,587
2013 ¹	349	299	76	257	59	434	1,475
2014	358	259	64	284	65	460	1,490
2015	395	284	70	297	74	526	1,647
<i>Percentage change between 2014-2015</i>							
	10	10	9	5	13	14	11
2004 Q1	128	60	26	83	32	96	426
2004 Q2	122	69	41	101	26	95	455
2004 Q3	127	58	25	94	28	101	434
2004 Q4	132	58	25	91	26	97	429
2005 Q1	120	51	26	86	29	100	412
2005 Q2	151	61	27	100	28	94	461
2005 Q3	132	63	30	84	31	102	442
2005 Q4	122	62	26	94	28	99	431
2006 Q1	115	64	24	91	31	107	431
2006 Q2	128	55	28	92	26	102	431
2006 Q3	136	72	28	88	32	116	472
2006 Q4	131	66	25	88	30	101	442
2007 Q1	125	65	22	81	31	106	430
2007 Q2	132	61	28	94	29	112	456
2007 Q3	144	69	26	92	29	108	467
2007 Q4	128	70	28	96	33	113	469
2008 Q1	119	58	28	105	28	110	448
2008 Q2	131	60	22	78	28	94	413
2008 Q3	105	66	26	92	25	101	415
2008 Q4	102	77	25	71	20	96	391
2009 Q1	86	69	21	73	22	70	340
2009 Q2	85	65	21	59	22	81	334
2009 Q3	87	62	25	71	24	87	356
2009 Q4	89	63	18	62	23	72	326
2010 Q1	96	72	22	60	23	82	355
2010 Q2	91	66	23	93	26	87	386
2010 Q3	104	76	24	72	22	95	393
2010 Q4	98	72	20	71	19	76	355
2011 Q1	98	73	22	83	20	112	409
2011 Q2	80	73	23	74	28	118	396
2011 Q3	115	84	18	64	20	101	403
2011 Q4	58	65	15	85	19	111	352
2012 Q1	94	69	20	85	20	115	403
2012 Q2	93	84	16	80	17	119	409
2012 Q3	83	76	18	84	24	101	387
2012 Q4	95	82	16	69	20	106	388
2013 Q1 ¹	90	77	22	61	17	104	372
2013 Q2	74	75	15	66	11	118	360
2013 Q3	104	76	15	72	16	107	390
2013 Q4	81	71	23	59	14	105	354
2014 Q1	87	56	15	67	17	93	334
2014 Q2	80	60	19	66	16	128	369
2014 Q3	103	67	17	86	17	123	413
2014 Q4	88	75	13	65	16	116	374
2015 Q1	96	66	16	67	18	132	394
2015 Q2	108	68	19	84	19	132	429
2015 Q3	107	78	20	77	20	135	437
2015 Q4	84	73	15	69	18	127	386

1. Commodity data from 2013 have been coded using a different coding frame, with classifications being retrospectively applied to earlier years. See notes and definitions for more information.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Continuing Survey of Road Goods Transport (Great Britain)

Last updated: August 2016

Next update: Summer 2017

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Table TSGB0431 (RFS0104)

Goods moved by commodity grouping, annual and quarterly: 2004 to 2015

UK activity of GB registered heavy goods vehicles

Billion tonne kilometres

Year	Products of agriculture, forestry, raw materials	Food products, includ. beverages and tobacco	Textile, leather and wood products	Metal, mineral and chemical products	Machinery and equipment, consumer durables	Other products	All commodities
2004	29	30	15	32	15	30	152
2005	30	30	14	33	15	31	153
2006	29	31	15	31	15	32	152
2007	31	33	14	32	15	32	157
2008	28	31	12	29	13	33	146
2009	23	32	11	24	10	25	125
2010	26	34	12	26	10	30	139
2011	24	34	11	28	10	39	145
2012	27	38	9	30	10	36	150
2013 ¹	23	36	10	24	7	38	139
2014	25	30	8	26	9	37	136
2015	27	35	10	27	9	44	152
<i>Percentage change between 2014-2015</i>							
	5	16	14	4	6	20	12
2004 Q1	7	8	4	8	4	7	38
2004 Q2	7	8	5	8	3	8	39
2004 Q3	7	7	3	9	4	7	38
2004 Q4	8	8	4	8	3	8	38
2005 Q1	7	7	4	8	4	8	37
2005 Q2	8	8	4	9	4	7	40
2005 Q3	8	8	4	8	4	8	39
2005 Q4	6	8	4	8	4	7	37
2006 Q1	7	7	4	8	4	8	37
2006 Q2	7	7	4	8	4	8	38
2006 Q3	7	8	4	7	4	8	39
2006 Q4	8	8	4	7	4	8	39
2007 Q1	8	8	3	8	4	8	38
2007 Q2	8	8	4	8	4	8	40
2007 Q3	8	8	3	8	4	8	39
2007 Q4	7	8	4	8	4	8	40
2008 Q1	7	7	3	9	4	8	38
2008 Q2	8	8	3	8	4	7	37
2008 Q3	6	8	3	7	3	9	36
2008 Q4	7	9	2	5	2	9	34
2009 Q1	6	8	3	6	2	6	31
2009 Q2	5	8	3	6	3	7	32
2009 Q3	6	8	3	6	3	7	32
2009 Q4	6	8	2	5	3	6	30
2010 Q1	7	10	3	5	3	7	35
2010 Q2	6	8	3	8	3	7	34
2010 Q3	7	9	3	6	3	9	37
2010 Q4	6	8	3	7	2	7	33
2011 Q1	6	8	3	7	2	9	36
2011 Q2	6	9	3	7	3	9	37
2011 Q3	7	9	2	7	2	9	37
2011 Q4	4	8	2	7	2	11	34
2012 Q1	6	8	2	8	2	9	36
2012 Q2	7	10	2	8	3	10	40
2012 Q3	7	10	3	8	3	8	38
2012 Q4	7	10	2	6	2	9	36
2013 Q1 ¹	6	9	3	6	2	9	35
2013 Q2	6	9	2	6	2	10	34
2013 Q3	7	9	2	7	2	9	36
2013 Q4	5	9	3	5	2	10	34
2014 Q1	6	7	2	6	2	8	31
2014 Q2	7	7	3	6	2	9	33
2014 Q3	6	7	2	8	2	10	36
2014 Q4	7	9	2	6	2	9	35
2015 Q1	6	9	2	6	2	11	36
2015 Q2	7	9	3	8	3	11	40
2015 Q3	7	9	3	7	2	11	39
2015 Q4	6	9	2	6	2	12	37

1. Commodity data from 2013 have been coded using a different coding frame, with classifications being retrospectively applied to earlier years. See notes and definitions for more information.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Continuing Survey of Road Goods Transport (Great Britain)
 Last updated: August 2016
 Next update: Summer 2017
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Table TSGB0432 (RFS0101)

Goods moved, goods lifted and vehicle kilometres: annual 1990 to 2015 and quarterly 2004 to 2015

UK activity of GB registered heavy goods vehicles

							Index (2000=100)
Year	Goods moved (billion tonne kms)	Goods lifted (million tonnes)	Vehicle km (million km)	Goods moved	Goods lifted	Vehicle km	
1990	131	1,645	21,120	87	103	92	
1991	125	1,505	20,465	83	94	89	
1992	121	1,463	19,953	81	92	87	
1993	129	1,523	20,584	85	96	90	
1994	138	1,597	22,123	92	100	96	
1995	144	1,609	22,190	95	101	97	
1996	147	1,628	22,666	98	102	99	
1997	150	1,643	23,111	99	103	101	
1998	152	1,630	23,323	101	102	101	
1999	149	1,567	23,091	99	98	100	
2000	150	1,593	22,990	100	100	100	
2001	149	1,581	22,207	99	99	97	
2002	150	1,627	22,159	100	102	96	
2003	152	1,643	22,167	101	103	96	
2004	152	1,744	22,281	101	109	97	
2005	153	1,746	22,232	101	110	97	
2006	152	1,776	21,848	101	111	95	
2007	157	1,822	21,900	105	114	95	
2008	146	1,668	20,395	97	105	89	
2009	125	1,356	18,024	83	85	78	
2010	139	1,489	18,769	92	93	82	
2011	145	1,559	19,347	97	98	84	
2012	150	1,587	18,604	100	100	81	
2013	139	1,475	17,213	93	93	75	
2014	136	1,490	16,907	90	94	74	
2015	152	1,647	18,366	101	103	80	
<i>Percentage change between 2014-2015</i>							
	12	11	9	.	.	.	
2004 Q1	38	426	5,449	.	.	.	
2004 Q2	39	455	5,568	.	.	.	
2004 Q3	38	434	5,725	.	.	.	
2004 Q4	38	429	5,539	.	.	.	
2005 Q1	37	412	5,493	.	.	.	
2005 Q2	40	461	5,762	.	.	.	
2005 Q3	39	442	5,621	.	.	.	
2005 Q4	37	431	5,356	.	.	.	
2006 Q1	37	431	5,372	.	.	.	
2006 Q2	38	431	5,433	.	.	.	
2006 Q3	39	472	5,518	.	.	.	
2006 Q4	39	442	5,525	.	.	.	
2007 Q1	38	430	5,542	.	.	.	
2007 Q2	40	456	5,432	.	.	.	
2007 Q3	39	467	5,424	.	.	.	
2007 Q4	40	469	5,502	.	.	.	
2008 Q1	38	448	5,308	.	.	.	
2008 Q2	37	413	5,209	.	.	.	
2008 Q3	36	415	5,111	.	.	.	
2008 Q4	34	391	4,766	.	.	.	
2009 Q1	31	340	4,490	.	.	.	
2009 Q2	32	334	4,593	.	.	.	
2009 Q3	32	356	4,644	.	.	.	
2009 Q4	30	326	4,297	.	.	.	
2010 Q1	35	355	4,674	.	.	.	
2010 Q2	34	386	4,751	.	.	.	
2010 Q3	37	393	4,917	.	.	.	
2010 Q4	33	355	4,427	.	.	.	
2011 Q1	36	409	4,739	.	.	.	
2011 Q2	37	396	4,857	.	.	.	
2011 Q3	37	403	5,086	.	.	.	
2011 Q4	34	352	4,665	.	.	.	
2012 Q1	36	403	4,744	.	.	.	
2012 Q2	40	409	4,709	.	.	.	
2012 Q3	38	387	4,688	.	.	.	
2012 Q4	36	388	4,464	.	.	.	
2013 Q1	35	372	4,317	.	.	.	
2013 Q2	34	360	4,381	.	.	.	
2013 Q3	36	390	4,328	.	.	.	
2013 Q4	34	354	4,187	.	.	.	
2014 Q1	31	334	3,974	.	.	.	
2014 Q2	33	369	4,121	.	.	.	
2014 Q3	36	413	4,489	.	.	.	
2014 Q4	35	374	4,324	.	.	.	
2015 Q1	36	394	4,561	.	.	.	
2015 Q2	40	429	4,690	.	.	.	
2015 Q3	39	437	4,663	.	.	.	
2015 Q4	37	386	4,452	.	.	.	

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Continuing Survey of Road Goods Transport (Great Britain)

Last updated: August 2016

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Table TSGB0433 (RFS0144)

Summary of domestic and international road freight by UK HGVs, annual and quarterly: 2004 to 2015

UK and international activity of GB and NI registered heavy goods vehicles

Year	Million tonnes						Billion tonne kilometres					
	Domestic ^{1,2}		Goods lifted				Domestic ^{1,2}		Goods moved			
			International		Outside UK ⁵	of which is Cabotage ⁶			International		Outside UK ⁵	of which is Cabotage ⁶
	To or from the UK ^{3,4}		GB HGVs	NI HGVs			UK HGVs	UK HGVs	To or from the UK ^{3,4}				GB HGVs	NI HGVs	UK HGVs	UK HGVs
2004	1,743.7	65.3	11.5	10.2	1.9	1.6	152.1	3.7	9.6	1.5	0.4	0.2
2005	1,745.9	65.5	10.7	9.4	1.9	1.6	152.6	3.5	8.0	1.7	0.4	0.2
2006	1,775.8	69.7	10.8	13.0	2.4	2.2	152.4	3.9	8.4	1.9	0.4	0.2
2007	1,822.4	82.0	10.8	11.3	2.2	2.0	157.3	4.1	8.2	1.6	0.5	0.3
2008	1,667.5	73.7	10.5	7.9	2.5	2.3	145.8	4.0	7.4	1.3	0.4	0.2
2009	1,356.2	63.7	9.4	7.1	1.3	1.1	125.2	3.9	6.7	1.0	0.3	0.1
2010	1,488.5	56.6	10.4	8.2	2.3	1.9	138.9	3.1	7.1	1.2	0.6	0.3
2011	1,559.5	56.5	10.0	7.7	2.1	1.7	145.2	3.9	6.9	1.4	0.5	0.3
2012	1,586.9	66.2	9.3	8.3	2.0	1.7	150.1	4.4	6.6	1.4	0.5	0.2
2013	1,474.8	56.6	9.1	7.9	3.3	2.9	139.2	4.0	6.2	1.4	0.6	0.3
2014	1,489.8	52.7	8.6	8.3	2.0	1.7	135.9	3.8	5.6	1.5	0.4	0.2
2015	1,646.5	53.4	7.6	7.2	2.7	2.2	152.3	4.1	5.2	1.5	0.6	0.3
Percentage change between 2014-2015												
	11	1	-11	-14	33	28	12	7	-8	1	25	38
2004 Q1	425.8	16.8	2.9	2.7	0.9	0.8	37.8	0.8	2.6	0.4	0.1	0.1
2004 Q2	454.5	14.1	2.9	2.6	0.4	0.3	38.6	0.9	2.4	0.4	0.1	0.0
2004 Q3	434.0	18.2	2.9	2.4	0.4	0.3	38.0	1.0	2.3	0.3	0.1	0.0
2004 Q4	429.4	16.2	2.8	2.5	0.2	0.2	37.7	0.9	2.3	0.4	0.1	0.0
2005 Q1	412.3	19.0	2.6	2.7	0.3	0.2	37.2	1.0	2.0	0.5	0.1	0.0
2005 Q2	461.0	17.4	2.9	2.4	0.6	0.6	39.7	0.9	2.2	0.4	0.1	0.1
2005 Q3	441.7	13.0	2.7	2.2	0.8	0.7	39.0	0.8	2.0	0.4	0.1	0.1
2005 Q4	430.8	16.1	2.5	2.1	0.3	0.2	36.6	0.9	1.8	0.4	0.1	0.0
2006 Q1	430.9	18.1	2.6	2.8	0.7	0.6	37.1	1.2	2.0	0.5	0.1	0.0
2006 Q2	431.3	17.7	2.7	3.1	0.8	0.8	37.8	1.0	2.0	0.5	0.1	0.1
2006 Q3	471.9	16.2	2.8	4.0	0.3	0.2	38.9	0.8	2.3	0.5	0.1	0.0
2006 Q4	441.8	17.7	2.7	3.1	0.7	0.6	38.7	0.9	2.1	0.5	0.1	0.1
2007 Q1	430.5	19.8	2.8	2.0	0.5	0.5	38.3	1.1	2.1	0.3	0.1	0.1
2007 Q2	456.2	19.4	2.8	3.2	0.2	0.2	40.1	1.0	2.2	0.5	0.1	0.0
2007 Q3	466.8	23.0	2.6	2.7	0.9	0.8	38.8	1.1	2.0	0.4	0.1	0.1
2007 Q4	468.9	19.7	2.6	3.4	0.6	0.5	40.2	1.0	1.9	0.4	0.1	0.1
2008 Q1	447.9	19.3	2.7	1.4	0.8	0.7	38.4	1.0	1.9	0.4	0.1	0.1
2008 Q2	412.9	19.5	2.8	2.2	0.5	0.4	37.3	1.0	1.9	0.4	0.1	0.1
2008 Q3	415.2	19.6	2.8	1.7	0.6	0.6	35.9	1.0	2.0	0.3	0.1	0.1
2008 Q4	391.4	15.3	2.1	2.5	0.6	0.5	34.1	1.0	1.6	0.3	0.1	0.1
2009 Q1	339.8	16.7	2.2	1.6	0.2	0.2	31.2	1.2	1.5	0.2	0.1	0.0
2009 Q2	334.1	15.4	2.6	2.3	0.3	0.2	31.7	0.8	1.8	0.3	0.1	0.0
2009 Q3	356.2	14.7	2.4	1.6	0.5	0.4	32.1	0.9	1.7	0.3	0.1	0.0
2009 Q4	326.1	16.9	2.3	1.6	0.3	0.3	30.2	1.0	1.6	0.3	0.1	0.0
2010 Q1	354.9	15.0	2.5	1.7	0.5	0.5	34.6	0.8	1.7	0.3	0.1	0.1
2010 Q2	385.8	18.9	2.6	2.5	0.9	0.6	34.1	0.9	1.8	0.4	0.3	0.1
2010 Q3	392.6	11.7	2.7	2.4	0.6	0.5	37.0	0.8	1.8	0.3	0.1	0.1
2010 Q4	355.2	11.1	2.6	1.5	0.3	0.3	33.2	0.6	1.8	0.2	0.1	0.0
2011 Q1	408.6	15.2	2.6	2.4	0.5	0.5	36.4	1.1	1.7	0.4	0.1	0.1
2011 Q2	395.9	12.0	2.8	1.6	0.5	0.4	37.1	0.8	2.0	0.3	0.1	0.1
2011 Q3	403.1	15.5	2.4	2.7	0.7	0.6	37.4	1.1	1.6	0.5	0.2	0.1
2011 Q4	351.9	13.7	2.3	1.1	0.4	0.2	34.3	1.0	1.7	0.2	0.1	0.0
2012 Q1	403.4	16.6	2.3	2.0	0.5	0.5	36.4	1.0	1.6	0.3	0.1	0.1
2012 Q2	409.4	16.5	2.5	2.8	0.4	0.3	39.6	1.2	1.7	0.6	0.1	0.0
2012 Q3	386.5	17.3	2.3	2.1	0.4	0.3	37.9	1.2	1.6	0.3	0.1	0.0
2012 Q4	387.6	15.8	2.2	1.4	0.7	0.6	36.2	1.1	1.6	0.3	0.2	0.1
2013 Q1	371.6	15.2	2.3	2.1	0.9	0.8	34.9	1.2	1.6	0.4	0.2	0.1
2013 Q2	359.8	13.4	2.2	2.0	0.7	0.6	34.3	1.0	1.6	0.3	0.1	0.1
2013 Q3	389.5	13.8	2.4	1.7	0.6	0.4	36.0	0.9	1.6	0.3	0.1	0.1
2013 Q4	353.8	14.2	2.1	2.1	1.2	1.1	34.0	1.0	1.4	0.4	0.2	0.1
2014 Q1	333.9	12.8	2.2	2.2	0.4	0.3	31.4	0.9	1.4	0.3	0.1	0.0
2014 Q2	369.4	14.6	2.1	2.3	0.7	0.7	33.3	1.0	1.6	0.4	0.1	0.1
2014 Q3	413.0	14.4	2.2	2.0	0.4	0.3	36.3	1.0	1.5	0.3	0.1	0.0
2014 Q4	373.6	11.0	2.0	1.9	0.5	0.4	34.9	1.0	1.3	0.3	0.2	0.0
2015 Q1	394.4	14.3	2.0	1.9	0.9	0.9	36.4	1.1	1.3	0.4	0.1	0.1
2015 Q2	429.5	15.5	1.9	2.1	0.4	0.3	39.6	1.2	1.4	0.5	0.1	0.1
2015 Q3	436.9	12.5	2.0	1.3	0.6	0.4	39.2	0.9	1.3	0.3	0.2	0.1
2015 Q4	385.7	11.1	1.8	1.8	0.8	0.6	37.1	1.0	1.1	0.4	0.2	0.1
Percentage change between 12 months ending Q4 2015 and previous 12 months												
	11	1	-11	-14	33	28	12	7	-8	1	25	38

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

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

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

4. International freight lifted by GB and NI-registered HGVs that either start in the UK and end elsewhere or start elsewhere and end in the UK.

5. International freight lifted by GB and NI-registered HGVs that start and end outside the UK.

6. Cabotage refers to road haulage solely within one country by a vehicle registered in another country.

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Source: Continuing Survey of Road Goods Transport (Great Britain) and
Continuing Survey of Road Goods Transport (Northern Ireland) and
International Road Haulage Survey
Last updated: August 2016
Next update: Summer 2017
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Table TSGB0434 (RORO0101)

Road goods vehicles travelling to mainland Europe: 1990 to 2015

Thousands

Year	Powered vehicles by country of registration			Total	Unaccompanied trailers	All vehicles
	UK	Foreign	Unknown			
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
2012	338	1,471	1	1,811	620	2,430
2013	326	1,707	5	2,037	652	2,689
2014	313	1,902	1	2,216	679	2,895
2015	283	1,973	2	2,258	732	2,990
Percentage annual change	-10%	4%	23%	2%	8%	3%

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

Last updated: November 2016

Next update: November 2017

The figures in this table are National Statistics

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Table TSGB0435 (RORO0201)
Powered goods vehicles by country of registration

Thousands

Year	UK	Germany	France	Italy	Netherlands	Poland	EU15 ¹	EU28 ²	Non EU ³	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
2012	338	120	111	29	200	289	1,073	1,774	35	1	1,471	1,811
2013	326	134	126	29	197	401	1,101	1,991	41	5	1,707	2,037
2014	313	146	122	32	208	432	1,125	2,168	47	1	1,902	2,216
2015	283	133	114	32	212	468	1,103	2,216	40	2	1,973	2,258
Percentage annual change	-10%	-9%	-7%	3%	2%	8%	-2%	2%	-16%	23%	4%	2%

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

2. Data coverage expands over time to reflect growing EU membership:

1983-1994 = EU12 : Belgium, France, Italy, Luxembourg, Netherlands, Germany, Denmark, Ireland, United Kingdom, Greece, Portugal and Spain.

1995 onwards = EU15 including Austria, Sweden and Finland.

2004 onwards = EU25 including Cyprus, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovakia and Slovenia.

2007 onwards = EU27 including Bulgaria and Romania.

2013 onwards = EU28 including Croatia.

3. Includes EU member states prior to their joining the EU, however:

Data for Austria and Finland is not available separately prior to their joining the EU15.

Data for new member EU25 states is not available separately prior to 1999.

Data for Bulgaria and Romania is not available separately prior to their joining the EU27.

Data for Croatia is not presented separately prior to joining the EU28.

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

Last updated: November 2016

Next update: November 2017

The figures in this table are National Statistics

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Maritime

1,680

search and rescue helicopter taskings in the UK during 2015/16



Table TSGB0501 (PORT0102)

UK major and minor port freight traffic, international and domestic by direction: 2005 to 2015 ^{1,2}

Direction	Million tonnes										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
(a) International											
Imports	262.3	278.9	273.3	266.0	230.2	244.0	259.0	257.9	271.5	269.6	254.1
Exports	163.7	160.6	164.5	156.1	139.0	146.9	139.8	135.1	135.7	135.0	134.7
All	426.0	439.5	437.9	422.1	369.2	391.0	398.8	393.0	407.2	404.6	388.8
(b) Domestic											
Coastwise											
Inwards	61.4	56.7	57.6	56.2	53.2	50.3	49.4	43.0	39.0	40.5	43.7
Outwards	64.9	56.5	57.2	57.9	54.3	50.2	49.8	43.5	39.2	40.3	45.6
All	126.2	113.2	114.8	114.1	107.6	100.5	99.2	86.5	78.2	80.8	89.3
One-port											
Inwards	30.4	29.0	26.9	24.1	20.3	18.3	19.2	18.6	15.5	15.4	16.4
Outwards	1.9	1.6	2.0	1.9	3.8	2.1	2.3	2.8	2.5	2.4	2.2
All	32.3	30.6	28.9	26.0	24.2	20.4	21.5	21.4	17.9	17.8	18.6
All domestic	158.5	143.8	143.7	140.1	131.7	120.9	120.7	107.8	96.2	98.6	107.9
Total											
Inwards	354.0	364.7	357.8	346.4	303.7	312.6	327.6	319.5	325.9	325.5	314.2
Outwards	230.5	218.6	223.7	215.8	197.2	199.2	191.9	181.4	177.4	177.7	182.5
All	584.5	583.3	581.5	562.2	500.9	511.9	519.5	500.9	503.3	503.2	496.7

1. Great Britain only prior to 1980.

2. Estimated prior to 1974.

Source: DfT Port Freight Statistics

Last updated: 21 September 2016

Next update: September 2017

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The figures in this table are National Statistics

Table TSGB0502 (PORT0104)
UK major port freight traffic by commodity and direction, annually: 2005 to 2015

	Thousand tonnes										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
(a) All traffic											
Liquid bulk											
Liquefied gas	7,900	9,471	7,902	7,444	13,051	21,240	24,088	15,869	12,437	12,795	15,218
Crude oil	153,499	142,200	140,132	132,146	122,924	118,189	113,045	105,028	93,042	89,461	90,718
Oil products	89,001	85,120	85,960	86,814	79,094	79,415	81,414	78,794	81,868	74,455	77,953
Other liquid bulk products	12,767	13,598	14,599	12,770	12,475	12,765	12,011	11,167	9,633	11,086	10,461
All liquid bulk traffic	263,167	250,388	248,592	239,174	227,544	231,609	230,558	210,858	196,980	187,797	194,351
Dry bulk											
Ores	17,941	18,301	19,144	18,091	14,822	18,235	16,702	16,320	20,754	20,783	17,720
Coal	51,787	57,282	47,427	50,515	39,612	29,852	36,910	47,040	52,186	44,658	25,342
Agricultural products	13,608	13,095	12,746	13,978	13,966	15,024	13,448	13,540	13,099	14,127	13,242
Other dry bulk	42,232	44,403	46,067	42,272	30,643	34,296	36,349	33,981	35,378	42,417	47,761
All dry bulk traffic	125,568	133,080	125,383	124,856	99,045	97,407	103,408	110,881	121,417	121,985	104,064
All bulk traffic											
Bulk fuels ¹	302,187	294,072	281,421	276,918	254,681	248,696	255,457	246,731	239,533	221,369	209,231
Other bulks ¹	86,548	89,396	92,555	87,112	71,907	80,320	78,509	75,008	78,864	88,412	89,184
All bulk traffic	388,734	383,468	373,976	364,030	326,588	329,016	333,966	321,739	318,397	309,782	298,415
Container and roll-on/roll-off traffic											
Container traffic ^{2,3}	53,840	54,359	60,510	59,550	52,011	56,674	57,703	55,053	56,903	61,256	63,212
Roll-on/roll-off traffic ^{2,3}	100,262	104,263	104,694	101,414	94,081	96,015	97,309	94,345	95,055	99,614	103,778
All container and ro-ro	154,102	158,622	165,203	160,964	146,092	152,688	155,012	149,398	151,958	160,870	166,990
Other general cargo											
Forestry products	9,616	8,894	8,987	6,525	5,243	5,588	5,713	4,679	7,022	5,704	5,861
Iron and steel products	10,351	10,637	12,236	10,317	6,182	6,128	6,936	7,789	8,991	9,975	8,848
General cargo and containers <20'	7,342	7,141	6,215	6,243	5,451	5,068	5,368	5,846	5,387	5,526	5,615
All other general cargo traffic	27,309	26,672	27,438	23,085	16,876	16,784	18,017	18,313	21,400	21,204	20,325
All traffic	570,145	568,763	566,617	548,079	489,556	498,488	506,996	489,450	491,755	491,856	485,729
(b) Inward traffic											
Liquid bulk											
Liquefied gas	1,994	4,454	2,920	2,292	9,334	16,469	20,650	11,785	9,254	9,738	11,794
Crude oil	80,496	76,631	74,384	71,831	65,211	64,668	66,602	65,808	56,626	52,588	51,275
Oil products	42,739	44,148	43,002	44,234	40,868	41,833	42,707	41,434	42,656	41,673	43,178
Other liquid bulk products	7,250	8,178	8,791	7,457	6,249	6,909	6,376	6,145	6,634	6,143	5,892
All liquid bulk traffic	132,479	133,411	129,096	125,814	121,663	129,878	136,334	125,172	115,170	110,142	112,139
Dry bulk											
Ores	17,535	17,763	18,442	17,061	11,227	12,834	11,526	11,020	15,198	15,872	12,932
Coal	48,621	54,329	45,051	47,747	37,606	26,685	34,038	44,296	49,361	41,965	23,411
Agricultural products	9,268	9,465	9,611	10,027	9,758	9,467	8,886	9,974	10,824	10,759	8,849
Other dry bulk	27,664	28,698	30,111	27,647	20,594	23,396	24,510	22,432	23,984	29,715	35,608
All dry bulk traffic	103,089	110,255	103,214	102,482	79,184	72,382	78,961	87,722	99,367	98,311	80,800
All bulk traffic											
Bulk fuels ¹	173,850	179,562	165,357	166,104	153,019	149,654	163,997	163,323	157,897	145,964	129,658
Other bulks ¹	61,717	64,104	66,954	62,192	47,828	52,606	51,298	49,571	56,640	62,489	63,281
All bulk traffic	235,567	243,666	232,310	228,296	200,847	202,261	215,295	212,894	214,537	208,453	192,938
Container and roll-on/roll-off traffic											
Container traffic ^{2,3}	31,481	32,098	36,524	35,582	29,221	33,075	33,739	31,542	34,146	37,508	38,705
Roll-on/roll-off traffic ^{2,3}	58,777	61,059	60,885	58,562	55,496	56,449	57,071	55,069	55,523	58,365	61,385
All container and ro-ro	90,258	93,157	97,409	94,144	84,717	89,524	90,810	86,611	89,669	95,872	100,090
Other general cargo											
Forestry products	9,026	8,454	8,434	6,117	5,129	5,342	5,448	4,497	6,615	5,583	5,614
Iron and steel products	5,553	5,925	6,687	5,845	2,901	4,259	5,064	4,913	4,427	5,201	4,983
General cargo and containers <20'	4,383	4,262	3,397	3,259	2,957	3,033	3,085	3,152	2,988	2,955	3,300
All other general cargo traffic	18,962	18,641	18,518	15,221	10,987	12,634	13,597	12,562	14,030	13,739	13,897
All inwards traffic	344,788	355,464	348,237	337,662	296,551	304,418	319,702	312,066	318,236	318,063	306,925
(c) Outward traffic											
Liquid bulk											
Liquefied gas	5,905	5,016	4,982	5,152	3,717	4,771	3,439	4,084	3,183	3,057	3,425
Crude oil	73,003	65,570	65,748	60,315	57,713	53,521	46,443	39,220	36,415	36,873	39,443
Oil products	46,261	40,972	42,958	42,580	38,226	37,583	38,707	37,360	39,212	32,782	34,775
Other liquid bulk products	5,518	5,420	5,808	5,313	6,226	5,856	5,635	5,022	2,999	4,943	4,569

Table TSGB0502 (PORT0104)

UK major port freight traffic by commodity and direction, annually: 2005 to 2015

	Thousand tonnes										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
All liquid bulk traffic	130,688	116,977	119,496	113,359	105,881	101,731	94,225	85,686	81,810	77,655	82,212
Dry bulk											
Ores	405	538	702	1,030	3,595	5,401	5,176	5,300	5,556	4,911	4,789
Coal	3,167	2,953	2,376	2,768	2,007	3,167	2,871	2,744	2,825	2,693	1,931
Agricultural products	4,340	3,630	3,135	3,950	4,209	5,557	4,561	3,565	2,275	3,368	4,392
Other dry bulk	14,568	15,705	15,956	14,625	10,050	10,899	11,839	11,549	11,394	12,702	12,153
All dry bulk traffic	22,479	22,825	22,169	22,374	19,860	25,025	24,447	23,159	22,050	23,674	23,265
All bulk traffic											
Bulk fuels ¹	128,336	114,510	116,064	110,814	101,662	99,042	91,460	83,409	81,636	75,405	79,573
Other bulks ¹	24,830	25,292	25,601	24,919	24,079	27,714	27,211	25,437	22,224	25,924	25,903
All bulk traffic	153,167	139,802	141,665	135,733	125,741	126,756	118,672	108,845	103,860	101,329	105,477
Container and roll-on/roll-off traffic											
Container traffic ^{2,3}	22,359	22,261	23,986	23,968	22,789	23,599	23,964	23,511	22,757	23,748	24,507
Roll-on/roll-off traffic ^{2,3}	41,485	43,204	43,808	42,852	38,585	39,566	40,238	39,276	39,532	41,249	42,393
All container and ro-ro	63,844	65,465	67,795	66,820	61,374	63,165	64,202	62,787	62,289	64,998	66,900
Other general cargo											
Forestry products	590	440	553	408	113	246	265	181	407	121	247
Iron and steel products	4,798	4,712	5,550	4,472	3,281	1,869	1,872	2,876	4,564	4,774	3,865
General cargo and containers <20'	2,959	2,879	2,818	2,984	2,494	2,034	2,283	2,695	2,399	2,571	2,316
All other general cargo traffic	8,347	8,032	8,921	7,864	5,889	4,149	4,420	5,752	7,370	7,466	6,428
All outwards traffic	225,357	213,299	218,380	210,417	193,005	194,070	187,294	177,384	173,519	173,792	178,804

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 for details.

Source: DfT Port Freight Statistics

Last updated: 21 September 2016

Next update: September 2017

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The figures in this table are National Statistics

Table TSGB0503 (PORT0101)

UK major and minor ports, all freight traffic, by port and direction, annually: 2005 to 2015

		Thousand tonnes										
Ports	Port Group ¹	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
(a) All traffic												
Major ports												
Aberdeen	Scotland East Coast	4,609	4,663	5,131	4,833	4,570	4,164	4,165	4,493	4,263	4,231	4,376
Belfast	Northern Ireland	13,500	13,514	13,416	13,040	12,050	12,827	13,561	15,186	16,783	16,793	16,700
Boston	Wash and Northern E Anglia	767	834	836	961	702	951	838	829	724	824	852
Bristol	Bristol Channel	11,206	12,261	11,178	11,527	8,999	7,272	8,202	10,762	10,633	11,421	8,877
Cairnryan ²	Scotland West Coast	3,274	3,145	3,163	2,928	2,572	2,634	2,932	2,610	2,364	2,368	2,548
Cardiff	Bristol Channel	2,450	2,873	3,057	2,596	1,992	2,232	2,025	1,830	1,712	1,731	1,791
Clyde	Scotland West Coast	15,737	14,981	12,063	14,338	12,552	12,283	13,431	15,421	14,783	16,201	12,484
Cromarty Firth	Scotland East Coast	3,325	3,206	3,502	2,252	2,864	3,663	4,020	2,628	3,378	1,591	262
Dover	Thames and Kent	21,145	23,805	25,144	24,344	25,087	24,093	24,251	22,902	25,295	27,605	27,299
Dundee	Scotland East Coast	1,222	1,202	1,035	978	810	962	929	842	815	517	515
Felixstowe	Haven	23,144	24,370	25,685	24,988	24,267	25,756	26,817	26,269	26,214	28,127	27,971
Fishguard	West and North Wales	513	597	572	560	366	416	345	335	342	378	378
Fleetwood	Lancs and Cumbria	1,635	1,670	1,772	1,571	1,327	1,137	z	z	z	z	z
Forth	Scotland East Coast	34,218	31,556	36,681	39,054	36,690	34,335	27,878	25,332	26,365	24,608	27,074
Fowey	West Country	1,270	1,103	1,121	935	774	773	688	641	656	581	513
Glensanda	Scotland West Coast	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597
Goole	Humber	2,623	2,215	2,281	2,159	1,635	1,936	1,848	1,291	1,377	1,304	1,327
Great Yarmouth	Wash and Northern E Anglia	763	950	900	784	659	855	827	889	840	1,137	1,096
Grimsby and Immingham	Humber	60,686	64,033	66,279	65,267	54,708	54,029	57,227	60,091	62,614	59,370	59,103
Harwich	Haven	4,221	4,176	3,784	3,739	2,942	3,141	3,090	3,189	3,638	3,888	4,550
Heysham	Lancs and Cumbria	3,676	4,014	3,586	3,185	3,102	3,461	4,291	4,035	3,920	4,472	4,557
Holyhead	West and North Wales	4,147	4,153	3,468	3,419	2,852	2,658	3,148	3,087	3,212	3,663	4,455
Hull	Humber	13,363	12,785	12,497	12,249	9,771	9,236	9,286	10,081	10,910	10,925	10,029
Ipswich	Haven	3,578	3,505	2,797	2,572	2,814	2,875	2,544	2,206	1,689	1,929	2,293
Kilroot Power Station Jetty	Northern Ireland	977	1,155	803	867	532	784	623	1,039	1,121	995	895
Larne	Northern Ireland	5,496	5,489	5,464	5,166	4,297	4,614	4,395	2,913	2,369	2,378	2,559
Liverpool	Lancs and Cumbria	33,775	33,550	32,258	32,204	29,936	30,020	32,660	32,924	31,149	30,996	31,256
Loch Ryan ³	Scotland West Coast	z	z	z	z	z	z	z	1,815	2,136	2,038	2,163
London	Thames and Kent	53,843	51,911	52,739	52,965	45,442	48,062	48,796	43,742	43,205	44,489	45,430
Londonderry	Northern Ireland	1,151	1,690	1,934	1,839	1,619	1,757	1,740	1,659	1,871	1,794	1,759
Manchester	Lancs and Cumbria	7,222	8,049	8,079	7,438	6,670	7,084	7,355	6,438	7,489	7,125	6,528
Medway	Thames and Kent	15,470	18,957	15,417	14,971	13,150	13,971	16,076	12,649	8,384	8,447	9,091
Milford Haven	West and North Wales	37,547	34,307	35,496	35,875	39,293	42,788	48,699	39,832	41,105	34,309	37,684
Newhaven	Sussex and Hampshire	876	1,046	1,003	1,196	861	824	754	793	706	699	864
Newport	Bristol Channel	3,971	3,846	2,843	3,195	2,734	2,068	2,444	2,464	2,442	2,617	2,571
Orkney	Scotland East Coast	14,534	11,249	10,592	4,789	3,241	3,244	2,344	1,729	1,054	1,151	3,945
Peterhead	Scotland East Coast	928	947	790	871	797	1,107	1,054	1,024	971	1,377	1,468
Plymouth	West Country	2,308	2,452	2,486	2,322	1,944	2,208	2,141	2,374	2,161	2,089	2,217
Poole	West Country	1,712	1,806	1,405	1,518	1,127	982	950	752	634	573	582
Port Talbot	Bristol Channel	8,573	8,659	9,052	8,147	5,156	8,832	7,056	5,572	8,477	9,476	8,113
Portsmouth	Sussex and Hampshire	4,931	4,205	3,961	3,937	3,954	3,718	3,772	3,487	3,613	3,786	3,776
Ramsgate	Thames and Kent	1,872	1,704	2,015	1,968	1,591	1,739	1,144	879	216	14	26
River Trent ⁴	Humber	1,924	2,062	2,207	1,984	1,096	1,361	1,283	1,244	1,313	1,489	1,173
Rivers Hull and Humber ⁴	Humber	9,843	9,774	9,370	9,351	9,466	10,034	10,187	10,283	9,674	9,986	8,264
Shoreham	Sussex and Hampshire	1,828	1,797	1,989	1,792	1,735	1,851	2,081	1,904	1,600	1,826	1,909
Southampton	Sussex and Hampshire	39,947	40,556	43,815	40,974	37,228	39,365	37,878	38,107	35,797	36,688	37,660
Stranraer ³	Scotland West Coast	1,165	1,222	1,231	1,190	1,177	1,017	986	z	z	z	z
Sullom Voe	Scotland East Coast	20,541	19,447	16,573	14,539	11,217	11,270	10,153	11,398	6,394	7,185	6,120
Sunderland	North East	920	904	1,024	805	651	407	504	455	596	686	748
Swansea	Bristol Channel	695	634	683	589	401	604	561	595	540	527	518
Tees and Hartlepool	North East	55,790	53,348	49,779	45,436	39,163	35,697	35,198	33,967	37,641	39,537	35,849
Tyne	North East	3,357	4,077	4,613	5,417	3,540	3,217	5,332	6,494	8,116	6,701	4,995
Warrenpoint	Northern Ireland	2,436	2,307	1,999	2,119	1,841	2,327	2,425	2,429	2,707	2,866	2,920
Total Major Ports		570,145	568,763	566,617	548,079	489,556	498,488	506,996	489,450	491,755	491,856	485,729
Minor ports												
Anglesey Marine Terminal	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Appledore	Bristol Channel	90	75	64	66	46	51	37	38	31	28	26
Ardrishaig	Scotland West Coast	136	171	149	107	63	111	124	59	100	109	107
Ayr	Scotland West Coast	418	419	553	557	335	558	402	304	470	355	280
Bangor	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Barnstaple	Bristol Channel	26	2	z	z	z	z	z	z	46	35	0
Barra Castlebay	Scotland West Coast	z	z	1	z	z	z	z	z	z	z	z
Barrow	Lancs and Cumbria	151	145	192	206	112	320	298	394	169	234	142
Barry	Bristol Channel	443	515	456	465	327	281	259	274	266	303	300
Berwick	North East	76	94	83	94	60	65	87	86	101	59	51
Bideford	Bristol Channel	42	57	62	31	14	15	46	54	22	13	13
Blyth	North East	915	1,147	1,464	1,069	766	842	1,094	701	577	505	638
Bridgwater	Bristol Channel	106	91	50	46	31	40	45	46	37	38	59
Bridport	West Country	z	z	z	z	z	z	z	z	z	z	z
Brightlingsea ⁵	Thames and Kent	118	97	103	82	20	31	31	18	9	14	9
Buckie	Scotland East Coast	96	95	108	102	105	108	113	90	110	74	83
Burghhead	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Burry Port	Bristol Channel	z	z	z	86	91	100	71	87	102	73	110
Caernarfon	West and North Wales	z	z	z	z	z	z	z	z	z	z	z

Table TSGB0503 (PORT0101)

UK major and minor ports, all freight traffic, by port and direction, annually: 2005 to 2015

												Thousand tonnes
Ports	Port Group ¹	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Carrickfergus	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Charlestown	West Country	z	z	z	z	z	z	z	z	z	z	z
Chichester	Sussex and Hampshire	155	165	226	160	115	106	112	84	141	91	129
Colchester	Thames and Kent	z	z	z	z	z	z	z	z	z	z	z
Coleraine	Northern Ireland	67	55	74	61	33	41	39	39	25	30	34
Corpach	Scotland West Coast	~	0	0	161	121	150	140	211	227	291	184
Cowes, Isle of Wight	Sussex and Hampshire	179	235	266	252	149	257	223	298	181	211	222
Craignure	Scotland West Coast	z	z	9	z	z	z	z	z	z	z	z
Dartmouth	West Country	40	z	z	z	z	z	z	z	z	z	z
Dean Point Quarry	West Country	z	z	z	z	z	z	z	z	z	z	z
Dutch River Wharf	Humber	0	0	0	1	0	0	0	0	0	0	0
Exmouth	West Country	0	0	0	0	0	0	0	0	0	0	0
Falmouth	West Country	570	697	753	722	576	540	495	476	360	333	254
Fareham	Sussex and Hampshire	31	23	z	z	z	z	z	z	z	z	z
Folkestone	Thames and Kent	94	13	25	z	z	z	z	z	z	z	z
Fosdyke	Wash and Northern E Anglia	z	z	z	z	z	z	z	z	z	z	z
Fraserburgh	Scotland East Coast	107	93	100	75	90	80	83	81	90	76	62
Garlieston	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Garston	Lancs and Cumbria	532	570	515	467	505	555	602	623	602	499	530
Gill's Bay Scotland	Scotland East Coast	0	0	37	49	48	79	64	40	62	75	83
Girvan	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Gweek	West Country	z	z	z	z	z	z	z	z	z	z	z
Hughtown (St Mary's)	West Country	z	z	z	z	12	21	20	17	14	37	21
Inverkeithing	Scotland East Coast	258	284	222	181	98	170	156	172	127	168	194
Inverness	Scotland East Coast	665	671	684	697	651	671	599	521	563	475	566
Irvine	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Killyleagh	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Kilroot	Northern Ireland	428	275	178	406	414	562	467	291	447	217	444
King's Lynn	Wash and Northern E Anglia	1,008	613	578	771	662	723	582	531	459	475	475
Kirkcudbright	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Kyle of Lochalsh	Scotland West Coast	z	z	z	z	z	32	3	11	7	39	25
Lancaster	Lancs and Cumbria	111	146	123	113	121	141	134	127	158	151	144
Larne Bank Quays	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Lerwick	Scotland East Coast	622	541	615	658	560	568	585	670	823	838	746
Littlehampton	Sussex and Hampshire	61	71	72	78	24	23	33	36	29	30	29
Llandulas	West and North Wales	304	389	340	380	256	331	411	227	344	287	197
Llanelli	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Loch Carnan	Scotland West Coast	z	z	9	z	z	z	z	z	z	z	z
Lochaline	Scotland West Coast	85	71	47	57	z	z	z	z	z	z	z
Lossiemouth	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Lowestoft	Wash and Northern E Anglia	242	323	237	169	141	178	103	84	89	104	126
Macduff	Scotland East Coast	7	7	5	9	2	0	0	0	0	0	0
Magheramorne	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Maldon	Thames and Kent	6	1	0	0	0	0	~	0	0	0	~
Mistley	Haven	155	160	174	161	108	176	141	134	150	183	144
Montrose	Scotland East Coast	697	640	582	609	423	512	488	518	588	601	493
Mostyn	West and North Wales	203	180	154	139	21	54	69	11	123	45	13
Neath	Bristol Channel	406	464	420	274	206	318	364	253	216	225	192
Newlyn	West Country	z	z	z	z	z	z	z	z	z	z	z
Newport, Isle of Wight	Sussex and Hampshire	10	12	12	11	11	11	10	14	16	15	22
Padstow	West Country	78	100	115	160	118	126	159	168	163	164	191
Par	West Country	315	209	58	z	z	z	z	z	z	z	z
Penarth	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Penryn	West Country	z	z	z	z	z	z	z	z	z	z	z
Penzance	West Country	15	15	20	17	12	21	21	17	13	14	18
Perth	Scotland East Coast	139	148	144	141	125	103	74	62	60	61	63
Port Askaig	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Port Penrhyn	West and North Wales	57	56	58	65	28	58	61	66	49	45	35
Portsmouth	West Country	70	0	209	174	190	250	217	162	69	78	82
Portrush	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Preston	Lancs and Cumbria	z	z	z	z	z	z	z	z	z	z	z
Red Bay	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
River Ouse ⁴	Humber	217	234	282	226	196	241	182	157	106	170	188
Rye	Thames and Kent	64	0	70	58	73	102	66	35	36	52	46
Sandwich	Thames and Kent	z	z	z	z	z	z	z	z	z	z	z
Scalloway ⁵	Scotland East Coast	z	z	z	z	32	24	23	14	33	32	50
Scrabster	Scotland East Coast	107	82	94	113	114	103	130	119	112	134	107
Seaham	North East	505	530	554	499	397	453	451	544	615	572	602
Sharpness	Bristol Channel	498	458	490	467	438	412	514	428	456	555	487
Shotton	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Silloth	Lancs and Cumbria	170	171	180	148	174	228	208	184	181	166	124
Stornoway	Scotland West Coast	244	233	232	240	236	258	298	284	213	242	232
Sutton Bridge	Wash and Northern E Anglia	534	593	609	530	440	443	430	415	449	402	391
Tayport	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Teignmouth	West Country	595	683	639	589	402	406	380	373	394	389	359
Torquay	West Country	z	z	z	z	z	z	z	z	z	z	z
Troon	Scotland West Coast	287	469	520	463	477	749	144	114	105	123	108
Truro	West Country	23	22	19	26	24	22	26	7	11	10	5
Wallasea	Thames and Kent	196	233	221	162	80	139	130	171	153	157	138

Table TSGB0503 (PORT0101)

UK major and minor ports, all freight traffic, by port and direction, annually: 2005 to 2015

		Thousand tonnes										
Ports	Port Group ¹	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Warkworth	North East	z	z	z	z	z	z	z	z	z	z	z
Watchet	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Wells	Wash and Northern E Anglia	z	z	z	z	z	z	z	z	z	z	z
Weymouth and Portland	West Country	190	240	279	160	178	152	146	144	104	158	170
Whitby and Scarborough	North East	z	z	z	z	z	z	z	z	z	z	z
Whitehaven	Lancs and Cumbria	z	z	z	z	z	z	z	z	z	z	z
Whitstable	Thames and Kent	81	121	79	70	70	77	47	39	47	51	49
Wick	Scotland East Coast	29	40	29	19	19	16	35	35	31	74	33
Wisbech	Wash and Northern E Anglia	75	56	63	58	31	36	54	57	49	56	70
Workington	Lancs and Cumbria	246	200	182	132	154	126	172	196	238	278	252
Other ports		z	z	z	z	z	z	z	z	z	z	28
Total Minor ports		14,396	14,499	14,886	14,087	11,324	13,367	12,499	11,410	11,569	11,315	10,978
England Total		392,286	400,517	399,085	386,534	340,792	343,386	353,318	346,534	347,079	353,037	345,071
Wales Total		59,310	56,673	56,598	55,790	53,723	60,741	65,513	54,631	58,931	53,679	56,358
Scotland Total		108,890	101,587	101,952	96,346	85,580	84,818	77,413	76,138	71,992	71,381	69,968
Great Britain Total		560,486	558,777	557,636	538,669	480,095	488,944	496,243	477,304	478,002	478,097	471,397
Northern Ireland Total		24,055	24,485	23,868	23,497	20,786	22,911	23,252	23,556	25,322	25,073	25,311
United Kingdom Total		584,541	583,261	581,504	562,166	500,881	511,855	519,495	500,860	503,324	503,171	496,708

(b) Inward traffic

Major ports

Aberdeen	Scotland East Coast	2,401	2,407	2,541	2,407	2,227	2,035	1,966	2,084	2,055	1,986	2,031
Belfast	Northern Ireland	9,826	9,889	9,704	9,143	8,407	8,600	8,614	9,731	10,487	10,303	10,119
Boston	Wash and Northern E Anglia	515	514	612	568	434	547	519	656	611	668	658
Bristol	Bristol Channel	10,123	11,182	10,061	10,290	7,904	6,043	7,035	9,683	9,599	10,225	7,211
Cairnryan ²	Scotland West Coast	1,479	1,446	1,440	1,294	1,123	1,150	1,340	1,246	1,103	1,096	1,179
Cardiff	Bristol Channel	1,994	2,286	2,551	2,197	1,679	1,746	1,695	1,469	1,469	1,522	1,499
Clyde	Scotland West Coast	11,868	11,702	9,323	10,885	9,474	8,983	9,981	12,026	12,148	13,221	9,678
Cromarty Firth	Scotland East Coast	1,648	1,608	1,688	1,174	1,299	1,659	1,882	1,313	1,605	810	145
Dover	Thames and Kent	13,444	14,856	15,454	15,017	15,767	14,509	14,570	13,817	15,176	16,431	16,498
Dundee	Scotland East Coast	905	918	809	788	632	753	721	666	704	463	468
Felixstowe	Haven	13,911	14,747	16,157	15,129	14,126	15,711	16,919	15,458	15,955	17,205	17,235
Fishguard	West and North Wales	277	340	335	323	224	250	211	217	216	236	239
Fleetwood	Lancs and Cumbria	822	824	886	776	665	581	.	.	.	.	.
Forth	Scotland East Coast	4,778	5,353	5,432	4,856	4,309	5,015	4,307	4,442	4,177	4,056	4,035
Fowey	West Country	0	5	20	30	45	28	35	25	6	11	12
Glensanda	Scotland West Coast	0	0	0	0	0	0	0	0	0	0	0
Goole	Humber	2,083	1,710	1,699	1,639	1,268	1,442	1,355	1,022	1,108	1,142	1,179
Great Yarmouth	Wash and Northern E Anglia	672	887	848	738	620	687	626	577	523	746	683
Grimsby and Immingham	Humber	43,676	49,039	50,432	49,877	40,781	40,476	43,349	45,481	46,392	43,638	43,584
Harwich	Haven	2,770	2,590	2,677	2,549	2,027	2,122	1,995	2,115	2,557	2,866	3,044
Heysham	Lancs and Cumbria	1,794	2,013	1,810	1,582	1,527	1,720	2,152	2,043	1,959	2,254	2,286
Holyhead	West and North Wales	2,168	2,183	1,599	1,673	1,382	1,254	1,503	1,444	1,566	1,764	2,214
Hull	Humber	9,932	9,769	9,559	9,365	7,212	6,523	6,784	7,524	8,448	8,324	7,464
Ipswich	Haven	2,597	2,380	1,908	1,689	1,735	1,465	1,434	1,341	1,039	1,151	1,282
Kilroot Power Station Jetty	Northern Ireland	977	1,155	803	867	532	784	615	1,039	1,121	976	885
Larne	Northern Ireland	2,985	2,990	2,890	2,749	2,299	2,419	2,306	1,482	1,263	1,275	1,378
Liverpool	Lancs and Cumbria	25,498	25,082	23,381	23,964	22,450	21,716	24,805	25,384	23,707	23,378	23,735
Loch Ryan ³	Scotland West Coast	z	z	z	z	z	z	z	943	1,071	1,022	1,076
London	Thames and Kent	44,977	43,259	44,371	43,864	38,568	39,797	40,808	36,347	36,406	37,490	38,315
Londonderry	Northern Ireland	1,110	1,608	1,836	1,786	1,542	1,696	1,583	1,563	1,755	1,689	1,689
Manchester	Lancs and Cumbria	2,935	3,594	3,474	3,509	2,829	3,500	3,151	2,486	3,918	3,494	2,663
Medway	Thames and Kent	13,115	16,762	13,613	12,617	11,099	11,852	13,903	10,933	7,142	7,482	7,979
Milford Haven	West and North Wales	21,256	19,888	20,046	20,449	23,700	27,948	32,229	25,448	25,565	23,259	26,433
Newhaven	Sussex and Hampshire	605	650	684	850	554	464	352	459	369	362	478
Newport	Bristol Channel	3,012	3,013	2,234	2,596	2,035	1,391	1,563	1,849	1,330	1,437	1,517
Orkney	Scotland East Coast	5,344	4,158	3,655	776	169	185	186	200	180	182	195
Peterhead	Scotland East Coast	606	647	469	524	482	539	541	584	589	768	950
Plymouth	West Country	1,741	1,828	1,841	1,734	1,560	1,723	1,583	1,644	1,646	1,589	1,697
Poole	West Country	998	1,027	780	914	631	521	523	455	380	327	374
Port Talbot	Bristol Channel	8,324	8,362	8,764	7,925	4,977	8,554	6,505	5,135	8,070	8,973	7,732
Portsmouth	Sussex and Hampshire	3,123	2,717	2,444	2,474	2,625	2,366	2,419	2,272	2,426	2,517	2,559
Ramsgate	Thames and Kent	1,293	1,186	1,361	1,278	1,008	1,076	738	570	147	13	24
River Trent ⁴	Humber	1,530	1,653	1,759	1,507	740	1,086	1,007	1,001	1,129	1,341	1,074
Rivers Hull and Humber ⁴	Humber	9,498	9,619	9,189	9,090	9,199	9,752	9,982	10,066	9,571	9,921	8,144
Shoreham	Sussex and Hampshire	1,659	1,635	1,871	1,677	1,587	1,685	1,889	1,741	1,460	1,633	1,671
Southampton	Sussex and Hampshire	25,363	26,722	27,880	25,681	23,349	24,148	23,383	22,971	22,218	22,943	22,977
Stranraer ³	Scotland West Coast	630	644	647	634	646	553	543	z	z	z	z
Sullom Voe	Scotland East Coast	3,937	3,705	2,747	2,379	840	1,020	748	2,197	201	1	6
Sunderland	North East	420	446	622	600	504	238	284	266	416	522	575
Swansea	Bristol Channel	377	467	521	416	286	463	415	393	379	398	386
Tees and Hartlepool	North East	19,882	19,456	18,022	17,081	13,743	12,280	13,331	13,604	18,386	17,909	14,382
Tyne	North East	2,256	3,051	3,532	4,428	2,769	2,026	3,968	5,315	6,997	5,544	3,792
Warrenpoint	Northern Ireland	1,655	1,493	1,259	1,305	961	1,337	1,346	1,343	1,489	1,499	1,501
Total Major ports		344,788	355,464	348,237	337,662	296,551	304,418	319,702	312,066	318,236	318,063	306,925

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UK major and minor ports, all freight traffic, by port and direction, annually: 2005 to 2015

		Thousand tonnes										
Ports	Port Group ¹	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Minor ports												
Anglesey Marine Terminal	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Appledore	Bristol Channel	90	75	64	66	46	51	37	38	31	28	26
Ardrishaig	Scotland West Coast	1	1	1	2	1	2	2	0	1	0	2
Ayr	Scotland West Coast	185	172	174	182	182	276	212	205	347	284	217
Bangor	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Barnstaple	Bristol Channel	26	2	z	z	z	z	z	z	25	23	0
Barra Castlebay	Scotland West Coast	z	z	1	z	z	z	z	z	z	z	z
Barrow	Lancs and Cumbria	27	53	88	74	72	122	124	78	77	68	70
Barry	Bristol Channel	318	366	338	324	232	188	182	196	189	212	207
Berwick	North East	46	53	57	74	47	49	42	44	68	39	21
Bideford	Bristol Channel	0	2	0	2	2	1	2	0	0	0	0
Blyth	North East	647	903	1,239	866	602	590	777	476	435	332	446
Bridgwater	Bristol Channel	106	90	50	46	31	40	45	46	37	38	59
Bridport	West Country	z	z	z	z	z	z	z	z	z	z	z
Brightlingsea ⁵	Thames and Kent	33	25	13	30	9	0	0	0	0	0	6
Buckie	Scotland East Coast	43	57	64	66	69	63	56	61	77	64	74
Burghead	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Burry Port	Bristol Channel	z	z	z	86	91	100	71	87	102	73	110
Caernarfon	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Carrickfergus	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Charlestown	West Country	z	z	z	z	z	z	z	z	z	z	z
Chichester	Sussex and Hampshire	155	165	226	160	115	106	112	84	141	91	129
Colchester	Thames and Kent	z	z	z	z	z	z	z	z	z	z	z
Coleraine ^R	Northern Ireland	4	7	20	10	2	1	0	0	0	0	0
Corpach	Scotland West Coast	0	0	0	19	15	40	32	46	47	60	13
Cowes, Isle of Wight	Sussex and Hampshire	161	209	179	165	128	217	198	225	165	179	199
Craignure	Scotland West Coast	z	z	9	z	z	z	z	z	z	z	z
Dartmouth	West Country	0	z	z	z	z	z	z	z	z	z	z
Dean Point Quarry	West Country	z	z	z	z	z	z	z	z	z	z	z
Dutch River Wharf	Humber	0	0	0	1	0	0	0	0	0	0	0
Exmouth	West Country	0	0	0	0	0	0	0	0	0	0	0
Falmouth	West Country	470	384	400	597	552	515	464	455	336	284	195
Fareham	Sussex and Hampshire	31	23	z	z	z	z	z	z	z	z	z
Folkestone	Thames and Kent	94	13	25	z	z	z	z	z	z	z	z
Fosdyke	Wash and Northern E Anglia	z	z	z	z	z	z	z	z	z	z	z
Fraserburgh	Scotland East Coast	88	74	83	70	84	76	78	69	78	64	47
Garlieston	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Garston	Lancs and Cumbria	487	506	429	414	378	507	571	579	554	472	484
Gill's Bay Scotland	Scotland East Coast	0	0	19	19	17	40	33	20	31	32	37
Girvan	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Gweek	West Country	z	z	z	z	z	z	z	z	z	z	z
Hughtown (St Mary's)	West Country	z	z	z	z	11	20	19	16	12	31	18
Inverkeithing	Scotland East Coast	1	31	14	27	16	14	21	28	37	53	59
Inverness	Scotland East Coast	568	549	562	551	524	520	437	368	408	321	394
Irvine	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Killyleagh	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Kilroot	Northern Ireland	0	0	0	0	0	0	0	0	0	0	0
King's Lynn	Wash and Northern E Anglia	706	303	268	305	192	231	233	247	225	213	193
Kirkcudbright	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Kyle of Lochalsh	Scotland West Coast	z	z	z	z	z	7	1	6	1	4	8
Lancaster	Lancs and Cumbria	73	89	72	70	81	94	108	98	130	127	121
Larne Bank Quays	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Lerwick	Scotland East Coast	342	311	352	372	309	323	344	407	495	437	410
Littlehampton	Sussex and Hampshire	56	66	70	74	21	20	29	33	25	28	29
Llandulas	West and North Wales	0	0	0	0	0	0	0	0	0	0	0
Llanelli	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Loch Carnan	Scotland West Coast	z	z	9	0	0	0	0	0	0	0	0
Lochaline	Scotland West Coast	0	0	0	0	z	z	z	z	z	z	z
Lossiemouth	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Lowestoft	Wash and Northern E Anglia	155	207	140	56	32	29	26	26	26	1	2
Macduff	Scotland East Coast	7	7	5	9	2	0	0	0	0	0	0
Magheramorne	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Maldon	Thames and Kent	6	1	0	0	0	0	0	0	0	0	~
Mistley	Haven	140	122	151	149	88	145	117	114	134	163	125
Montrose	Scotland East Coast	466	397	366	413	283	395	359	336	417	452	387
Mostyn	West and North Wales	27	24	34	39	7	27	34	6	69	16	7
Neath	Bristol Channel	247	316	286	166	139	139	209	197	94	63	61
Newlyn	West Country	z	z	z	z	z	z	z	z	z	z	z
Newport, Isle of Wight	Sussex and Hampshire	0	0	0	0	0	11	10	14	16	15	21
Padstow	West Country	78	100	115	160	118	126	159	168	163	164	191
Par	West Country	35	23	4	z	z	z	z	z	z	z	z
Penarth	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Penryn	West Country	z	z	z	z	z	z	z	z	z	z	z
Penzance	West Country	1	1	1	1	1	1	2	1	2	1	3
Perth	Scotland East Coast	133	147	144	141	120	99	61	42	37	49	58
Port Askaig	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Port Penrhyn	West and North Wales	57	56	46	55	28	58	59	64	46	38	33

Table TSGB0503 (PORT0101)

UK major and minor ports, all freight traffic, by port and direction, annually: 2005 to 2015

		Thousand tonnes										
Ports	Port Group ¹	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Porthoustock	West Country	0	0	0	0	0	0	0	0	0	0	0
Portrush	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Preston	Lancs and Cumbria	z	z	z	z	z	z	z	z	z	z	z
Red Bay	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
River Ouse ⁴	Humber	217	234	282	226	196	238	179	157	106	170	188
Rye	Thames and Kent	55	0	52	47	45	72	41	17	25	37	37
Sandwich	Thames and Kent	z	z	z	z	z	z	z	z	z	z	z
Scalloway ⁵	Scotland East Coast	z	z	z	z	9	6	3	2	14	18	23
Scrabster	Scotland East Coast	89	60	64	77	80	77	77	79	62	76	82
Seaham	North East	411	371	418	341	244	265	281	345	411	394	462
Sharpness	Bristol Channel	368	363	422	397	367	373	395	305	357	463	427
Shotton	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Silloth	Lancs and Cumbria	170	171	180	148	174	226	206	180	181	166	124
Stornoway	Scotland West Coast	158	143	142	149	140	158	180	179	132	150	143
Sutton Bridge	Wash and Northern E Anglia	467	479	522	436	331	358	364	389	401	353	329
Tayport	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Teignmouth	West Country	175	277	253	241	194	208	195	208	243	235	210
Torquay	West Country	z	z	z	z	z	z	z	z	z	z	z
Troon	Scotland West Coast	212	263	286	196	212	442	132	106	102	123	105
Truro	West Country	16	13	9	20	21	17	18	1	0	0	0
Wallasea	Thames and Kent	196	232	220	162	80	139	130	171	153	157	138
Warkworth	North East	z	z	z	z	z	z	z	z	z	z	z
Watchet	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Wells	Wash and Northern E Anglia	z	z	z	z	z	z	z	z	z	z	z
Weymouth and Portland	West Country	166	239	254	156	178	150	144	142	101	149	147
Whitby and Scarborough	North East	z	z	z	z	z	z	z	z	z	z	z
Whitehaven	Lancs and Cumbria	z	z	z	z	z	z	z	z	z	z	z
Whitstable	Thames and Kent	81	121	79	70	70	77	47	39	47	51	49
Wick	Scotland East Coast	27	33	22	15	17	16	35	30	27	41	23
Wisbech	Wash and Northern E Anglia	75	52	61	40	25	27	26	33	26	45	50
Workington	Lancs and Cumbria	235	191	180	124	128	117	164	162	201	252	221
Other ports		z	z	z	z	z	z	z	z	z	z	26
Total Minor ports^R		9,225	9,175	9,563	8,706	7,155	8,208	7,881	7,423	7,669	7,401	7,247
England Total		263,483	275,360	273,467	266,236	231,904	231,227	244,164	240,144	244,545	245,894	236,319
Wales Total		38,056	37,301	36,754	36,248	34,779	42,118	44,677	36,504	39,097	37,992	40,437
Scotland Total		35,915	34,835	31,067	28,024	23,280	24,444	24,276	27,684	26,148	25,835	21,844
Great Britain Total		337,455	347,496	341,288	330,508	289,964	297,789	313,118	304,332	309,790	309,722	298,600
Northern Ireland Total^R		16,558	17,143	16,512	15,860	13,743	14,837	14,465	15,158	16,115	15,742	15,573
United Kingdom Total^R		354,012	364,638	357,800	346,368	303,706	312,626	327,582	319,489	325,905	325,464	314,172

(c) Outward traffic

Major ports

Aberdeen	Scotland East Coast	2,208	2,256	2,591	2,426	2,343	2,129	2,198	2,409	2,209	2,245	2,345
Belfast	Northern Ireland	3,674	3,625	3,712	3,897	3,643	4,227	4,947	5,455	6,296	6,490	6,581
Boston	Wash and Northern E Anglia	252	320	224	393	268	404	319	173	112	157	195
Bristol	Bristol Channel	1,083	1,079	1,117	1,237	1,095	1,229	1,167	1,079	1,034	1,195	1,667
Cairnryan ²	Scotland West Coast	1,795	1,699	1,723	1,633	1,448	1,484	1,592	1,364	1,261	1,272	1,370
Cardiff	Bristol Channel	456	587	506	399	313	486	330	362	243	209	292
Clyde	Scotland West Coast	3,870	3,279	2,740	3,453	3,078	3,301	3,450	3,394	2,635	2,980	2,806
Cromarty Firth	Scotland East Coast	1,677	1,598	1,814	1,078	1,565	2,003	2,138	1,314	1,773	781	117
Dover	Thames and Kent	7,701	8,948	9,690	9,326	9,320	9,584	9,681	9,085	10,119	11,175	10,801
Dundee	Scotland East Coast	317	284	226	190	178	209	208	176	111	54	47
Felixstowe	Haven	9,233	9,623	9,529	9,859	10,141	10,045	9,898	10,810	10,260	10,921	10,736
Fishguard	West and North Wales	237	257	236	237	142	167	133	118	126	142	139
Fleetwood	Lancs and Cumbria	814	847	886	795	663	556	z	z	z	z	z
Forth	Scotland East Coast	29,440	26,203	31,250	34,199	32,381	29,321	23,571	20,890	22,188	20,552	23,039
Fowey	West Country	1,270	1,098	1,101	905	729	746	653	617	650	570	502
Glensanda	Scotland West Coast	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597
Goole	Humber	540	505	582	520	367	494	493	270	268	163	148
Great Yarmouth	Wash and Northern E Anglia	91	62	52	46	39	168	201	312	318	391	413
Grimsby and Immingham	Humber	17,011	14,993	15,846	15,391	13,927	13,554	13,879	14,609	16,222	15,732	15,519
Harwich	Haven	1,451	1,586	1,107	1,190	916	1,019	1,095	1,074	1,081	1,022	1,506
Heysham	Lancs and Cumbria	1,883	2,001	1,775	1,603	1,575	1,741	2,139	1,992	1,962	2,218	2,271
Holyhead	West and North Wales	1,979	1,969	1,869	1,747	1,470	1,404	1,645	1,644	1,646	1,899	2,241
Hull	Humber	3,431	3,016	2,939	2,884	2,558	2,713	2,502	2,557	2,461	2,601	2,565
Ipswich	Haven	981	1,125	889	883	1,079	1,409	1,110	865	650	777	1,010
Killroot Power Station Jetty	Northern Ireland	0	0	0	0	0	0	9	0	0	19	11
Larne	Northern Ireland	2,511	2,498	2,574	2,417	1,998	2,194	2,089	1,431	1,106	1,103	1,181
Liverpool	Lancs and Cumbria	8,278	8,468	8,877	8,240	7,487	8,303	7,855	7,541	7,443	7,618	7,521
Loch Ryan ³	Scotland West Coast	.	.	.	.	.	.	.	872	1,065	1,016	1,087
London	Thames and Kent	8,865	8,652	8,368	9,101	6,874	8,265	7,988	7,395	6,800	6,999	7,116
Londonderry	Northern Ireland	40	81	98	54	77	61	157	96	115	105	70
Manchester	Lancs and Cumbria	4,287	4,455	4,605	3,930	3,841	3,583	4,204	3,953	3,571	3,630	3,865
Medway	Thames and Kent	2,356	2,195	1,804	2,354	2,051	2,119	2,173	1,717	1,242	965	1,112
Milford Haven	West and North Wales	16,291	14,420	15,449	15,426	15,593	14,840	16,470	14,383	15,540	11,050	11,251
Newhaven	Sussex and Hampshire	271	395	319	345	308	360	402	334	337	337	386
Newport	Bristol Channel	959	833	610	599	699	677	881	615	1,113	1,179	1,055

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UK major and minor ports, all freight traffic, by port and direction, annually: 2005 to 2015

												Thousand tonnes
Ports	Port Group ¹	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Orkney	Scotland East Coast	9,190	7,091	6,937	4,014	3,073	3,060	2,158	1,529	874	969	3,750
Peterhead	Scotland East Coast	322	300	321	347	315	568	513	440	382	608	518
Plymouth	West Country	567	624	644	588	384	485	557	730	515	500	520
Poole	West Country	714	779	625	604	496	460	427	297	254	246	208
Port Talbot	Bristol Channel	249	297	288	222	179	278	551	437	407	503	381
Portsmouth	Sussex and Hampshire	1,808	1,488	1,517	1,463	1,329	1,352	1,353	1,215	1,187	1,269	1,217
Ramsgate	Thames and Kent	579	518	655	690	583	662	407	309	68	1	1
River Trent ⁴	Humber	395	409	448	477	356	275	276	243	184	148	100
Rivers Hull and Humber ⁴	Humber	344	155	181	261	267	282	205	217	104	65	120
Shoreham	Sussex and Hampshire	168	163	118	114	148	166	192	162	140	193	238
Southampton	Sussex and Hampshire	14,584	13,835	15,935	15,293	13,879	15,217	14,495	15,137	13,578	13,746	14,683
Stranraer ³	Scotland West Coast	535	578	584	556	531	465	442	z	z	z	z
Sullom Voe	Scotland East Coast	16,603	15,743	13,826	12,160	10,377	10,250	9,405	9,202	6,192	7,183	6,114
Sunderland	North East	500	458	401	204	148	169	220	190	180	164	173
Swansea	Bristol Channel	318	167	162	173	115	141	146	201	161	128	132
Tees and Hartlepool	North East	35,908	33,892	31,758	28,356	25,420	23,417	21,867	20,363	19,255	21,628	21,466
Tyne	North East	1,102	1,026	1,081	989	771	1,191	1,363	1,179	1,118	1,157	1,203
Warrenpoint	Northern Ireland	781	814	740	813	880	990	1,079	1,087	1,218	1,367	1,418
Total Major ports		225,357	213,299	218,380	210,417	193,005	194,070	187,294	177,384	173,519	173,792	178,804
Minor ports												
Anglesey Marine Terminal	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Appledore	Bristol Channel	~	0	0	0	0	0	0	0	0	0	0
Ardrishaig	Scotland West Coast	135	169	148	105	62	109	122	59	99	109	105
Ayr	Scotland West Coast	233	247	379	375	153	282	190	99	123	71	63
Bangor	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Barnstaple	Bristol Channel	0	0	0	z	z	z	z	z	21	12	0
Barra Castlebay	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Barrow	Lancs and Cumbria	123	91	104	132	40	198	174	316	92	165	72
Barry	Bristol Channel	125	149	118	141	95	93	77	78	77	91	93
Berwick	North East	31	40	26	20	14	16	44	42	33	20	30
Bideford	Bristol Channel	42	55	62	29	13	13	44	54	22	13	13
Blyth	North East	267	245	225	203	164	252	317	225	142	173	192
Bridgwater	Bristol Channel	0	1	0	0	0	0	0	0	0	0	0
Bridport	West Country	z	z	z	z	z	z	z	z	z	z	z
Brightlingsea ⁵	Thames and Kent	86	72	90	52	11	31	31	18	9	14	3
Buckie	Scotland East Coast	53	38	44	35	37	45	57	30	33	10	9
Burghead	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Burry Port	Bristol Channel	z	z	z	0	0	0	0	0	0	0	0
Caernarfon	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Carrickfergus	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Charlestown	West Country	z	z	z	z	z	z	z	z	z	z	z
Chichester	Sussex and Hampshire	0	0	0	0	0	0	0	0	0	0	0
Colchester	Thames and Kent	z	z	z	z	z	z	z	z	z	z	z
Coleraine ^R	Northern Ireland	62	48	54	51	31	40	39	39	25	30	34
Corpach	Scotland West Coast	~	0	0	142	106	111	108	165	180	230	171
Cowes, Isle of Wight	Sussex and Hampshire	18	26	87	87	21	40	25	73	17	32	22
Craignure	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Dartmouth	West Country	40	z	z	z	z	z	z	z	z	z	z
Dean Point Quarry	West Country	z	z	z	z	z	z	z	z	z	z	z
Dutch River Wharf	Humber	0	0	0	0	0	0	0	0	0	0	0
Exmouth	West Country	0	0	0	0	0	0	0	0	0	0	0
Falmouth	West Country	100	313	353	125	24	25	31	21	24	49	59
Fareham	Sussex and Hampshire	0	0	z	z	z	z	z	z	z	z	z
Folkestone	Thames and Kent	1	0	0	z	z	z	z	z	z	z	z
Fosdyke	Wash and Northern E Anglia	z	z	z	z	z	z	z	z	z	z	z
Fraserburgh	Scotland East Coast	19	19	17	5	6	3	5	12	12	12	15
Garlieston	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Garston	Lancs and Cumbria	45	64	86	53	127	47	31	44	48	27	46
Gill's Bay Scotland	Scotland East Coast	0	0	18	30	31	39	32	20	31	42	46
Girvan	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Gweek	West Country	z	z	z	z	z	z	z	z	z	z	z
Hughtown (St Mary's)	West Country	z	z	z	z	1	1	2	1	2	5	3
Inverkeithing	Scotland East Coast	257	253	208	154	82	156	135	144	90	115	135
Inverness	Scotland East Coast	97	122	123	146	127	151	162	154	154	154	172
Irvine	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Killyleagh	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Kilroot	Northern Ireland	428	275	178	406	414	562	467	291	447	217	444
King's Lynn	Wash and Northern E Anglia	302	310	311	466	470	493	349	283	234	263	283
Kirkcudbright	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Kyle of Lochalsh	Scotland West Coast	z	z	z	z	z	25	3	5	6	35	18
Lancaster	Lancs and Cumbria	39	57	51	42	40	47	26	29	27	24	23
Larne Bank Quays	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Lerwick	Scotland East Coast	280	230	263	287	250	245	241	263	328	401	336
Littlehampton	Sussex and Hampshire	5	5	1	4	3	4	4	3	4	1	0
Llandulas	West and North Wales	304	389	340	380	256	331	411	227	344	287	197
Llanelli	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Loch Carnan	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z

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		Thousand tonnes										
Ports	Port Group ¹	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Lochaline	Scotland West Coast	85	71	47	57	z	z	z	z	z	z	z
Lossiemouth	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Lowestoft	Wash and Northern E Anglia	87	116	97	114	109	149	77	59	63	103	124
Macduff	Scotland East Coast	0	0	0	0	0	0	0	0	0	0	0
Magheramorne	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Maldon	Thames and Kent	0	0	0	0	0	0	~	0	0	0	0
Mistley	Haven	16	37	23	12	20	31	24	21	16	19	19
Montrose	Scotland East Coast	232	244	216	196	140	116	129	182	171	149	106
Mostyn	West and North Wales	176	156	121	100	14	27	34	5	53	29	6
Neath	Bristol Channel	160	148	134	108	67	179	155	56	123	162	132
Newlyn	West Country	z	z	z	z	z	z	z	z	z	z	z
Newport, Isle of Wight	Sussex and Hampshire	10	12	12	11	11	0	0	0	0	0	1
Padstow	West Country	0	0	0	0	0	0	0	0	0	0	0
Par	West Country	280	186	54	z	z	z	z	z	z	z	z
Penarth	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Penryn	West Country	z	z	z	z	z	z	z	z	z	z	z
Penzance	West Country	14	13	18	16	11	20	19	16	12	12	15
Perth	Scotland East Coast	7	1	0	1	6	4	13	19	23	12	5
Port Askaig	Scotland West Coast	z	z	z	z	z	z	z	z	z	z	z
Port Penrhyn	West and North Wales	0	0	12	10	0	0	2	2	2	6	3
Portsmouth	West Country	70	0	209	174	190	250	217	162	69	78	82
Portrush	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
Preston	Lancs and Cumbria	z	z	z	z	z	z	z	z	z	z	z
Red Bay	Northern Ireland	z	z	z	z	z	z	z	z	z	z	z
River Ouse ⁴	Humber	0	0	0	0	0	3	3	0	0	0	0
Rye	Thames and Kent	9	0	18	11	28	30	25	18	11	15	9
Sandwich	Thames and Kent	z	z	z	z	z	z	z	z	z	z	z
Scalloway ⁵	Scotland East Coast	z	z	z	z	23	18	20	13	19	13	27
Scrabster	Scotland East Coast	18	22	30	36	34	26	53	40	50	58	25
Seaham	North East	94	159	137	158	153	188	171	199	205	177	140
Sharpness	Bristol Channel	130	95	68	71	71	39	119	123	99	92	60
Shotton	West and North Wales	z	z	z	z	z	z	z	z	z	z	z
Silloth	Lancs and Cumbria	0	0	1	~	0	2	2	4	0	0	0
Stornoway	Scotland West Coast	86	90	89	91	96	100	118	105	81	92	89
Sutton Bridge	Wash and Northern E Anglia	68	113	88	94	109	85	66	26	48	50	62
Tayport	Scotland East Coast	z	z	z	z	z	z	z	z	z	z	z
Teignmouth	West Country	420	405	385	348	207	198	185	165	151	154	149
Torquay	West Country	z	z	z	z	z	z	z	z	z	z	z
Troon	Scotland West Coast	75	206	234	267	265	307	12	8	3	0	3
Truro	West Country	7	9	10	6	3	5	9	5	11	10	5
Wallasea	Thames and Kent	~	1	1	0	0	0	0	0	0	0	0
Warkworth	North East	z	z	z	z	z	z	z	z	z	z	z
Watchet	Bristol Channel	z	z	z	z	z	z	z	z	z	z	z
Wells	Wash and Northern E Anglia	z	z	z	z	z	z	z	z	z	z	z
Weymouth and Portland	West Country	24	1	25	4	1	2	2	2	3	8	23
Whitby and Scarborough	North East	z	z	z	z	z	z	z	z	z	z	z
Whitehaven	Lancs and Cumbria	z	z	z	z	z	z	z	z	z	z	z
Whitstable	Thames and Kent	0	0	0	0	0	0	0	0	0	0	0
Wick	Scotland East Coast	2	8	8	5	2	0	~	5	4	33	11
Wisbech	Wash and Northern E Anglia	0	4	2	17	6	10	28	24	23	11	20
Workington	Lancs and Cumbria	11	9	2	8	26	9	8	34	37	26	31
Other ports		z	z	z	z	z	z	z	z	z	z	z
Total Minor ports^R		5,172	5,324	5,324	5,381	4,169	5,159	4,618	3,987	3,900	3,914	3,731
England Total		128,803	125,157	125,619	120,298	108,888	112,158	109,153	106,391	102,534	107,143	108,751
Wales Total		21,254	19,372	19,844	19,542	18,944	18,623	20,836	18,128	19,834	15,687	15,921
Scotland Total		72,975	66,752	70,885	68,322	62,299	60,374	53,137	48,454	45,844	45,546	48,125
Great Britain Total		223,032	211,281	216,348	208,161	190,131	191,155	183,125	172,973	168,212	168,376	172,797
Northern Ireland Total^R		7,497	7,342	7,356	7,638	7,043	8,074	8,787	8,398	9,207	9,331	9,739
United Kingdom Total^R		230,529	218,623	223,704	215,798	197,174	199,229	191,912	181,371	177,419	177,707	182,535

1. For explanation of port group see TSGB0509

2. Included in Other ports total in 1976-1979 and 1981

3. Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.

4. Rivers Trent and Ouse included in R Hull and Humber in 1976-1979

5. Included in Other ports total in 1976-1979

R. Colaraine figures have been revised for 2013 following a data supply issue. This affects inward and outward totals but not overall totals.

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Source: DfT Port Freight Statistics

Last updated: 21 September 2016

Next update: September 2017

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The figures in this table are National Statistics

Table TSGB0504 (PORT0201)

UK major and minor ports all unitted freight traffic, by type of freight unit, annually: 2005 to 2015¹

	Thousand units										
Units	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Containers on Lo-Lo and conventional services ^{2,3} Includes all containers to 1988	4,754	4,883	5,381	5,269	4,482	4,961	4,927	4,800	4,921	5,589	5,758
Containers on Ro-Ro services ²											
Road goods vehicles (includes unaccompanied trailers to 1981)	3,906	4,183	4,295	4,305	3,874	3,651	3,549	3,496	3,727	3,923	4,214
Unaccompanied trailers	2,840	2,944	2,989	2,737	2,634	2,754	2,723	2,706	2,719	2,811	2,948
Rail wagons, shipborne port-to-port trailers and barges ^{2,3}	665	668	744	657	676	725	728	689	633	586	569
All main freight units	12,165	12,678	13,408	12,968	11,667	12,091	11,927	11,691	12,000	12,909	13,489
Other unitted freight:											
Import/export vehicles	3,978	3,906	4,022	3,592	2,803	3,263	3,428	3,535	3,800	4,149	4,421
Other units	208	186	244	145	111	121	75	51	61	43	31
All freight units	16,351	16,770	17,674	16,705	14,581	15,475	15,431	15,277	15,860	17,101	17,941

	Thousand tonnes										
Tonnage	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Containers on Lo-Lo and conventional services ^{2,3} Includes all containers to 1988	53,949	54,493	60,718	59,734	52,266	56,896	57,959	55,258	57,094	61,424	63,401
Containers on Ro-Ro services ²											
Road goods vehicles (includes unaccompanied trailers to 1981)	44,854	46,592	48,233	48,694	44,397	42,545	42,509	40,944	41,805	44,293	45,971
Unaccompanied trailers	38,600	39,658	38,534	36,114	34,241	37,210	38,534	37,136	37,149	38,889	41,031
Rail wagons, shipborne port-to-port trailers and barges ^{2,3}	10,064	10,837	11,099	10,800	11,023	11,209	11,384	10,708	9,646	9,605	10,018
All main freight units	147,468	151,580	158,583	155,342	141,928	147,860	150,386	144,046	145,694	154,212	160,421
Other unitted freight:											
Import/export vehicles	5,400	5,566	5,932	5,144	4,004	4,708	5,288	5,542	6,353	6,965	7,036
Other units	1,513	1,803	1,641	1,463	1,167	1,172	367	339	474	257	114
All freight units	154,381	158,949	166,156	161,948	147,099	153,740	156,041	149,927	152,520	161,434	167,572

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.

Source: DfT Port Freight Statistics
 Last updated: 21 September 2016
 Next update: September 2017
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 The figures in this table are National Statistics

Table TSGB0505 (PORT0204)
UK major port unitised traffic, international and domestic by unit type and direction, annually: 2015

	Thousand units/thousand tonnes					
	International traffic			Domestic traffic		
	All units	Loaded units	Weight of goods	All units	Loaded units	Weight of goods
			All international and domestic			
	All units	Loaded units	Weight of goods	All units	Loaded units	Weight of goods
(a) All traffic						
Main Freight						
Lo-Lo Containers						
20' containers	1,593	1,220	18,741	154	92	1,061
40' containers	3,206	2,293	34,136	241	174	2,679
Containers >20' & <40'	96	69	1,358	5	~	9
Containers >40'	406	258	4,802	29	20	425
Roll-on/roll-off (self-propelled)						
Road goods vehicles and trailers	3,569	3,062	38,804	630	533	7,075
Roll-on/roll-off (non self-propelled)						
Unaccompanied road goods trailers	1,902	1,556	26,787	1,024	915	13,950
Rail wagons, shipborne port to port trailers, and barges	561	461	9,987	6	3	27
Total Main Freight	11,334	8,918	134,616	2,089	1,737	25,226
Other Freight						
Roll-on/roll-off (self-propelled)						
Import/export motor vehicles	4,249	0	6,632	169	0	402
Other mobile self-propelled units	~	~	~	1	0	0
Roll-on/roll-off (non self-propelled)						
Unaccompanied caravans, agricultural and industrial vehicles	25	0	107	5	0	6
Other mobile non self-propelled units	~	~	~	0	0	0
Total Other Freight	4,275	~	6,739	175	0	409
Total Freight	15,608	8,918	141,355	2,264	1,737	25,635
Non-freight						
Roll-on/roll-off (self-propelled)						
Passenger cars, motorcycles and accompanying trailers/caravans	4,346	0	0	1,260	0	0
Passenger buses	123	0	0	34	0	0
Totals						
All lo-lo container traffic	5,302	3,840	59,038	429	285	4,174
All ro-ro self-propelled traffic	12,288	3,062	45,435	2,094	533	7,477
All ro-ro non self-propelled traffic	2,488	2,017	36,882	1,035	918	13,984
All traffic	20,078	8,918	141,355	3,558	1,737	25,635
				23,636	10,655	166,990

Table TSGB0506 (SPAS0401)
Accompanied passenger vehicles by port: 1999 to 2015¹

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Thousand vehicles													
Accompanied cars²:													
Belfast	403	406	315	316	328	288	276	280	270	281	280	273	281
Cairnryan	139	137	140	134	156	154	154	151	153	126	117	121	119
Dover	2,418	2,507	2,470	2,648	2,838	2,729	2,674	2,729	2,565	2,288	2,276	2,411	2,256
Fishguard	157	156	144	140	152	143	137	120	113	99	95	96	92
Forth	43	44	43	28	31	21	9	16	0~	0~	0~	0~	0~
Harwich	254	244	207	182	119	109	126	129	125	151	144	144	163
Heysham	75	76	67	83	94	82	86	80	77	76	79	72	76
Holyhead	501	481	465	452	480	445	465	487	452	431	438	452	455
Hull	167	165	173	176	189	186	180	182	183	175	169	176	180
Larne	175	174	206	199	232	221	223	222	213	173	168	171	155
Liverpool	162	162	129	135	160	152	157	159	157	137	142	145	177
Milford Haven	118	111	97	101	120	107	100	95	91	92	88	87	95
Newhaven	90	91	44	74	91	99	76	79	80	82	84	88	135
Orkney	62	64	67	69	99	86	81	93	96	94	96	96	99
Plymouth	187	189	194	176	183	190	165	160	157	145	155	147	155
Poole	216	186	119	126	141	156	147	86	95	127	117	95	146
Portsmouth ³	915	891	770	666	610	678	679	686	697	620	633	642	652
Ramsgate	0	3	11	29	27	28	22	3	10	8	1	0	0
Stranraer	239	275	239	250	257	239	244	244	217	239	240	237	z
Swansea	41	40	36	29	0	0	0	27	21	0	0	0	0
Tyne	123	113	112	113	103	99	91	93	89	88	94	72	82
Other ports	319	301	260	262	270	288	312	330	328	258	302	327	289
All cars	6,804	6,818	6,305	6,388	6,677	6,498	6,405	6,449	6,188	5,689	5,719	5,854	5,606
Accompanied buses and coaches:													
Dover	125	128	108	106	105	98	81	84	83	80	75	98	97
Holyhead	12	12	13	12	12	11	10	10	10	10	11	10	11
Portsmouth	15	24	20	8	4	8	8	7	4	4	3	4	3
Other ports	35	35	34	33	32	26	41	45	48	55	55	55	46
All buses and coaches	188	199	175	159	153	143	139	146	145	148	143	167	158

1. Includes estimates for vehicles at minor ports.

2. Includes motorcycles.

3. Excludes traffic to the Isle of Wight.

"z" is not applicable, "-" is not available for publication, "0" is null and "0~" is less than half the smallest unit displayed.

Source: DfT Port Statistics

Last updated: November 2016

Next update: November 2017

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The figures in this table are National Statistics

Table TSGB0507 (SPAS0402)

Accompanied passenger vehicles by route: 1999 to 2015 ¹

	Thousand vehicles																
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
(a) Cars																	
Overseas route:																	
Belgium	244	260	115	120	111	112	124	129	132	118	97	86	79	73	65	67	68
Denmark	27	23	26	27	22	23	21	48	26	21	26	25	24	24	21	12	-
France	3,954	3,524	3,619	3,727	3,669	3,720	3,449	3,563	3,734	3,712	3,585	3,564	3,435	3,044	3,067	3,214	3,116
Germany	40	22	27	32	19	24	23	0	0	0	0	-	-	-	-	-	-
Irish Republic	854	876	833	878	879	837	773	751	781	723	735	757	698	639	644	658	668
Netherlands	405	422	383	420	390	379	336	330	290	241	305	309	304	324	322	313	357
Scandinavia and Baltic	36	26	15	36	44	31	39	19	21	61	-	4	2	1	1	1	1
of which:																	
Norway	.	14	6	15	29	9	20	9	21	61	0	-	-	-	-	-	-
Sweden	.	11	8	20	15	21	18	10	0	0	1	1	1	1	1	1	1
Spain	84	83	93	104	80	81	94	85	88	95	103	123	122	114	121	121	136
Other Routes	0	0	0	--	0	-	3	1	-	-	-	-	3	-	2	-	-
All overseas routes	5,644	5,235	5,111	5,344	5,213	5,207	4,861	4,927	5,072	4,972	4,850	4,869	4,666	4,220	4,243	4,386	4,346
Channel Tunnel ²	3,260	2,784	2,530	2,336	2,279	2,101	2,047	2,046	2,142	1,907	1,917	2,125	2,263	2,424	2,481	2,572	2,557
Coastwise route ³																	
Northern Ireland ^{4,5}	1,282	1,108	1,078	1,082	1,104	1,138	1,054	1,007	1,089	1,026	1,024	1,021	978	924	839	911	901
Isle of Man	137	140	136	166	159	157	75	147	183	152	153	157	147	137	156	136	160
Orkneys and Shetlands ⁴	127	128	104	125	155	156	163	170	196	206	208	234	235	235	252	252	260
Channel Islands	112	159	162	179	128	111	104	90	89	94	103	101	95	106	102	98	94
Other	34	36	39	42	44	48	48	47	49	49	67	68	68	67	69	70	72
All coastwise routes	1,692	1,570	1,520	1,594	1,591	1,611	1,444	1,461	1,605	1,526	1,555	1,581	1,522	1,469	1,417	1,468	1,487
All cars	7,336	6,806	6,631	6,939	6,804	6,818	6,305	6,388	6,677	6,498	6,405	6,449	6,188	5,689	5,660	5,852	5,834
(b) Buses and coaches																	
Overseas route:																	
Belgium	3	2	2	1	4	4	4	3	4	3	2	3	3	2	2	2	2
Denmark	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	0
France	167	157	153	155	141	152	128	114	110	106	89	90	87	84	78	102	101
Germany	-	-	-	-	-	1	-	-	-	0	0	0	0	0	0	0	0
Irish Republic	18	19	16	17	16	16	17	15	15	14	12	13	12	13	13	13	14
Netherlands	7	7	6	8	7	5	8	7	7	5	5	7	7	7	7	7	6
Scandinavia and Baltic	1	-	-	1	1	1	1	-	-	1	-	0	0	0	0	0	0
Spain	1	-	1	1	1	1	1	1	1	1	0	1	1	-	1	-	-
All overseas routes	196	187	178	183	169	181	159	142	137	131	109	113	111	106	102	124	123
Channel Tunnel ⁶	82	79	75	72	72	63	77	67	65	61	55	57	56	59	65	63	58
Coastwise route ³																	
Northern Ireland ⁴	14	15	14	16	17	17	15	15	15	10	28	30	31	39	36	39	33
Isle of Man	1	1	1	1	1	-	-	-	-	0	0	0	0	0	0	0	0
Orkneys and Shetlands ⁴	-	-	-	-	1	1	1	1	1	2	2	2	3	3	4	3	3
Channel Islands	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0
Other	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
All coastwise routes	16	16	16	17	19	18	16	18	16	12	31	33	34	42	40	42	36
All buses and coaches	212	203	194	201	188	199	175	159	153	143	139	146	145	148	142	167	160

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 Great Britain mainland and island/Northern Ireland ends of routes.

5. Not including vehicles on routes between Northern Ireland and Isle of Man,

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

": is not applicable, "-" non-zero but less than the smallest unit displayed.

Source: DfT Port Statistics
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 The figures in this table are National Statistics

Table TSGB0508 (DWF0101)
Waterborne transport within the United Kingdom: 2005 to 2015

a) Goods lifted	Million tonnes										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
UK inland waters traffic											
Non-seagoing traffic											
Internal	3.4	3.6	3.4	3.7	3.3	3.5	3.5	3.7	5.3	5.0	3.6
Seagoing traffic (by route)											
Coastwise	8.6	8.5	8.0	7.7	6.6	6.0	6.4	5.5	5.5	5.3	5.0
Foreign	32.0	34.0	34.9	35.2	27.5	31.3	30.3	30.5	29.2	32.0	33.3
One-port	4.8	4.9	5.7	5.4	4.1	3.0	3.6	3.5	3.1	4.5	5.2
Total	48.7	51.0	52.0	51.9	41.4	43.8	43.9	43.2	43.0	46.9	47.0
Coastwise traffic between UK ports	65.1	58.1	58.8	58.1	54.6	51.3	49.0	42.6	38.4	40.0	42.6
One-port traffic of UK ports	32.3	30.6	28.9	26.0	24.1	20.3	21.6	18.8	17.7	17.9	18.7
All traffic¹	132.8	126.3	125.9	123.0	109.5	106.3	104.4	95.6	90.5	94.9	98.1
b) Goods moved	Billion tonne-kilometres										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
UK inland waters traffic											
Non-seagoing traffic											
Internal	0.2	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1
Seagoing traffic (by route)											
Coastwise	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.1
Foreign	1.1	1.1	1.2	1.1	0.8	1.0	0.9	0.9	0.9	1.0	1.0
One-port	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.2
Total	1.6	1.7	1.7	1.7	1.3	1.4	1.4	1.4	1.4	1.5	1.5
Coastwise traffic between UK ports¹	39	32	35	35	35	30	31.3	23.8	19.9	19.4	24.5
One-port traffic of UK ports¹	20.3	18.2	15.0	13.3	12.8	10.8	10.3	10.7	8.1	6.4	5.8
All traffic¹	60.9	51.8	50.8	49.7	48.6	41.9	43.0	35.5	29.1	27.0	31.4

1. The 'All traffic' figures in table 1(a) for all years and in table 1(b) from 2001 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.

Source: DfT Port Statistics and Barge Survey
 Last updated: 7 December 2016
 Next update: December 2017
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 Email: maritime.stats@dft.gsi.gov.uk
 The figures in this table are National Statistics

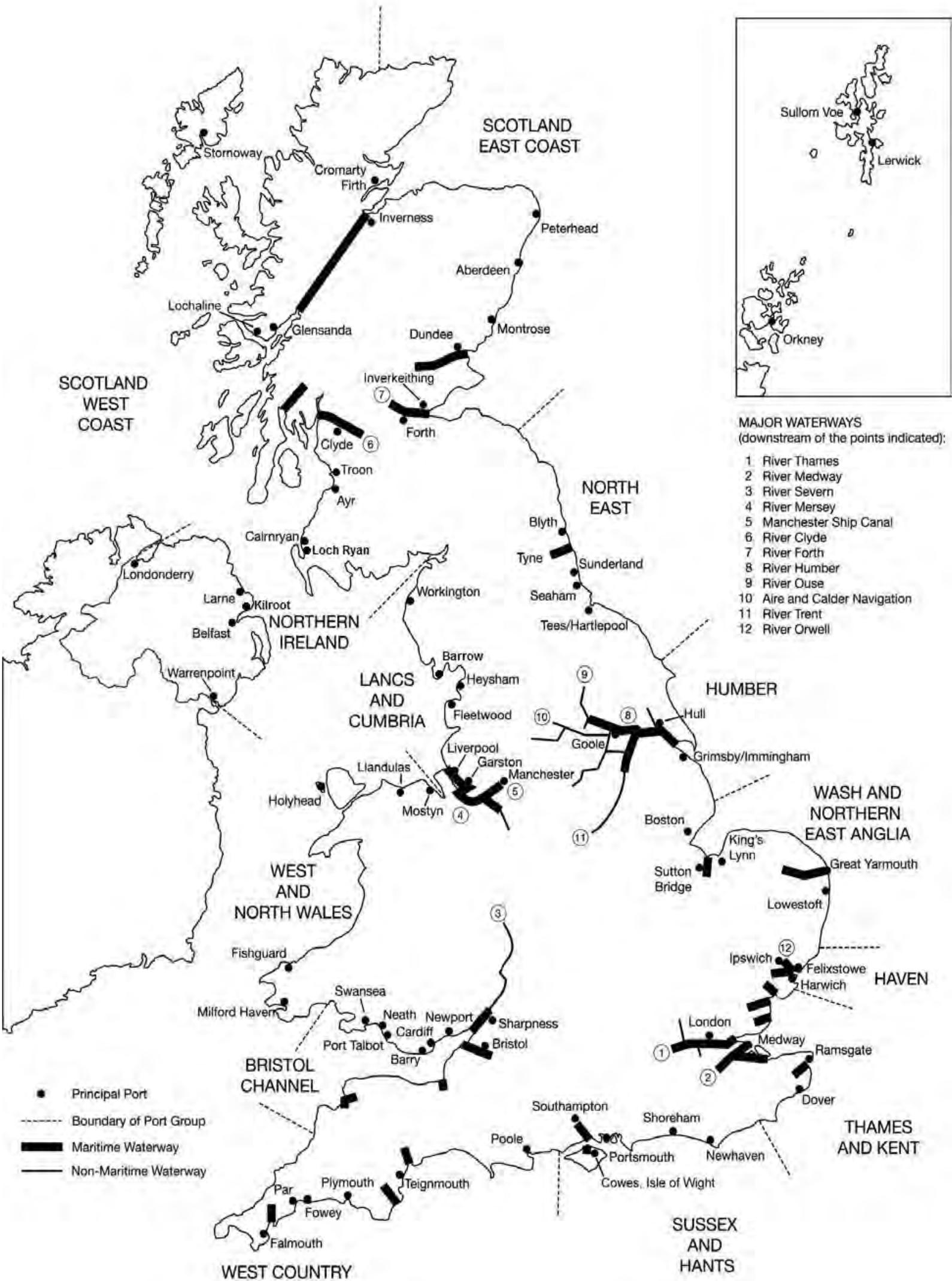


Table TSGB0510 (DWF0207)
Major inland waterway routes, goods lifted¹: 2005 to 2015

	Million tonnes										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
a) Internal traffic											
River Thames	1.8	2.1	1.9	2.2	2.2	2.4	1.9	1.6	2.8	3.0	2.2
River Medway	0.4	0.3	0.2	0.5	0.5	0.4	0.2	0.2	0.2	0.2	0.2
River Severn	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.4	0.3	0.2
Manchester Ship Canal/River Mersey	0.2	0.3	0.3	0.3	0.2	0.2	0.3	0.5	0.8	0.6	0.4
River Clyde	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
River Forth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
River Humber	0.6	0.4	0.3	0.3	0.3	0.2	0.5	0.3	0.5	0.6	0.3
River Ouse	0.5	0.4	0.3	0.3	0.2	0.2	0.3	0.2	0.3	~	~
Aire and Calder	0.4	0.4	0.3	0.3	0.2	0.4	0.3	0.2	0.1	0.0	~
River Trent	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.1	~	~
River Orwell	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All waterways	3.4	3.6	3.4	3.7	3.3	3.5	3.5	3.7	5.3	5.0	3.6

	Million tonnes										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
b) Seagoing traffic											
River Thames	17.1	18.7	20.1	19.5	14.2	13.8	15.4	15.9	14.3	19.7	20.1
River Medway	1.4	2.1	2.2	1.8	1.6	1.7	1.5	1.2	1.1	1.4	1.4
River Severn	0.5	0.5	0.5	0.5	0.4	0.4	0.5	0.4	0.5	0.6	0.5
Manchester Ship Canal/River Mersey	6.1	6.6	6.4	5.8	4.8	5.3	5.1	4.9	5.5	4.9	4.9
River Clyde	1.6	1.5	2.1	2.5	1.5	2.3	2.6	2.3	1.9	1.8	1.9
River Forth	8.5	8.5	8.3	9.5	8.5	8.2	8.0	8.5	8.8	7.5	8.2
River Humber	5.8	5.3	5.7	5.5	3.9	4.5	4.1	3.7	3.7	3.7	3.4
River Ouse	2.8	2.4	2.6	2.4	1.8	2.2	2.0	1.4	1.5	1.5	1.5
Aire and Calder	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
River Trent	1.9	2.1	2.2	2.0	1.1	1.4	1.3	1.2	1.3	1.5	1.2
River Orwell	3.6	3.5	2.8	2.6	2.8	2.9	2.5	2.2	1.7	1.9	2.3
All waterways	45.3	47.4	48.7	48.2	38.2	40.3	40.4	39.5	37.8	41.9	43.5

	Million tonnes										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
c) Total											
River Thames	18.9	20.8	22.0	21.7	16.4	16.2	17.3	17.5	17.1	22.7	22.3
River Medway	1.9	2.5	2.5	2.3	2.0	2.1	1.6	1.3	1.3	1.6	1.6
River Severn	0.7	0.7	0.8	0.7	0.6	0.6	0.8	0.6	0.8	0.8	0.7
Manchester Ship Canal/River Mersey	6.4	6.9	6.7	6.1	5.0	5.6	5.4	5.4	6.2	5.5	5.3
River Clyde	1.6	1.5	2.1	2.5	1.5	2.3	2.6	2.3	1.9	1.8	1.9
River Forth	8.5	8.5	8.3	9.5	8.5	8.2	8.0	8.5	8.8	7.5	8.2
River Humber	6.4	5.8	6.0	5.8	4.2	4.8	4.6	4.0	4.2	4.3	3.7
River Ouse	3.4	2.9	2.9	2.7	2.0	2.4	2.4	1.6	1.8	1.5	1.5
Aire and Calder	0.4	0.4	0.3	0.3	0.2	0.4	0.3	0.2	0.1	0.0	~
River Trent	2.2	2.3	2.4	2.2	1.2	1.5	1.5	1.4	1.4	1.5	1.2
River Orwell	3.6	3.5	2.8	2.6	2.8	2.9	2.5	2.2	1.7	1.9	2.3
All waterways	48.7	51.0	52.0	51.9	41.4	43.8	43.9	43.2	43.0	46.8	47.0

~ = less than half the final digit shown and different from a real zero
 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.

Source: DfT Port Statistics and Barge Survey
 Last updated: 7 December 2016
 Next update: December 2017
 Telephone: 020 7944 2403
 Email: maritime.stats@dft.gsi.gov.uk
 The figures in this table are National Statistics

Table TSGB0511 (SPAS0103)
UK international short sea passenger movements by overseas country: 2005 to 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Belgium ^r	778	748	751	676	566	614	495	462	385	369	352
Denmark ^{1 r}	91	89	96	90	99	98	94	91	84	69	4
France	16,834	16,925	17,377	16,844	16,002	15,869	15,536	14,364	15,265	15,828	15,637
Germany ^{2 r}	98	1	1	1	1	2	2	2	2	2	2
Irish Republic ³	3,380	3,221	3,291	3,069	2,930	3,102	2,921	2,713	2,735	2,811	2,755
Netherlands ^r	1,848	1,897	1,636	1,667	1,685	1,794	1,792	1,776	1,737	1,838	1,943
Norway ^{4 r}	200	149	153	120	1	1	1	1	1	1	0~
Spain	378	372	357	370	340	401	293	267	277	395	308
Sweden ^r	79	59	5	4	3	4	4	4	4	4	3
Others	8	6	1	0~	0~	0~	0~	0~	0~	0~	0~
All short sea routes	23,693	23,465	23,668	22,840	21,626	21,883	21,138	19,679	20,489	21,317	21,005

Thousands

Notes:

1. The route between Harwich-Esbjerg closed in September 2014.
 2. The route between Harwich and Cuxhaven closed in 2006.
 3. Includes passengers between Irish Republic and Isle of Man until 1982.
 4. The routes between Tyne and Norway closed in 2009.
- r. Figures for 2011 to 2015 have been revised following the provision of new data.
 "z" is not applicable, "-" is not available for publication, "0" is null and "0~" is less than half the smallest unit displayed.

Source: DfT Sea Passenger Statistics
 Last updated: November 2016
 Next update: February 2017
 Telephone: 020 7944 4163
 Email: maritime.stats@dft.gsi.gov.uk
 The figures in this table are National Statistics

Table TSGB0512 (SPAS0101)
UK international sea passenger movements, by port and port area: 2005 to 2015

	<i>Thousands</i>										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Ferry passengers on short sea routes											
Thames and Kent											
London ^{1 r}	13	12	11	7	8	12	14	14	14	13	14
Medway	z	z	z	z	z	z	z	z	z	z	z
Ramsgate ²	193	214	233	222	171	186	110	86	18	0~	0~
Dover	13,359	13,799	14,258	13,783	13,067	13,125	12,769	11,918	12,740	13,286	13,008
Folkestone	z	z	z	z	z	z	z	z	z	z	z
All Thames and Kent	13,566	14,025	14,503	14,012	13,246	13,323	12,893	12,018	12,773	13,298	13,022
South Coast											
Newhaven	167	270	329	284	244	253	258	267	277	286	399
Brighton	z	z	z	z	z	z	z	z	z	z	z
Portsmouth	2,631	2,166	2,084	2,087	2,139	2,212	2,065	1,880	1,871	1,913	1,896
Southampton	3	z	z	z	z	z	z	z	z	z	z
Poole ³	398	479	469	474	391	189	252	132	193	294	193
Weymouth ³	21	18	19	15	11	7	7	1	4	8	0~
Plymouth	636	564	575	571	491	484	478	433	457	437	449
All South Coast	3,856	3,498	3,476	3,431	3,276	3,145	3,060	2,712	2,802	2,938	2,938
West Coast											
Bristol	z	z	z	z	z	z	z	z	z	z	z
Swansea	100	81	0	0	0	94	59	z	z	z	z
Milford Haven	321	333	379	345	315	325	313	329	328	322	335
Fishguard	590	584	597	554	501	419	410	364	333	351	327
Holyhead	2,173	2,057	2,138	1,996	1,942	2,073	2,020	1,898	1,954	2,013	1,970
Mostyn	z	z	z	z	z	z	z	z	z	z	z
Liverpool	190	162	173	172	171	190	118	121	120	124	121
Fleetwood	z	z	z	z	z	z	z	z	z	z	z
Glasgow	z	z	z	z	z	z	z	z	z	z	z
Other ports	5	4	3	2	1	2	2	1	1	1	2
All West Coast	3,380	3,221	3,291	3,069	2,930	3,102	2,921	2,713	2,735	2,811	2,755
East Coast											
Lerwick	11	10	1	z	z	z	z	z	z	z	z
Forth ^f	183	112	110	74	31	54	1	1	1	1	1
Tyne	699	648	638	595	536	604	606	579	556	567	587
Hull	964	1,017	1,010	966	936	950	970	947	876	929	895
Grimsby and Immingham ^r	44	49	63	81	71	73	69	83	83	89	94
Great Yarmouth	z	z	z	z	z	z	z	z	z	z	z
Ipswich	8	8	4	2	4	2	1	3	z	z	z
Felixstowe ^r	19	16	15	15	9	8	6	6	7	9	10
Harwich	959	857	553	593	585	620	606	615	654	672	699
Other ports	4	4	4	4	3	2	4	3	2	3	4
All East Coast	2,891	2,722	2,398	2,329	2,175	2,313	2,264	2,236	2,179	2,270	2,290
All Short-Sea Routes	23,693	23,465	23,668	22,840	21,626	21,883	21,138	19,679	20,489	21,317	21,005
All Long Sea Journey Passengers⁴	54	69	76	82	70	65	44	45	57	84	53
Cruise Passengers^{5,6}											
Southampton	637	654	710	884	918	1,160	1,370	1,482	1,462	1,404	1,581
Dover	141	184	175	223	198	237	144	118	158	95	74
Harwich ⁷	82	100	102	122	119	57	53	53	134	120	91
Other ports	71	64	69	103	97	93	93	72	129	157	149
All Cruise Passengers	932	1,002	1,056	1,332	1,332	1,547	1,661	1,724	1,883	1,776	1,895
All International Passengers⁸	24,680	24,537	24,800	24,254	23,028	23,496	22,843	21,448	22,430	23,177	22,954

Notes:

- Including long sea and cruise passengers for most years between 1957 and 1982.
 - A ferry operator from Ramsgate entered administration in April 2013.
 - Weymouth port was fully functional in 2014, following port closure due safety concerns in 2012. During this time passengers travelled from Poole until July 2013, when Weymouth reopened.
 - This includes cruise passengers from 1950 to 1969.
 - Any cruise beginning or ending at a UK port. This excludes any passengers temporarily disembarking ('port calls') in the UK.
 - Cruise passengers, like other passengers, are included at both departure and arrival if their journey begins and ends at a UK seaport.
 - A port survey carried out in early 2013 resulted in more cruise data becoming available for Harwich, Newcastle and Portsmouth.
 - Excludes cruise passengers in 1997 and 1998.
- ^r Figures for 2011-2015 have been revised following the provision of new data.
"z" is not applicable, "." is not available for publication, "0" is null and "0~" is less than half the smallest unit displayed.

Source: DfT Sea Passenger Statistics
Last updated: November 2016
Next update: February 2017
Telephone: 020 7944 4163
Email: maritime.stats@df.gov.uk
The figures in this table are National Statistics

Table TSGB0513 (FLE0301)

United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over: 1950 to 1986 and 1986 to 2015¹

Gross tonnage in thousands/Number of vessels

End of year	Passenger ²	Cargo liners	Container	Tramps	Bulk carriers	Tankers	Total	Vessels (count)
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 ²	Other cargo	Ro-Ro	Container	Specialised carriers	Bulk carriers	Tankers	Total	Vessels (count)
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
2012	210	792	1,715	9,918	1,425	7,003	8,878	29,940	825
2013	210	714	1,438	8,465	1,005	7,970	8,940	28,742	758
2014	441	733	1,317	8,320	1,005	6,765	8,384	26,966	708
2015	806	688	1,353	8,797	1,005	6,279	8,114	27,043	689

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

2. Includes cruises.

: = not available

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

Last updated: 1 June 2016

Next update: March 2017

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

Table TSGB0514 (FLE0304)

United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over, by type: 2005 to 2015¹

Number of vessels/tonnage in thousands

	2005	2006	2007	2008	2009	2009	2010	2011	2012	2013	2014	2015
Count:												
Tankers	263	273	268	275	289	286	276	278	263	257	239	238
Bulk carriers	60	58	63	64	66	67	82	102	114	126	117	104
Specialised carriers	16	21	26	30	33	32	34	34	34	25	25	25
Fully cellular container	160	170	177	202	216	216	198	183	163	128	117	113
Ro-Ro (passenger and cargo)	113	108	110	110	117	121	117	114	105	96	91	88
Other general cargo	172	174	160	150	148	149	142	151	137	117	108	106
Passenger (inc. cruise)	11	10	12	11	11	13	12	9	9	9	11	15
All trading vessels	795	814	816	842	880	884	861	871	825	758	708	689
Gross tonnage:												
Tankers	6,978	7,536	7,401	8,187	8,951	8,944	9,494	9,690	8,878	8,940	8,384	8,114
Bulk carriers	2,926	2,839	3,050	3,081	3,453	3,454	4,409	5,632	7,003	7,970	6,765	6,279
Specialised carriers	345	604	925	1,072	1,357	1,356	1,370	1,425	1,425	1,005	1,005	1,005
Fully cellular container	5,539	5,900	6,304	7,503	9,108	9,108	8,892	9,663	9,918	8,465	8,320	8,797
Ro-Ro (passenger and cargo)	1,589	1,466	1,534	1,531	1,689	1,692	1,870	1,854	1,715	1,438	1,317	1,353
Other general cargo	885	936	763	707	737	738	710	854	792	714	733	688
Passenger (inc. cruise)	539	472	627	592	519	520	539	210	210	210	441	806
All trading vessels	18,801	19,753	20,603	22,673	25,814	25,813	27,284	29,328	29,940	28,742	26,966	27,043
Deadweight tonnage:												
Tankers	11,112	11,920	11,540	12,655	14,164	14,153	15,310	16,115	14,610	14,492	13,394	12,692
Bulk carriers	5,580	5,409	5,791	5,823	6,507	6,508	8,276	10,610	13,224	15,002	12,704	11,756
Specialised carriers	109	181	272	314	410	409	431	446	446	334	334	334
Fully cellular container	6,241	6,673	7,160	8,569	10,231	10,231	9,884	10,562	10,679	9,054	8,854	9,297
Ro-Ro (passenger and cargo)	574	535	554	556	603	604	654	650	592	475	409	447
Other general cargo	1,193	1,265	1,039	976	1,020	1,020	996	1,220	1,133	1,015	1,058	1,001
Passenger (inc. cruise)	76	70	82	77	61	61	56	22	22	22	51	86
All trading vessels	24,885	26,053	26,438	28,971	32,995	32,987	35,607	39,624	40,704	40,394	36,802	35,612

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

Source: DfT analysis of IHS Global data

Last updated: 1 June 2016

Next update: March 2017

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

Table TSGB0515 (FLE0204)

United Kingdom owned trading vessels of 500 gross tons and over by type: 2005 to 2015¹

Number of vessels/tonnage in thousands

	2005	2006	2007	2008	2009 ¹	2009	2010	2011	2012	2013	2014	2015
Number of ships:												
Tankers	144	149	143	145	153	150	138	139	120	119	98	88
Dry bulk	60	60	63	70	65	66	65	74	89	88	74	64
Specialised carriers	11	17	19	23	26	25	28	28	28	27	26	26
Fully cellular container	75	91	101	104	108	108	116	114	109	105	100	77
Ro-Ro (passenger and cargo)	102	98	105	107	106	110	111	106	96	91	85	84
Other general cargo	146	146	158	157	116	118	116	116	96	91	95	96
Passenger (inc. cruise)	19	18	23	25	25	27	33	34	34	33	30	31
All trading vessels	557	579	612	631	599	604	607	611	572	554	508	466
Gross tonnage:												
Tankers	4,139	4,668	5,246	5,827	6,374	6,367	5,647	5,536	5,014	4,832	3,684	3,240
Dry bulk	2,753	2,614	2,786	3,214	3,185	3,184	3,060	3,378	4,326	4,115	2,955	2,374
Specialised carriers	261	594	798	960	1,250	1,249	1,306	1,376	1,376	1,307	1,249	1,249
Fully cellular container	3,297	4,254	4,893	4,886	5,341	5,341	6,172	6,125	5,849	5,389	5,009	3,764
Ro-Ro (passenger and cargo)	1,404	1,334	1,445	1,450	1,535	1,538	1,693	1,761	1,507	1,425	1,293	1,234
Other general cargo	912	963	1,070	1,095	685	687	644	664	477	399	446	374
Passenger (inc. cruise)	919	915	1,088	1,360	1,207	1,208	1,626	1,586	1,788	1,741	1,642	1,824
All trading vessels	13,685	15,341	17,327	18,792	19,577	19,576	20,149	20,425	20,335	19,209	16,277	14,058
Deadweight tonnage:												
Tankers	6,054	6,080	6,474	7,265	7,640	7,628	6,440	6,247	5,265	5,381	3,811	3,495
Dry bulk	5,345	4,922	5,228	5,994	5,876	5,875	5,651	7,240	8,009	7,518	5,358	4,276
Specialised carriers	90	189	241	293	394	393	428	453	453	426	405	405
Fully cellular container	3,708	4,758	5,491	5,523	5,969	5,969	6,878	6,834	6,530	6,111	5,694	4,228
Ro-Ro (passenger and cargo)	504	478	513	531	572	574	616	634	546	505	406	402
Other general cargo	1,233	1,296	1,464	1,499	927	931	853	885	629	509	596	534
Passenger (inc. cruise)	117	114	139	153	129	129	175	170	182	177	162	181
All trading vessels	17,052	17,836	19,551	21,257	21,507	21,499	21,041	22,464	21,615	20,627	16,433	13,521

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

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

Last updated: 1 June 2016

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

Table TSGB0516

United Kingdom shipping industry, international revenue and expenditure: 1998 to 2015

£ Million

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
(a) Revenue																		
Dry cargo and passenger vessels: (including ferries)																		
Freight on:																		
Imports	482	522	484	541	534	501	547	619	390	423	436	369	481	555	419	315	321	302
Exports	322	375	400	406	481	525	444	544	530	552	636	538	644	639	369	184	355	335
Cross-trades	1,712	1,710	1,735	1,981	2,165	2,424	3,874	4,623	2,005	1,928	2,170	1,537	1,377	1,516	2,260	1,898	2,861	601
Total freight revenue	2,516	2,607	2,619	2,928	3,180	3,450	4,865	5,786	2,925	2,903	3,242	2,444	2,502	2,710	3,048	2,397	3,537	1,238
Charter receipts	109	99	148	106	129	196	676	963	1,086	1,564	2,014	2,185	2,385	2,799	2,560	1,451	751	702
Passenger revenue	462	454	622	488	558	993	810	557	407	357	394	546	791	1,291	1,267	1,998	1,751	1,813
Total revenue	3,087	3,160	3,389	3,522	3,867	4,639	6,351	7,306	4,418	4,824	5,650	5,175	5,678	6,800	6,875	5,846	6,039	3,753
Wet (tankers and liquefied gas carriers):																		
Freight on:																		
Imports	29	20	3	46	47	44	48	52	79	87	86	73	64	58	73	90	88	0
Exports	60	59	98	82	96	126	173	174	130	142	219	120	135	116	70	350	118	68
Cross-trades	442	350	458	497	420	742	1,305	1,194	1,222	1,395	2,530	1,315	1,446	1,311	1,470	1,005	1,188	1,377
Total freight revenue	531	429	559	625	563	912	1,526	1,420	1,431	1,624	2,835	1,508	1,645	1,485	1,613	1,445	1,394	1,445
Charter receipts	70	87	104	336	162	247	472	748	603	554	763	580	413	437	600	417	229	209
Total revenue	601	516	663	961	725	1,159	1,998	2,168	2,034	2,178	3,598	2,088	2,058	1,922	2,213	1,862	1,623	1,654
All vessels:																		
Freight on:																		
Imports	511	542	487	587	581	545	595	671	469	510	522	442	545	613	492	405	409	302
Exports	382	434	498	488	577	651	617	718	660	694	855	658	779	755	439	534	473	403
Cross-trades	2,154	2,060	2,193	2,478	2,585	3,166	5,179	5,817	3,227	3,323	4,700	2,852	2,823	2,827	3,730	2,903	4,049	1,978
Total freight revenue	3,047	3,036	3,178	3,553	3,743	4,362	6,391	7,206	4,356	4,527	6,077	3,952	4,147	4,195	4,661	3,842	4,931	2,683
Charter receipts	179	186	252	442	291	443	1,148	1,711	1,689	2,118	2,777	2,765	2,798	3,236	3,160	1,868	980	911
Passenger revenue	462	454	622	488	558	993	810	557	407	357	394	546	791	1,291	1,267	1,998	1,751	1,813
Total revenue	3,688	3,676	4,052	4,483	4,592	5,798	8,349	9,474	6,452	7,002	9,248	7,263	7,736	8,722	9,088	7,708	7,662	5,407
(b) Expenditure																		
Dry cargo operations:																		
Bunkers	149	165	288	321	377	429	537	700	464	256	410	302	387	836	707	539	473	368
Other disbursements	1,367	1,060	1,143	1,285	1,619	1,645	1,962	2,759	1,405	1,372	1,646	1,508	2,033	2,544	2,583	3,103	3,339	1,233
Charter payments	239	146	173	335	255	236	692	577	317	106	185	267	214	518	597	340	431	524
Total expenditure	1,755	1,371	1,604	1,941	2,251	2,310	3,191	4,036	2,186	1,734	2,241	2,077	2,634	3,898	3,887	3,982	4,243	2,125
Wet cargo operations:																		
Bunkers	70	81	141	146	133	171	194	319	278	400	750	447	578	691	676	426	724	404
Other disbursements	150	132	115	141	135	284	275	522	236	408	384	393	304	291	302	163	258	215
Charter payments	181	89	172	176	140	184	359	636	655	721	1,257	1,099	915	640	577	511	375	506
Total expenditure	401	302	428	463	408	639	828	1,477	1,169	1,529	2,391	1,939	1,797	1,622	1,555	1,100	1,357	1,125
All cargo operations:																		
Bunkers	219	246	429	467	510	600	731	1,019	742	656	1,160	749	965	1,527	1,383	965	1,197	772
Other disbursements	1,517	1,192	1,258	1,426	1,754	1,929	2,237	3,281	1,641	1,780	2,030	1,901	2,337	2,835	2,885	3,266	3,597	1,448
Charter payments	420	235	345	511	395	420	1,051	1,213	972	827	1,442	1,366	1,129	1,158	1,174	851	806	1,030
Total expenditure	2,156	1,673	2,032	2,404	2,659	2,949	4,019	5,513	3,355	3,263	4,632	4,016	4,431	5,520	5,442	5,082	5,600	3,250

Source: Office for National Statistics

Last updated: October 2016

Next update: October 2017

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

Table TSGB0517
Marine accident fatalities and injuries reported: 2004 to 2015

	Number											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
(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	1	3	1	0	0	1	0	0	0	1
Deaths from accidents on board	3	1	3	9	5	3	7	4	0	1	1	5
Deaths from persons overboard	1	2	2	0	2	4	0	1	3	0	0	0
Total	4	4	6	12	8	7	7	6	3	1	1	6
Deaths and injuries to passengers by type of injury												
Deaths	0	1	1	0	2	1	2	1	0	0	1	2
Fractures	115	79	82	79	90	74	71	84	35	29	34	45
Other injuries	32	29	31	27	78	40	20	24	15	17	21	9
Total	147	109	114	106	170	115	93	109	50	46	56	56
Deaths and injuries to crew members by type of injury												
Deaths	4	2	3	12	5	6	3	5	3	1	0	2
Fractures	68	61	57	65	57	50	57	49	66	47	46	47
Other injuries	237	183	171	166	162	143	163	128	117	86	96	94
Total	309	246	231	243	224	199	223	182	186	134	142	143
Deaths and injuries to others (e.g. pilots, surveyors)												
Deaths	0	1	2	0	1	0	2	0	0	0	0	2
Fractures	1	3	4	2	2	2	5	3	6	4	0	1
Other injuries	3	2	2	3	6	4	6	4	6	8	5	2
Total	4	6	8	5	9	6	13	7	12	12	5	5
(b) Deaths of passengers, crew members and others, any vessels in UK waters¹												
By location												
Coastal waters	14	25	31	35	15	16	13	23	22	7	11	23
Port/harbour area	4	7	6	5	10	6	7	9	5	6	8	5
River/canal	1	4	13	12	7	6	7	12	7	2	7	4
Non-tidal waters	0	5	2	11	1	9	0	3	1	2	2	0
Total	19	41	52	63	33	37	27	47	35	17	28	32
By vessel type												
UK merchant vessel 100gt and over	1	2	1	5	2	3	0	4	0	0	0	3
UK merchant vessel under 100gt	3	2	6	5	1	1	3	6	1	1	0	2
UK fishing vessel	9	6	12	5	7	11	5	6	5	4	5	5
UK pleasure craft (non-commercial) ²	3	23	26	46	19	20	16	23	26	9	18	14
UK other (non-commercial)	0	0	0	1	0	0	0	0	0	0	0	0
Non UK merchant vessel 100gt and over	2	4	5	0	4	0	3	8	3	2	5	8
Non UK other	1	4	2	1	0	2	0	0	0	1	0	0
Total	19	41	52	63	33	37	27	47	35	17	28	32
Deaths of passengers, crew members and others by cause												
Deaths from accidents to vessels	10	21	17	30	8	14	5	14	20	6	14	20
Deaths from accidents on board	3	5	9	9	6	4	3	9	4	3	9	4
Deaths from persons overboard	6	15	26	24	19	19	19	24	11	8	5	8
Total	19	41	52	63	33	37	27	47	35	17	28	32

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: Marine Accident Investigation Branch (MAIB), DfT
 Last updated: November 2016
 Next update: November 2017
 Telephone: 023 8039 5500
 Email: maib@dft.gsi.gov.uk
 The figures in this table are outside the scope of National Statistics

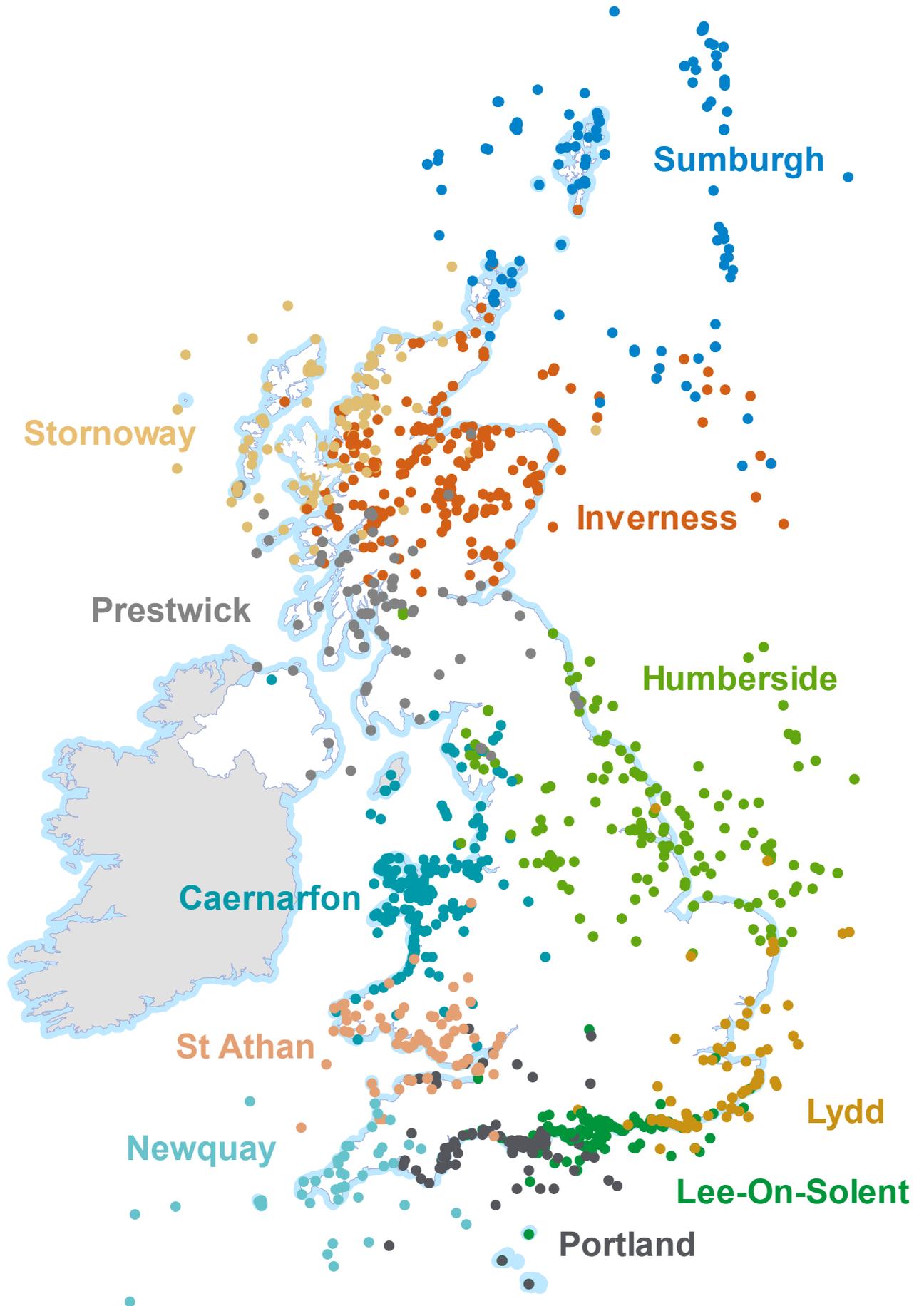


Table TSGB0518b
UK civilian search and rescue helicopter taskings: year ending 31 March 2016

Base	Number of Taskings												
	2015						2016						
	April	May	June	July	August	September	October	November	December	January	February	March	2015/16 Total
Caernarfon	.	.	.	47	52	30	30	12	20	16	24	22	253
Humberside	8	8	15	14	19	18	17	17	17	13	13	16	175
Inverness	24	24	26	36	31	22	24	16	21	30	27	22	303
Lee-On-Solent	25	17	39	27	33	17	18	10	15	9	14	10	234
Lydd	.	.	.	.	9	8	11	13	9	8	9	19	86
Newquay	.	.	.	.	.	.	.	.	.	17	18	22	57
Portland	16	17	12	9	12	8	11	5	9	1	6	12	118
Prestwick	.	.	.	.	.	.	.	.	.	31	28	34	93
St Athan	.	.	.	.	.	.	22	15	12	16	12	16	93
Stornoway	12	19	19	14	17	12	6	4	6	9	5	4	127
Sumburgh	17	10	15	16	18	7	12	9	12	10	7	8	141
Total	102	95	126	163	191	122	151	101	121	160	163	185	1,680

. Base currently not operational

Note: Historically, search and rescue helicopter (SARH) operations in the United Kingdom were managed by the Ministry of Defence (MOD) and the Maritime and Coastguard Agency (MCA). In April 2015, the operational phase of a new contract to operate civilian SARH services in the UK, managed by the MCA, commenced. These new arrangements are taking over from the previous mixture of military and coastguard SARH services. The Ministry of Defence published statistics on military and civilian SARH activity, and they continued to publish statistics on military activity until February <https://www.gov.uk/government/collections/military-search-and-rescue-quarterly-statistics-index>

Department for Transport has now taken over the production of statistics on SARH activity, covering the civilian bases.

These tables are published on a quarterly basis. The updated statistics covering the period after April 2016 can be found on: <https://www.gov.uk/government/statistical-data-sets/search-and-rescue-helicopter-sarh01>

Source: DfT Search and Rescue Statistics

Last updated: December 2016

Next update: December 2017

Telephone: 020 7944 2403

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

Table TSGB0518c
UK civilian search and rescue helicopter taskings - tasking category by location type: year ending 31 March 2016

Tasking Category	Number of Taskings																			
	2015					2016					2015/16 Total									
	April to June			July to September			October to December			January to March			2015/16 Total							
	Coast	Land	Maritime	Total	Coast	Land	Maritime	Total	Coast	Land	Maritime	Total	Coast	Land	Maritime	Total				
Aborted/Not required	26	29	7	62	38	32	4	74	23	43	2	68	25	49	10	84	112	153	23	288
Pre-arranged transfer	2	36	0	38	1	40	0	41	1	44	0	45	25	58	0	83	29	178	0	207
Rescue/Recovery	52	56	58	166	54	128	74	256	41	69	59	169	45	121	49	215	192	374	240	806
Search(only)	13	23	6	42	30	27	5	62	33	37	7	77	36	51	8	95	112	138	26	276
Support	6	7	2	15	14	27	2	43	4	7	3	14	7	19	5	31	31	60	12	103
Total	99	151	73	323	137	254	85	476	102	200	71	373	138	298	72	508	476	903	301	1,680

Note: These tables are published on a quarterly basis. The updated statistics covering the period after April 2016 can be found on:
<https://www.gov.uk/government/statistical-data-sets/search-and-rescue-helicopter-sarh01>

Source: DfT Search and Rescue Statistics
 Last updated: December 2016
 Next update: December 2017
 Telephone: 020 7944 2403
 Email: SARH.stats@df.t.gsi.gov.uk

Table TSGB0519 (SFR0101)
All UK seafarers active at sea: 2002 to 2015¹

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Certificated Officers ^{2,3,4}	12,440	13,100	13,150	13,240	13,570	12,130	11,420	11,390	11,280	11,000	10,930	10,850	10,910	10,930
Uncertificated Officers ⁵	2,750	3,750	3,260	2,910	2,460	1,760	2,760	3,150	3,020	2,320	1,680	1,410	1,650	1,710
Ratings ⁵	9,510	10,490	10,430	9,380	9,750	8,150	9,330	10,400	11,340	11,880	9,330	8,590	8,420	8,830
Officer trainees	1,010	1,000	1,030	1,050	1,110	1,430	1,700	1,800	1,830	1,840	1,900	1,990	1,940	1,920
Total active at sea	25,720	28,340	27,870	26,590	26,890	23,460	25,210	26,740	27,460	27,010	24,100	22,840	22,910	23,380
<i>of which:</i>														
<i>deck and engine</i> ⁶	17,570	18,530	18,200	18,070	18,140	16,160	15,870	16,410	15,500	15,000	15,380	14,880	14,870	14,860

Notes:

1. Numbers are rounded to the nearest 10. Components may not sum to the totals due to rounding.
2. A retirement age of 62 has been assumed for certificated officers, see SFR0120 for retirement age of 65.
3. Certificated officers is composed of those officers holding CoCs, TICs, CECs and Yacht endorsements. See SFR0120 and SFR0160 for more details.
4. The proportion of certificated officers assumed to not be active at sea (i.e. working ashore or no longer working) is assumed to be 16% for all ages.
5. Excludes any UK uncertificated officers and ratings employed by non UK Chamber of Shipping members.
6. This includes all certificated deck and/or engine officers, deck and/or engine ratings and general/dual purpose ratings. Officers or rating without deck or engine qualification are excluded. See tables SFR0120 and SFR0140 for further details.

Source: Maritime and Coastguard Agency data, UK Chamber of Shipping manpower surveys
 Last updated: 27 January 2016
 Next update: January 2017
 Telephone: 020 7944 2403
 Email: maritime.stats@dft.gsi.gov.uk



Public transport

5 billion

local bus passenger journeys in 2015/16,
60% of all public transport journeys



Table TSGB0601 (RAI0101)

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

Year	Length of National Rail route (kilometres) ¹			National Rail		London Underground	
	Total route	Electrified route ²	Open to Passenger and Freight traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1900	29,783	..	..	1,186	..	..	..
1919	32,420	1,321	..	2,064	..	..	..
1923	32,462	1,122	..	1,772	..	..	..
1928 ³	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 ³	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
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

Table TSGB0601 (RAI0101)

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

Year	Length of National Rail route (kilometres) ¹			National Rail		London Underground	
	Total route	Electrified route ²	Open to Passenger and Freight traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1995/96	16,666	5,163	15,002	761	30.0	784	6.3
1996/97	16,666	5,176	15,034	800	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	15,753	5,239	14,482	1,259	51.1	1,059	8.5
2010/11	15,777	5,262	14,506	1,356	54.5	1,107	8.9
2011/12	15,742	5,261	14,506	1,462	57.1	1,171	9.5
2012/13	15,753	5,265	14,504	1,503	58.2	1,229	10.1
2013/14	15,753	5,268	14,504	1,588	60.2	1,265	10.4
2014/15 ^R	15,760	5,272	14,506	1,656	62.9	1,305	10.8
2015/16 ^P	15,799	5,331	14,552	1,689	64.4	1,349	11.5

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 kms 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 the non-franchised train operators Hull Trains, Grand Central and Wrexham and Shropshire. 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.

R: The 2014/15 figure for length of National Rail route open to passenger and freight traffic has been revised.

P: The 2015/16 figures for length of National Rail route are provisional.

Sources: Office of Rail and Road (ORR), Transport for London

Last updated: 8 December 2016

Next updated: December 2017

Rail: 020 7944 2419

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London Underground figures in this table are outside the scope of National Statistics

Table TSGB0602 (RAI0301)
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	2012/13	2013/14	2014/15	2015/16
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	5,816	6,162	6,649	7,008
Season tickets	950	964	970	1,011	1,071	1,170	1,298	1,434	1,561	1,571	1,654	1,782	1,890	2,041	2,153	2,205
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	7,707	8,203	8,803	9,213
All tickets (2015/16 prices) ²	4,559	4,679	4,724	4,921	5,110	5,377	5,822	6,299	6,629	6,730	7,080	7,625	7,963	8,338	8,810	9,213

1. Franchised operators only.

2. Adjusted to 2015/16 prices using the GDP market price deflator.

3. Break in series due to change in methodology (see notes and definitions).

Source: Office of Rail and Road (ORR)

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Table TSGB0603 (RAI0103)
Passenger kilometres and passenger 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	2012/13	2013/14	2014/15	2015/16
(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	40.9	41.8	42.6	45.0	46.3
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	16.0	17.1	17.4	17.5
All tickets	38.2	39.1	39.7	40.9	41.7	43.1	46.2	48.9	50.6	51.1	54.1	56.7	57.8	59.7	62.4	63.8
(b) Passenger train kilometres³																
All franchised and non-franchised operators	..	..	..	..	..	..	..	..	..	..	496.7	509.9	510.2	510.6	517.5	521.8
(c) Timetabled train kilometres (TTKM)⁴																
All franchised and non-franchised operators	427.2	435.9	443.3	450.9	452.9	462.0	466.5	472.3	482.5	502.5	511.6	520.2	524.5	527.3	532.4	..

1. Includes franchised train operators only.

2. Break in series due to change in methodology (see notes and definitions). TTKM figures have been revised from 2003/04 to include Caledonian Sleeper TTKM.

3. Actual train kilometres travelled by franchised and non-franchised passenger train services. This replaced TTKM as the main measure of passenger train movements.

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

Source: Office of Rail and Road (ORR)
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Table TSGB0604 (RAI0104)
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	2012/13	2013/14	2014/15 ^R	2015/16 ^P
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	5,265	5,268	5,272	5,331
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	10,488	10,485	10,488	10,468
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	15,753	15,753	15,760	15,799
Open for passenger and freight 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	14,504	14,504	14,506	14,552
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	1,249	1,249	1,254	1,247
Passenger stations ^{2,R}	2,498	2,496	2,497	2,498	2,504	2,508	2,522	2,522	2,522	2,529	2,535	2,537	2,539	2,541	2,543	2,557

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).

R: The 2014/15 figure for length of National Rail route open to passenger and freight traffic has been revised. The number of passenger stations have also been revised, see notes and definitions for more details.

P: The 2015/16 figures for length of National Rail route are provisional.

Source: Office of Rail and Road (ORR)

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**Table TSGB0605 (RAI0105)
National railways, Public Performance Measure: annual from 1997/98**

Public Performance Measure (PPM) ¹	Percentage																		
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07 ²	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Long distance operators	81.7%	80.6%	83.7%	69.1%	70.2%	70.6%	73.4%	79.2%	82.2%	84.9%	86.2%	87.2%	88.7%	87.7%	89.1%	87.0%	86.9%	87.4%	87.6%
London and South East operators	89.5%	87.9%	87.1%	77.6%	77.8%	78.9%	80.4%	84.8%	87.9%	88.8%	90.6%	91.0%	91.5%	91.1%	91.7%	91.0%	89.6%	89.0%	87.8%
Regional and Scotland operators	90.8%	88.6%	89.1%	81.7%	79.1%	80.5%	82.9%	82.6%	85.0%	87.6%	89.6%	90.6%	92.0%	91.1%	92.0%	91.6%	91.1%	91.3%	91.2%
All operators	89.8%	87.9%	87.8%	79.1%	78.0%	79.2%	81.2%	83.6%	86.4%	88.1%	89.9%	90.6%	91.5%	90.8%	91.6%	90.9%	90.0%	89.7%	89.1%

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 final destination within ten minutes of the planned arrival time for long-distance services, and within five minutes for all other services.
2. Break in the series due to change in methodology (see notes and definitions).

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Table TSGB0606 (RAI0106)
Average age of national rail rolling stock: annual from 2000/01

Average age of rolling stock ¹	Years															
	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	2012/13	2013/14	2014/15	2015/16
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	21.56	22.56	23.66	24.66
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	16.92	17.56	18.06	18.89
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	20.74	21.42	22.55	23.65
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	18.64	19.35	20.18	21.01

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

2. Break in the series due to change in methodology (see notes and definitions).

Source: Office of Rail and Road (ORR)

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Table TSGB0607 (RAI0108)
Channel Tunnel, traffic to and from Europe: annual from 1994

	1994 ¹	1995	1996 ²	1997 ²	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Thousands																						
Vehicles carried on Le Shuttle: ³																						
Passenger vehicles	82	1,246	2,135	2,383	3,448	3,342	2,864	2,605	2,408	2,351	2,165	2,124	2,089	2,207	1,963	1,971	2,182	2,319	2,483	2,546	2,635	2,615
Freight vehicles	65	391	519	268	705	839	1,133	1,198	1,231	1,285	1,281	1,309	1,296	1,415	1,254	769	1,089	1,263	1,465	1,363	1,440	1,484
All vehicles	147	1,637	2,654	2,651	4,153	4,181	3,997	3,803	3,639	3,636	3,446	3,433	3,385	3,622	3,218	2,740	3,271	3,582	3,948	3,909	4,076	4,099
Passengers on Eurostar ⁴ and Le Shuttle ⁵	316	7,081	12,809	14,921	19,201	18,498	18,298	17,667	16,643	16,333	16,503	17,005	16,968	17,672	17,738	17,014	18,303	18,993	19,951	20,461	21,008	20,864
Through-train freight tonnes ⁵	452	1,411	2,361	2,925	3,141	2,865	2,947	2,447	1,487	1,743	1,889	1,588	1,569	1,214	1,239	1,181	1,128	1,325	1,227	1,364	1,648	1,421

1. Opened for freight services in June 1994 and for through passenger services in November. Passenger shuttle services opened in December.

2. Figures for 1996 and 1997 were affected by a fire on 16 November 1996. Tourist shuttle resumed services on 10 December 1996 with full freight services resuming on 15 June 1997.

3. Includes commercial and non-commercial traffic (see notes and definitions).

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

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

Sources: Eurotunnel, Eurostar and EWS International/DB Cargo UK

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Table TSGB0608 (RAI0109)

Passenger satisfaction in the National Rail Passenger Survey (NRPS): bi-annual from autumn 1999

Percentage of passengers who are satisfied with their last rail journey

Year	Percentage	
	Spring survey ¹	Autumn survey ¹
1999	.. ²	76%
2000	76%	73%
2001	69%	72%
2002	72%	73%
2003	74%	73%
2004	73%	76%
2005	77%	80%
2006	80%	81%
2007	79%	81%
2008	80%	83%
2009	81%	83%
2010	83%	84%
2011	84%	84%
2012	83%	85%
2013	82%	83%
2014	82%	81%
2015	80%	83%
2016	80%	.. ³

1. The spring wave is collected between January and March, and the autumn wave is collected between September and November.

2. The first NRPS was conducted in autumn 1999.

3. The latest autumn NRPS results to be published in January 2017.

Source: Transport Focus
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Table TSGB0609a (LRT9901a - miles)
London Underground statistics: annual from 2000/01

	Passenger Journeys (millions)										Receipts (£ million)																	
	Ordinary ¹		Season ticket		All journeys		Passenger miles (millions)		Loaded train miles (millions)		Stations		Rail carriages		Route miles		Ordinary ¹		Season ticket		Traffic receipts		Traffic receipts at 2015/16 prices ²		Receipts per journey (£)		Receipts per journey at 2015/16 prices ²	
	486	484	970	4,642	40	274	3,954	254	610	519	1,129	1,574	1.16	1.62														
2000/01	486	484	970	4,642	40	274	3,954	254	610	519	1,129	1,574	1.16	1.62														
2001/02	491	462	953	4,630	40	274	3,954	254	636	515	1,151	1,583	1.21	1.66														
2002/03	495	446	942	4,578	41	274	3,954	254	628	510	1,138	1,525	1.21	1.62														
2003/04	491	457	948	4,561	43	274	3,959	254	625	536	1,161	1,516	1.22	1.60														
2004/05	486	490	976	4,726	43	274	3,959	254	663	578	1,241	1,572	1.27	1.61														
2005/06	460	510	970	4,714	43	274	4,070	254	678	630	1,308	1,610	1.35	1.66														
2006/07	519	521	1,040	4,938	43	273	4,070	254	782	635	1,417	1,694	1.36	1.63														
2007/08	581	515	1,096	5,190	43	268	4,070	254	880	645	1,525	1,772	1.39	1.62														
2008/09	616	473	1,089	5,372	44	270	4,070	254	962	654	1,615	1,828	1.48	1.68														
2009/10	634	425	1,059	5,255	43	270	4,078	249	840	612	1,635	1,808	1.54	1.71														
2010/11	660	447	1,107	5,515	43	270	4,134	249	1,087	672	1,759	1,889	1.59	1.71														
2011/12	685	486	1,171	5,915	45	270	4,127	249	1,208	774	1,982	2,096	1.69	1.79														
2012/13	723	506	1,229	6,275	47	270	4,180	249	1,293	833	2,125	2,207	1.73	1.80														
2013/14	717	548	1,265	6,476	47	270	4,283	249	1,372	915	2,287	2,326	1.81	1.84														
2014/15	747	558	1,305	6,740	50	270	4,281	250	1,400	1,011	2,410	2,415	1.85	1.85														
2015/16 ^r	820	530	1,349	7,119	51	270	4,281	250	1,312	1,263	2,576	2,576	1.91	1.91														

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

2. Adjustment to values using the HM Treasury GDP Deflator (as at 31 March 2016). 'Other' income no longer available on the same basis as previously published.

R. Figures revised after receiving complete 2015/16 data from Transport for London (29 June 2016).

Source: Transport for London
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 Next update: Summer 2017
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The figures in this table are outside the scope of National Statistics

**Table TSGB0609b (LRT9901b - kilometres)
London Underground statistics: annual from 2000/01**

	Passenger Journeys (millions)										Receipts (£ million)																	
	Ordinary ¹		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 2015/16 prices ²		Receipts per journey (£)		Receipts per journey at 2015/16 prices ²	
	486	484	486	484	970	7,470	64	274	3,954	408	610	519	1,129	1,574	1.16	1.62												
2000/01	486	484	970	7,470	64	274	3,954	408	610	519	1,129	1,574	1.16	1.62														
2001/02	491	462	953	7,451	65	274	3,954	408	636	515	1,151	1,583	1.21	1.66														
2002/03	495	446	942	7,367	66	274	3,954	408	628	510	1,138	1,525	1.21	1.62														
2003/04	491	457	948	7,340	69	274	3,959	408	625	536	1,161	1,516	1.22	1.60														
2004/05	486	490	976	7,606	69	274	3,959	408	663	578	1,241	1,572	1.27	1.61														
2005/06	460	510	970	7,586	69	274	4,070	408	678	630	1,308	1,610	1.35	1.66														
2006/07	519	521	1,040	7,947	70	273	4,070	408	782	635	1,417	1,694	1.36	1.63														
2007/08	581	515	1,096	8,352	70	268	4,070	408	880	645	1,525	1,772	1.39	1.62														
2008/09	616	473	1,089	8,646	71	270	4,070	408	962	654	1,615	1,828	1.48	1.68														
2009/10	634	425	1,059	8,457	69	270	4,078	400	840	612	1,635	1,808	1.54	1.71														
2010/11	660	447	1,107	8,875	69	270	4,134	400	1,087	672	1,759	1,889	1.59	1.71														
2011/12	685	486	1,171	9,519	72	270	4,127	400	1,208	774	1,982	2,096	1.69	1.79														
2012/13	723	506	1,229	10,099	76	270	4,180	400	1,293	833	2,125	2,207	1.73	1.80														
2013/14	717	548	1,265	10,422	76	270	4,283	400	1,372	915	2,287	2,326	1.81	1.84														
2014/15	747	558	1,305	10,847	80	270	4,281	402	1,400	1,011	2,410	2,415	1.85	1.85														
2015/16 ^r	820	530	1,349	11,457	82	270	4,281	402	1,312	1,263	2,576	2,576	1.91	1.91														

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

2. Adjustment to values using the HM Treasury GDP Deflator (as at 31 March 2016). 'Other' income no longer available on the same basis as previously published.

R: Figures revised after receiving complete 2015/16 data from Transport for London (29 June 2016).

Source: Transport for London
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The figures in this table are outside the scope of National Statistics

Table TSGB0610a (LRT9902a - miles)
Glasgow Underground statistics: annual from 1982/83

Financial year	Passenger journeys (millions)	Passenger miles (millions)	Loaded train or tram miles [also referred to as vehicle miles] (millions) ^{1,r}	Stations or stops served	Passenger carriages or tramcars	Route miles open for passenger traffic	Passenger revenue at current prices (£ million)	Passenger revenue at 2015/16 prices (£ millions)
1982/83	11.8	20.3	0.7	15	33	6.8	2.7	7.7
1983/84	12.3	21.5	0.7	15	33	6.8	3.4	9.3
1984/85	12.7	21.7	0.7	15	33	6.8	3.6	9.3
1985/86	13.1	22.5	0.7	15	33	6.8	3.6	8.8
1986/87	13.7	23.6	0.7	15	33	6.8	4.0	9.4
1987/88	13.6	24.3	0.7	15	33	6.8	4.2	9.4
1988/89	13.6	24.5	0.7	15	33	6.8	4.9	10.2
1989/90	13.5	24.3	0.7	15	33	6.8	5.0	9.8
1990/91	13.7	24.6	0.7	15	33	6.8	5.7	10.2
1991/92	13.6	24.4	0.7	15	33	6.8	6.1	10.3
1992/93	13.5	24.3	0.7	15	41	6.8	6.2	10.3
1993/94	14.3	25.7	0.7	15	41	6.8	6.8	11.0
1994/95	14.7	26.5	0.7	15	41	6.8	7.1	11.3
1995/96	14.3	25.7	0.7	15	41	6.8	7.9	12.2
1996/97	13.7	24.7	0.7	15	41	6.8	8.1	12.1
1997/98	14.1	28.1	0.7	15	41	6.8	8.6	12.6
1998/99	14.6	29.0	0.7	15	41	6.8	9.3	13.3
1999/00	14.7	29.2	0.7	15	41	6.8	10.0	14.2
2000/01	14.4	28.6	0.7	15	41	6.8	10.0	13.9
2001/02	13.8	27.4	0.7	15	41	6.8	10.1	13.9
2002/03	13.4	26.6	0.7	15	41	6.8	10.2	13.6
2003/04	13.3	26.5	0.6	15	41	6.8	10.3	13.5
2004/05	13.3	26.5	0.6	15	41	6.8	10.9	13.9
2005/06	13.2	26.2	0.6	15	41	6.5	11.2	13.8
2006/07	13.5	26.8	0.6	15	41	6.5	12.4	14.8
2007/08	14.5	28.8	0.6	15	41	6.5	12.9	15.0
2008/09	14.1	28.1	0.7	15	41	6.5	14.7	16.6
2009/10	13.1	26.0	0.6	15	41	6.5	14.1	15.6
2010/11	13.0	25.9	0.6	15	41	6.5	14.2	15.2
2011/12	12.9	25.6	0.7	15	41	6.5	14.3	15.1
2012/13	12.6	25.0	0.7	15	41	6.5	14.5	15.1
2013/14	12.7	25.3	0.7	15	41	6.5	16.0	16.2
2014/15	13.0	25.8	0.7	15	41	6.5	17.8	17.8
2015/16	13.0	25.8	0.7	15	41	6.5	17.5	17.5

: data not available at time of release. These figures will be updated as soon as the data is available.

1. Loaded tram kilometres are only available as rolling stock totals, to calculate vehicle kilometres the figure provided by Glasgow is divided by 3, as all trams run with three carriages.

R. Figures for 1982/83 to 2012/13 have been revised due to changes in the calculation, as advised by the operator.

Source: DfT Light Rail and Tram Survey

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Table TSGB0610b (LRT9902b - kilometres)
Glasgow Underground statistics: annual from 1982/83

Financial year	Passenger journeys (millions)	Passenger kilometres (millions)	Loaded train or tram kilometres [also referred to as vehicle kilometres] ^{1,r} (millions)	Stations or stops served	Passenger carriages or tramcars	Route kilometres open for passenger traffic	Passenger revenue at current prices (£ million)	Passenger revenue at 2015/16 prices (£ millions)
1982/83	11.8	32.7	1.1	15	33	11.0	2.7	7.7
1983/84	12.3	34.6	1.1	15	33	11.0	3.4	9.3
1984/85	12.7	34.9	1.1	15	33	11.0	3.6	9.3
1985/86	13.1	36.2	1.1	15	33	11.0	3.6	8.8
1986/87	13.7	38.0	1.1	15	33	11.0	4.0	9.4
1987/88	13.6	39.1	1.1	15	33	11.0	4.2	9.4
1988/89	13.6	39.4	1.2	15	33	11.0	4.9	10.2
1989/90	13.5	39.1	1.2	15	33	11.0	5.0	9.8
1990/91	13.7	39.6	1.1	15	33	11.0	5.7	10.2
1991/92	13.6	39.3	1.1	15	33	11.0	6.1	10.3
1992/93	13.5	39.1	1.1	15	41	11.0	6.2	10.3
1993/94	14.3	41.4	1.1	15	41	11.0	6.8	11.0
1994/95	14.7	42.6	1.0	15	41	11.0	7.1	11.3
1995/96	14.3	41.4	1.0	15	41	11.0	7.9	12.2
1996/97	13.7	39.8	1.0	15	41	11.0	8.1	12.1
1997/98	14.1	45.2	0.9	15	41	11.0	8.6	12.6
1998/99	14.6	46.7	1.0	15	41	11.0	9.3	13.3
1999/00	14.7	47.0	1.0	15	41	11.0	10.0	14.2
2000/01	14.4	46.1	1.0	15	41	11.0	10.0	13.9
2001/02	13.8	44.1	1.0	15	41	11.0	10.1	13.9
2002/03	13.4	42.8	1.0	15	41	11.0	10.2	13.6
2003/04	13.3	42.7	1.0	15	41	11.0	10.3	13.5
2004/05	13.3	42.6	1.0	15	41	11.0	10.9	13.9
2005/06	13.2	42.1	1.0	15	41	10.4	11.2	13.8
2006/07	13.5	43.2	1.0	15	41	10.4	12.4	14.8
2007/08	14.5	46.3	1.0	15	41	10.4	12.9	15.0
2008/09	14.1	45.2	1.1	15	41	10.4	14.7	16.6
2009/10	13.1	41.8	1.0	15	41	10.4	14.1	15.6
2010/11	13.0	41.6	1.0	15	41	10.4	14.2	15.2
2011/12	12.9	41.2	1.2	15	41	10.4	14.3	15.1
2012/13	12.6	40.2	1.2	15	41	10.4	14.5	15.1
2013/14	12.7	40.6	1.2	15	41	10.4	16.0	16.2
2014/15	13.0	41.4	1.2	15	41	10.4	17.8	17.8
2015/16	13.0	41.5	1.2	15	41	10.4	17.5	17.5

: data not available at time of release. These figures will be updated as soon as the data is available.

1. Loaded tram kilometres are only available as rolling stock totals, to calculate vehicle kilometres the figure provided by Glasgow is divided by 3, as all trams run with three carriages.

R. Figures for 1982/83 to 2012/13 have been revised due to changes in the calculation, as advised by the operator.

Source: DfT Light Rail and Tram Survey

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

Table TSGB0611 (LRT0101)

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

									Million
Financial year	Docklands Light Railway	London Tramlink	Nottingham Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink ²	Blackpool Tramway	England
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	22.3	1.1	204.8
2012/13	100.0	30.1	7.4	4.8	14.4	37.0	25.0	3.7	222.5
2013/14	101.6	31.2	7.9	4.7	12.6	35.7	29.2	4.3	227.1
2014/15	110.2	30.7	8.1	4.4	11.5	38.1	31.2	4.1	238.2
2015/16	116.9	27.0	12.2	4.8	11.6	40.3	34.3	4.9	252.0

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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Table TSGB0612 (LRT0104)

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

Million

Financial year	Docklands Light Railway	London Tramlink	Nottingham Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink ²	Blackpool Tramway ³	England
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	283.0	92.2	24.9	31.7	60.3	188.8	141.9	2.1	824.9
2012/13	316.8	97.2	20.5	31.3	58.0	186.0	162.6	9.9	882.2
2013/14	333.6	100.9	22.2	30.5	50.7	183.5	188.3	12.7	922.4
2014/15	368.9	110.8	27.0	28.6	46.3	201.8	202.5	11.3	997.1
2015/16	386.9	105.1	49.8	31.6	46.6	213.8	223.0	13.5	1,070.3

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.

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Table TSGB0613 (LRT0106)

Vehicle miles on light rail and trams by system,¹ England: annual from 1983/84

									Million
Financial year	Docklands Light Railway	London Tramlink	Nottingham Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink ²	Blackpool Tramway	England
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
2012/13	3.6	1.8	0.7	1.0	1.5	3.4	3.6	0.5	16.1
2013/14	3.6	1.9	0.7	1.0	1.4	3.4	5.2	0.6	17.8
2014/15	3.6	2.0	0.8	1.0	1.4	3.5	5.6	0.5	18.4
2015/16	3.8	2.0	1.6	1.0	1.4	3.5	7.2	0.6	21.0

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

2. Figures for Manchester Metrolink represent total mileage of each tram 'set'. Where two sets are joined to form one train, the vehicle miles run will therefore be counted twice. Based on information supplied by the operator, this affects approximately 7% of services to 2012, around 12% in 12/13 and 20% in 13/14, meaning that figures for later years are not directly comparable with earlier ones (or with other systems). We estimate that the increasing use of double sets to form trains contributes around a third of the overall increase in vehicle mileage shown for this system since 2011/12.

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Table TSGB0614 (LRT0201)

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

Financial year	Nottingham										England
	Docklands Light Railway	Croydon Tramlink	Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway ^{2,3}			
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
2012/13	45	39	23	23	48	60	65	37			340
2013/14	45	39	23	23	48	60	77	37			352
2014/15	45	39	23	23	48	60	92	37			367
2015/16	45	39	50	24	48	60	92	39			397

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.

3. In 2012/13, Blackpool Tramway had 37 stops on the outward journey and 36 stops on the inward journey, as Fleetwood Ferry only had one platform.

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Table TSGB0615 (LRT0202)

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 Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
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
2012/13	149	30	15	16	25	90	70	26	421
2013/14	149	30	15	16	25	90	81	26	432
2014/15	149	30	20	16	25	90	98	26	454
2015/16	149	34	37	21	26	90	111	26	494

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 TSGB0616 (LRT0204)

Route miles open for passenger traffic on light rail and trams by system¹, England: annual from 1995/96

Financial year	Miles									
	Docklands Light Railway	Croydon Tramlink	Nottingham Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England	
1995/96	14	:	:	:	18	37	19	11	99	99
1996/97	14	:	:	:	18	37	19	11	99	99
1997/98	14	:	:	:	18	37	19	11	99	99
1998/99	14	:	:	:	18	37	19	11	99	99
1999/00	17	:	:	13	18	37	24	11	119	119
2000/01	17	18	:	13	18	37	24	11	137	137
2001/02	17	18	:	13	18	48	24	11	149	149
2002/03	17	18	:	13	18	48	24	11	149	149
2003/04	17	18	9	13	18	48	24	11	157	157
2004/05	17	18	9	13	18	48	24	11	157	157
2005/06	19	18	9	13	18	48	24	11	160	160
2006/07	19	17	9	13	18	48	24	11	160	160
2007/08	20	17	9	13	18	48	24	11	160	160
2008/09	21	17	9	13	18	48	24	11	161	161
2009/10	21	17	9	13	18	48	24	11	161	161
2010/11	21	17	9	13	18	48	25	11	162	162
2011/12	24	17	9	13	18	48	26	5	159	159
2012/13	24	17	9	13	18	48	42	11	182	182
2013/14	24	17	9	13	18	48	48	11	188	188
2014/15	24	17	9	13	18	48	57	11	197	197
2015/16	24	17	20	13	18	48	60	11	211	211

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 TSGB0617a (LRT0301a)

Passenger revenue at current prices¹ on light rail and trams by system², England: annual from 1983/84

£ million

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
1983/84	:	:	:	:	:	10.0	:	2.1	12.1
1984/85	:	:	:	:	:	11.0	:	2.1	13.1
1985/86	:	:	:	:	:	12.0	:	2.4	14.4
1986/87	:	:	:	:	:	13.0	:	2.4	15.4
1987/88	:	:	:	:	:	14.0	:	2.7	16.7
1988/89	2.5	:	:	:	:	15.3	:	3.1	20.9
1989/90	3.2	:	:	:	:	16.4	:	3.3	22.9
1990/91	3.0	:	:	:	:	16.4	:	3.5	22.9
1991/92	2.9	:	:	:	:	17.8	:	3.6	24.3
1992/93	3.4	:	:	:	:	18.6	7.0	3.7	32.7
1993/94	4.5	:	:	:	:	19.2	9.5	4.2	37.4
1994/95	6.4	:	:	:	1.6	19.3	9.9	4.4	41.5
1995/96	9.4	:	:	:	3.7	19.7	11.1	4.6	48.4
1996/97	12.0	:	:	:	4.7	20.7	13.2	4.5	55.1
1997/98	14.0	:	:	:	6.0	22.2	14.3	4.6	61.1
1998/99	20.0	:	:	:	6.1	22.6	15.5	4.2	68.4
1999/00	21.0	:	:	2.5	6.8	23.3	17.0	4.3	74.8
2000/01	28.8	12.2	:	3.1	7.1	24.1	18.1	4.3	97.7
2001/02	32.2	12.9	:	3.9	7.6	25.0	20.1	4.7	106.5
2002/03	35.6	15.0	:	5.0	10.2	28.7	21.0	4.6	120.0
2003/04	37.2	16.1	:	5.2	9.2	31.4	20.9	3.9	124.0
2004/05	40.4	18.0	5.9	5.4	11.1	32.6	22.1	4.3	139.7
2005/06	46.1	18.8	7.3	5.9	10.4	34.4	22.6	4.4	150.0
2006/07	53.9	19.0	7.5	6.3	12.4	35.2	23.6	4.5	162.3
2007/08	63.1	20.9	7.9	6.3	13.7	37.3	22.4	4.0	175.5
2008/09	64.0	18.1	8.6	6.6	15.2	41.3	22.5	3.5	179.7
2009/10	74.9	16.2	7.9	6.5	15.0	40.8	23.4	3.0	187.7
2010/11	88.8	19.1	9.0	7.0	15.3	41.6	27.4	2.5	210.6
2011/12	105.3	21.2	8.4	7.4	15.4	42.2	33.7	1.7	235.3
2012/13	124.9	22.5	8.5	7.8	14.4	43.6	42.0	5.0	268.7
2013/14	133.1	23.5	8.3	7.9	13.9	45.2	51.8	6.1	289.8
2014/15	143.8	24.4	8.8	7.7	12.6	47.9	56.8	5.6	307.6
2015/16	161.9	22.8	13.6	8.6	11.4	50.2	62.4	6.1	336.9

1. These figures are not adjusted for inflation.

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

Source: DfT Light Rail and Tram Survey
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 Next update: Summer 2017
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 The figures in this table are National Statistics

Table TSGB0617b (LRT0301b)

Passenger revenue at 2015/16 prices¹ on light rail and trams by system², England: annual from 1983/84

£ million

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham Express Transit	Midland Metro	Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
1983/84	:	:	:	:	:	27.4	:	5.8	33.2
1984/85	:	:	:	:	:	28.5	:	5.6	34.1
1985/86	:	:	:	:	:	29.4	:	5.9	35.4
1986/87	:	:	:	:	:	30.7	:	5.7	36.4
1987/88	:	:	:	:	:	31.3	:	6.1	37.4
1988/89	5.2	:	:	:	:	32.1	:	6.4	43.8
1989/90	6.2	:	:	:	:	31.9	:	6.4	44.5
1990/91	5.4	:	:	:	:	29.4	:	6.2	41.0
1991/92	4.9	:	:	:	:	30.2	:	6.0	41.2
1992/93	5.6	:	:	:	:	30.8	11.6	6.1	54.1
1993/94	7.3	:	:	:	:	31.0	15.4	6.7	60.4
1994/95	10.2	:	:	:	2.5	30.8	15.8	7.0	66.3
1995/96	14.5	:	:	:	5.7	30.5	17.2	7.1	75.0
1996/97	17.9	:	:	:	7.0	30.8	19.6	6.7	82.0
1997/98	20.5	:	:	:	8.8	32.5	21.0	6.8	89.6
1998/99	28.8	:	:	:	8.7	32.5	22.3	6.1	98.3
1999/00	29.9	:	:	3.6	9.7	33.2	24.2	6.1	106.6
2000/01	40.1	17.0	:	4.3	9.9	33.6	25.3	6.0	136.1
2001/02	44.3	17.8	:	5.3	10.4	34.4	27.7	6.5	146.4
2002/03	47.7	20.0	:	6.6	13.7	38.5	28.1	6.1	160.8
2003/04	48.6	21.1	:	6.8	12.0	41.0	27.3	5.1	162.0
2004/05	51.2	22.8	7.4	6.9	14.0	41.2	28.0	5.5	177.0
2005/06	56.7	23.2	9.0	7.3	12.8	42.3	27.9	5.4	184.6
2006/07	64.4	22.7	9.0	7.5	14.8	42.0	28.2	5.4	194.0
2007/08	73.3	24.3	9.2	7.3	15.9	43.3	26.0	4.6	204.0
2008/09	72.5	20.5	9.7	7.5	17.2	46.7	25.4	3.9	203.4
2009/10	82.8	17.9	8.8	7.2	16.6	45.1	25.9	3.3	207.6
2010/11	95.3	20.5	9.7	7.5	16.4	44.7	29.4	2.6	226.2
2011/12	111.4	22.4	8.9	7.8	16.3	44.6	35.6	1.8	248.8
2012/13	129.7	23.4	8.8	8.1	15.0	45.3	43.6	5.2	279.0
2013/14	135.3	23.9	8.4	8.1	14.1	45.9	52.7	6.2	294.7
2014/15	144.1	24.4	8.8	7.7	12.6	48.0	56.9	5.6	308.2
2015/16	161.9	22.8	13.6	8.6	11.4	50.2	62.4	6.1	336.9

1. Adjusted for inflation using the GDP market price deflator (as at 31 March 2016).

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

Source: DfT Light Rail and Tram Survey
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 The figures in this table are National Statistics

Table TSGB0618 (BUS0103)

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

Million										
Year	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		:	1,128	1,210	4,140	479	118	4,737	2,338	
2004/05	r	Old	:	:	:	:	:	:	:	
2004/05	r	New	1,802	1,069	1,177	4,048	459	123	4,630	2,246
2005/06	r		1,881	1,070	1,184	4,135	465	120	4,720	2,254
2006/07	r		1,993	1,072	1,253	4,318	476	119	4,913	2,325
2007/08	r		2,160	1,097	1,297	4,554	487	121	5,162	2,394
2008/09	r		2,228	1,104	1,328	4,660	484	125	5,268	2,432
2009/10	r		2,238	1,084	1,313	4,635	458	116	5,210	2,397
2010/11	r		2,269	1,055	1,317	4,641	430	115	5,187	2,372
2011/12	r		2,324	1,025	1,312	4,661	436	116	5,213	2,337
2012/13	r		2,311	998	1,279	4,587	421	109	5,117	2,276
2013/14	r		2,361	1,011	1,298	4,671	422	107	5,200	2,310
2014/15	r		2,364	996	1,289	4,648	416	101	5,165	2,285
2015/16			2,293	971	1,266	4,530	409	100	5,039	2,237

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.

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

Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 18 October 2016

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The figures in this table are National Statistics

Table TSGB0619a (BUS0203a)

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

									Million
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	1,318	223	81	1,622	1,027
2005/06	r	286	366	666	1,318	233	79	1,629	1,031
2006/07	r	289	367	662	1,318	239	77	1,634	1,029
2007/08	r	289	371	663	1,323	247	77	1,646	1,034
2008/09	r	294	366	669	1,329	240	78	1,647	1,034
2009/10	r	297	354	665	1,316	234	78	1,628	1,019
2010/11	r	299	352	666	1,317	215	77	1,610	1,018
2011/12	r	302	350	655	1,306	210	73	1,589	1,005
2012/13	r	302	344	652	1,297	203	72	1,572	995
2013/14	r	302	339	650	1,292	206	70	1,568	990
2014/15	r	301	330	646	1,278	205	66	1,549	976
2015/16		303	320	629	1,253	204	65	1,521	949

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.

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

Source: DfT Public Service Vehicle Survey, Transport for London

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The figures in this table are National Statistics

Table TSGB0619b (BUS0203b)

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

									Million
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	592	1,061	2,122	359	130	2,611	1,652
2005/06		461	588	1,071	2,121	374	128	2,622	1,660
2006/07		465	591	1,066	2,122	384	124	2,630	1,657
2007/08		465	597	1,067	2,129	397	124	2,650	1,664
2008/09		474	589	1,076	2,139	386	126	2,651	1,665
2009/10		479	569	1,071	2,119	377	125	2,620	1,640
2010/11		481	567	1,072	2,120	346	125	2,591	1,639
2011/12		485	563	1,054	2,103	338	117	2,557	1,617
2012/13		486	553	1,049	2,088	327	116	2,531	1,602
2013/14		487	546	1,047	2,079	332	113	2,524	1,593
2014/15		485	531	1,040	2,056	330	106	2,493	1,571
2015/16		488	516	1,012	2,016	328	104	2,448	1,528

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.

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

Source: DfT Public Service Vehicle Survey, Transport for London

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Table TSGB0620a (BUS0205a)

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

								Million
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	Old	:	305	499	804	187	52	1,043
2004/05	New	:	317	487	804	187	56	1,046
2005/06		:	315	488	803	192	55	1,050
2006/07		:	314	480	794	191	52	1,037
2007/08		:	318	480	798	196	51	1,045
2008/09		:	310	480	790	193	52	1,036
2009/10		:	295	478	773	188	50	1,011
2010/11		:	295	482	776	174	50	1,000
2011/12		:	297	489	786	173	51	1,010
2012/13		:	294	502	796	163	51	1,011
2013/14		:	294	511	805	166	51	1,022
2014/15		:	288	524	812	166	48	1,025
2015/16		:	283	522	805	170	50	1,026
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	Old	:	53	170	223	35	20	278
2004/05	New	:	51	172	223	37	25	284
2005/06		:	51	178	228	41	24	293
2006/07		:	53	182	235	48	25	308
2007/08		:	53	183	236	51	26	313
2008/09		:	56	189	244	46	26	317
2009/10		:	58	188	246	46	27	320
2010/11		:	58	184	242	41	28	311
2011/12		:	53	166	219	37	22	278
2012/13		:	50	150	199	40	21	260
2013/14		:	46	139	185	40	19	244
2014/15		:	42	122	165	40	18	222
2015/16		:	37	107	144	33	14	192

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.

Source: DfT Public Service Vehicle Survey, Transport for London

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The figures in this table are National Statistics

Table TSGB0620b (BUS0205b)

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

									Million
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		:	491	803	1,294	301	84	1,679	
2004/05	r Old	:	510	784	1,294	300	89	1,684	
2005/06	r New	:	507	785	1,292	308	89	1,689	
2006/07	r	:	506	773	1,278	307	84	1,669	
2007/08	r	:	512	772	1,284	315	82	1,681	
2008/09	r	:	499	772	1,272	311	84	1,667	
2009/10	r	:	475	769	1,244	302	81	1,627	
2010/11	r	:	474	775	1,249	279	80	1,609	
2011/12	r	:	477	788	1,265	278	82	1,625	
2012/13	r	:	473	808	1,281	263	83	1,627	
2013/14	r	:	473	822	1,295	267	83	1,645	
2014/15	r	:	463	843	1,306	266	77	1,650	
2015/16	r	:	455	840	1,295	274	81	1,650	
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		:	85	274	359	56	32	447	
2004/05	r Old	:	82	277	358	59	40	457	
2005/06	r New	:	82	286	367	66	39	472	
2006/07	r	:	85	294	378	78	40	496	
2007/08	r	:	85	295	380	82	42	504	
2008/09	r	:	89	304	393	75	42	510	
2009/10	r	:	94	302	396	74	44	514	
2010/11	r	:	93	296	389	67	44	500	
2011/12	r	:	86	266	352	60	35	447	
2012/13	r	:	80	241	321	64	33	418	
2013/14	r	:	73	224	297	65	30	392	
2014/15	r	:	68	197	265	64	29	358	
2015/16	r	:	60	172	232	54	23	310	

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.

Source: DfT Public Service Vehicle Survey, Transport for London

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Table TSGB0621a (BUS0405a)

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

Index: March 2005=100

Local bus fares index									
Year ¹	All items Retail Prices Index ³	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1995	77.4	71.1	61.8	61.8	63.9	70.2	63.5	64.6	61.8
1996	79.5	74.3	65.2	64.7	67.0	72.4	64.5	67.6	64.9
1997	81.6	77.0	69.0	67.9	70.2	77.8	67.2	71.1	68.4
1998	84.4	80.0	72.6	71.4	73.6	84.1	71.8	74.9	71.9
1999	86.1	83.3	75.8	74.9	77.0	87.5	75.3	78.3	75.3
2000	88.4	83.2	79.1	78.4	79.6	89.6	80.3	80.9	78.7
2001	90.4	83.9	83.3	82.7	82.9	92.2	84.7	84.1	82.9
2002	91.6	81.5	87.3	86.6	85.3	93.5	88.6	86.4	86.9
2003	94.4	81.8	90.3	90.8	88.0	96.1	91.6	89.2	90.6
2004	96.9	86.9	94.7	95.3	92.7	97.1	95.8	93.4	95.1
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
2013	130.6	159.4	161.3	134.3	150.8	145.1	147.2	150.1	145.4
2014	133.8	164.3	165.3	138.9	155.5	149.8	149.5	154.7	149.8
2015	135.0	168.8	171.4	143.9	160.6	153.2	155.8	159.7	155.3
2016	137.1	170.8	175.4	146.7	163.5	157.5	156.5	162.7	158.6

1. Index as at March.

2. Not adjusted for inflation.

3. These figures are not National Statistics.

Source: DfT Fares Survey, Office for National Statistics

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The figures in this table are National Statistics except where indicated

Table TSGB0621b (BUS0405b)

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

Index: 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	79.8
1996	93.4	82.0	81.4	84.3	91.1	81.1	85.0	81.6
1997	94.4	84.6	83.3	86.1	95.3	82.3	87.2	83.8
1998	94.8	86.0	84.5	87.2	99.7	85.1	88.7	85.1
1999	96.7	88.0	87.0	89.4	101.6	87.5	90.9	87.4
2000	94.1	89.4	88.7	90.0	101.4	90.9	91.5	89.1
2001	92.8	92.1	91.5	91.7	102.0	93.7	93.1	91.7
2002	89.0	95.3	94.6	93.1	102.1	96.8	94.3	94.9
2003	86.6	95.6	96.1	93.2	101.7	97.0	94.4	95.9
2004	89.6	97.8	98.3	95.7	100.2	98.9	96.4	98.1
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
2013	122.1	123.5	102.9	115.5	111.2	112.8	115.0	111.4
2014	122.9	123.6	103.8	116.2	112.0	111.8	115.7	112.0
2015	125.1	127.0	106.6	119.0	113.5	115.4	118.4	115.1
2016	124.6	128.0	107.1	119.3	114.9	114.2	118.7	115.7

1. Index as at March.

2. Adjusted for inflation using the RPI.

Source: DfT Fares Survey, Office for National Statistics

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The figures in this table are National Statistics

Table TSGB0622a (BUS0501a)

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

Note: Figures for public transport support, concessionary travel and total revenue will be added December 2016

						£ million
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	f	2,322	934	485	348	4,089
2005/06	f	2,465	1,021	481	363	4,331
2006/07	f	2,475	1,088	724	367	4,654
2007/08	f	2,570	1,140	807	392	4,909
2008/09	⁸ f	2,645	1,263	926	423	5,257
2009/10	⁹ f	2,738	1,229	970	430	5,367
2010/11	f	2,881	1,061	1,005	420	5,367
2011/12	f	3,012	999	995	430	5,436
2012/13	f	3,133	953	1,012	345	5,444
2013/14	f	3,248	1,011	1,039	298	5,597
2014/15	f	3,299	989	1,053	251	5,592
2015/16		3,279			254	
England outside London						
2004/05	f	1,595	378	347	257	2,577
2005/06	f	1,677	425	330	268	2,700
2006/07	f	1,635	471	562	270	2,939
2007/08	f	1,698	478	631	289	3,096
2008/09	⁸ f	1,763	538	745	310	3,357
2009/10	⁹ f	1,797	537	787	318	3,439
2010/11	f	1,822	496	813	313	3,444
2011/12	f	1,896	480	785	319	3,480
2012/13	f	1,948	452	792	258	3,450
2013/14	f	1,990	456	805	256	3,507
2014/15	f	2,013	402	814	251	3,480
2015/16		2,002			254	
London⁷						
2004/05	f	727	556	138	91	1,512
2005/06	f	788	596	151	95	1,630
2006/07	f	840	617	162	97	1,716
2007/08	f	872	662	176	103	1,813
2008/09	⁸ f	882	725	181	113	1,900
2009/10	⁹ f	941	692	183	112	1,928
2010/11	f	1,058	564	192	108	1,923
2011/12	f	1,117	519	210	111	1,956
2012/13	f	1,186	501	220	87	1,994
2013/14	f	1,258	555	234	42	2,090
2014/15	f	1,286	587	239	:	2,112
2015/16		1,277			:	
English metropolitan areas						
2004/05	f	663	105	215	92	1,074
2005/06	f	697	117	191	95	1,100
2006/07	f	689	131	251	96	1,167
2007/08	f	694	134	265	104	1,197
2008/09	⁸ f	715	140	288	110	1,252
2009/10	⁹ f	723	137	310	110	1,281
2010/11	f	738	127	309	108	1,282
2011/12	f	767	134	302	111	1,314
2012/13	f	776	126	305	89	1,296
2013/14	f	785	129	304	88	1,306
2014/15	f	776	124	306	85	1,291
2015/16		766			86	
English non-metropolitan areas						
2004/05	f	932	273	133	165	1,503
2005/06	f	981	308	139	173	1,600
2006/07	f	946	341	311	174	1,772
2007/08	f	1,004	343	366	185	1,899
2008/09	⁸ f	1,048	399	458	201	2,105
2009/10	⁹ f	1,074	400	477	208	2,159

Table TSGB0622a (BUS0501a)

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

Note: Figures for public transport support, concessionary travel and total revenue will be added December 2016

						£ million
Year		Passenger fare receipts ³	Gross Public Transport Support ⁴	Concessionary Travel ⁵	Bus Service Operators Grant ⁶	Total estimated operating revenue ¹
2010/11	r	1,084	369	504	204	2,162
2011/12	r	1,129	346	483	208	2,166
2012/13	r	1,172	326	487	169	2,154
2013/14	r	1,205	327	501	168	2,201
2014/15	r	1,237	278	508	166	2,188
2015/16		1,236			168	

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, but some other costs, for example administration costs, are also included.
5. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel, and includes admin costs. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail, and Light Rail Systems but do include funding for taxi tokens Light Rail Systems, however they do include funding for taxi tokens. Table BUS0811 shows the total including all discretionary elements excluded here.
6. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services. These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate. BSOG for London was devolved to Transport for London (TfL) from October 2013, so that the figure shown only reflects payments to that date. Any payments made to operators by TfL after October 2013 will be included in the 'public transport support' column.
7. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.
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.

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

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Table TSGB0622b (BUS0501b)

Estimated operating revenue¹ (at 2015/16 prices²) for local bus services by revenue type and metropolitan area status, England: annual from 2004/05

Note: Figures for public transport support, concessionary travel and total revenue will be added December 2016

		£ million				
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	f	2,861	1,151	598	428	5,039
2005/06	f	2,959	1,226	577	436	5,198
2006/07	f	2,883	1,268	844	428	5,422
2007/08	f	2,923	1,296	918	446	5,583
2008/09	⁸ f	2,928	1,399	1,025	469	5,821
2009/10	⁹ f	2,990	1,343	1,059	470	5,862
2010/11	f	3,090	1,138	1,078	451	5,757
2011/12	f	3,187	1,057	1,052	455	5,751
2012/13	f	3,247	987	1,049	358	5,641
2013/14	f	3,311	1,031	1,059	304	5,706
2014/15	f	3,314	993	1,058	252	5,617
2015/16		3,279			254	
England outside London						
2004/05	f	1,965	466	428	316	3,176
2005/06	f	2,013	510	396	322	3,241
2006/07	f	1,904	549	655	315	3,423
2007/08	f	1,931	543	718	329	3,521
2008/09	⁸ f	1,952	596	825	343	3,717
2009/10	⁹ f	1,963	587	860	347	3,757
2010/11	f	1,955	532	872	335	3,694
2011/12	f	2,005	508	830	338	3,682
2012/13	f	2,018	468	821	267	3,575
2013/14	f	2,028	465	821	261	3,575
2014/15	f	2,022	404	817	252	3,495
2015/16		2,002			254	
London⁷						
2004/05	f	896	685	170	112	1,863
2005/06	f	946	715	181	114	1,957
2006/07	f	979	718	189	113	1,999
2007/08	f	992	753	200	117	2,062
2008/09	⁸ f	976	803	200	125	2,104
2009/10	⁹ f	1,028	756	200	122	2,106
2010/11	f	1,135	605	206	116	2,063
2011/12	f	1,181	549	222	117	2,069
2012/13	f	1,229	519	228	90	2,066
2013/14	f	1,283	566	239	43	2,130
2014/15	f	1,292	589	240	:	2,122
2015/16		1,277			:	
English metropolitan areas						
2004/05	f	817	129	264	113	1,324
2005/06	f	836	141	229	114	1,320
2006/07	f	802	152	292	112	1,359
2007/08	f	789	153	301	118	1,361
2008/09	⁸ f	792	154	318	121	1,386
2009/10	⁹ f	790	150	338	121	1,399
2010/11	f	792	137	331	116	1,375
2011/12	f	811	142	320	118	1,390
2012/13	f	804	130	316	92	1,342
2013/14	f	800	132	310	90	1,331
2014/15	f	780	125	308	85	1,297
2015/16		766			86	
English non-metropolitan areas						
2004/05	f	1,148	337	163	203	1,852
2005/06	f	1,177	369	166	208	1,920
2006/07	f	1,102	397	362	203	2,064
2007/08	f	1,142	391	416	211	2,160
2008/09	⁸ f	1,161	442	507	222	2,331
2009/10	⁹ f	1,173	437	521	227	2,358

Table TSGB0622b (BUS0501b)

Estimated operating revenue¹ (at 2015/16 prices²) for local bus services by revenue type and metropolitan area status, England: annual from 2004/05

Note: Figures for public transport support, concessionary travel and total revenue will be added December 2016

						£ million
Year		Passenger fare receipts ³	Gross Public Transport Support ⁴	Concessionary Travel ⁵	Bus Service Operators Grant ⁶	Total estimated operating revenue ¹
2010/11	r	1,163	396	541	219	2,319
2011/12	r	1,194	366	511	220	2,292
2012/13	r	1,214	338	505	175	2,232
2013/14	r	1,228	333	511	172	2,244
2014/15	r	1,242	279	510	167	2,198
2015/16		1,236			168	

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 September 2016).
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, but some other costs, for example administration costs, are also included.
5. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel, and includes admin costs. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail, and Light Rail Systems but do include funding for taxi tokens. Light Rail Systems, however they do include funding for taxi tokens. Table BUS0811 shows the total including all discretionary elements excluded here.
6. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services. These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate. BSOG for London was devolved to Transport for London (TfL) from October 2013, so that the figure shown only reflects payments to that date. Any payments made to operators by TfL after October 2013 will be included in the 'public transport support' column.
7. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.
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.

Source: DfT PSV survey, CLG RO forms, DfT BSOG returns, London Councils, HMT GDP deflator

Last updated: 18 October 2016

Next update: December 2016

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The figures in this table are National Statistics

Table TSGB0623a (BUS0502a)

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

Note: Figures for public transport support, concessionary travel and total support will be added December 2016

£ million

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	853	485	348	1,686
2005/06	939	481	363	1,783
2006/07	968	724	367	2,059
2007/08	1,027	807	392	2,227
2008/09	⁷ 1,106	926	423	2,455
2009/10	⁸ 1,072	970	430	2,472
2010/11	934	1,005	420	2,360
2011/12	869	995	430	2,294
2012/13	831	1,012	345	2,189
2013/14	873	1,039	298	2,210
2014/15	894	1,053	251	2,198
2015/16			254	
England outside London				
1996/97	189	276	161	626
1997/98	184	280	157	621
1998/99	220	296	185	701
1999/00	228	301	231	760
2000/01	234	304	254	792
2001/02	252	319	248	819
2002/03	271	313	251	836
2003/04	299	322	252	873
2004/05	304	347	257	908
2005/06	344	330	268	942
2006/07	352	562	270	1,184
2007/08	366	631	289	1,287
2008/09	⁷ 383	745	310	1,438
2009/10	⁸ 381	787	318	1,486
2010/11	371	813	313	1,496
2011/12	351	785	319	1,456
2012/13	331	792	258	1,382
2013/14	318	805	256	1,379
2014/15	307	814	251	1,372
2015/16			254	
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	549	138	91	778
2005/06	595	151	95	841
2006/07	616	162	97	875
2007/08	661	176	103	940
2008/09	⁷ 723	181	113	1,017
2009/10	⁸ 690	183	112	985
2010/11	564	192	108	864
2011/12	518	210	111	838
2012/13	500	220	87	807
2013/14	555	234	42	831
2014/15	586	239	:	825
2015/16				

Table TSGB0623a (BUS0502a)

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

Note: Figures for public transport support, concessionary travel and total support will be added December 2016

£ million

Year	Net Public Transport Support ³	Concessionary Travel ⁴	Bus Service Operators Grant ⁵	Total estimated net support ¹
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	104	215	92	411
2005/06	116	191	95	402
2006/07	130	251	96	478
2007/08	134	265	104	502
2008/09	⁷ 139	288	110	536
2009/10	⁸ 137	310	110	557
2010/11	127	309	108	544
2011/12	133	302	111	547
2012/13	124	305	89	519
2013/14	122	304	88	514
2014/15	117	306	85	509
2015/16			86	
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	200	133	165	497
2005/06	228	139	173	539
2006/07	221	311	174	706
2007/08	233	366	185	784
2008/09	⁷ 244	458	201	902
2009/10	⁸ 244	477	208	929
2010/11	243	504	204	952
2011/12	218	483	208	909
2012/13	207	487	169	863
2013/14	195	501	168	865
2014/15	190	508	166	863
2015/16			168	

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. These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate. BSOG for London was devolved to Transport for London (TfL) from October 2013, so that the figure shown only reflects payments to that date. Any payments made to operators by TfL after October 2013 will be included in the 'public transport support' column.

6. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.

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.

Source: CLG RO forms, DfT BSOG returns, TfL, London Councils

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Next update: December 2016

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The figures in this table are National Statistics

Table TSGB0623b (BUS0502b)

Estimated net support¹ paid by central and local government (at 2015/16 prices²) for local bus services and concessionary travel by area type: England, annual from 1996/97

Note: Figures for public transport support, concessionary travel and total support will be added December 2016

£ million

Year	Net Public Transport Support ³	Concessionary Travel ⁴	Bus Service Operators Grant ⁵	Total estimated net support ¹
England				
1996/97	284	575	268	1,127
1997/98	258	560	261	1,079
1998/99	304	576	306	1,185
1999/00	313	574	379	1,266
2000/01	389	564	404	1,356
2001/02	600	569	402	1,571
2002/03	894	545	410	1,849
2003/04	1,086	540	421	2,047
2004/05	1,051	598	428	2,077
2005/06	1,128	577	436	2,140
2006/07	1,127	844	428	2,399
2007/08	1,169	918	446	2,533
2008/09	⁷ 1,224	1,025	469	2,718
2009/10	⁸ 1,170	1,059	470	2,700
2010/11	1,002	1,078	451	2,531
2011/12	920	1,052	455	2,427
2012/13	861	1,049	358	2,268
2013/14	890	1,059	304	2,253
2014/15	897	1,058	252	2,207
2015/16			254	
England outside London				
1996/97	267	391	227	885
1997/98	256	390	219	866
1998/99	302	407	255	964
1999/00	312	411	316	1,039
2000/01	313	407	341	1,061
2001/02	334	422	328	1,084
2002/03	351	405	325	1,081
2003/04	379	407	319	1,104
2004/05	374	428	316	1,119
2005/06	413	396	322	1,130
2006/07	410	655	315	1,380
2007/08	417	718	329	1,463
2008/09	⁷ 424	825	343	1,592
2009/10	⁸ 416	860	347	1,623
2010/11	397	872	335	1,605
2011/12	372	830	338	1,540
2012/13	343	821	267	1,432
2013/14	324	821	261	1,406
2014/15	309	817	252	1,378
2015/16			254	
London⁶				
1996/97	17	184	41	242
1997/98	1	170	42	213
1998/99	1	169	51	221
1999/00	1	163	63	227
2000/01	76	157	63	296
2001/02	266	147	74	487
2002/03	543	140	85	768
2003/04	708	133	102	942
2004/05	676	170	112	958
2005/06	715	181	114	1,010
2006/07	718	189	113	1,019
2007/08	752	200	117	1,069
2008/09	⁷ 801	200	125	1,126
2009/10	⁸ 754	200	122	1,076
2010/11	604	206	116	926
2011/12	548	222	117	887
2012/13	518	228	90	836
2013/14	565	239	43	847
2014/15	589	240	:	829
2015/16			:	

Table TSG0623b (BUS0502b)

Estimated net support¹ paid by central and local government (at 2015/16 prices²) for local bus services and concessionary travel by area type: England, annual from 1996/97

Note: Figures for public transport support, concessionary travel and total support will be added December 2016

£ million

Year	Net Public Transport Support ³	Concessionary Travel ⁴	Bus Service Operators Grant ⁵	Total estimated net support ¹
English metropolitan areas				
1996/97	150	246	87	483
1997/98	137	245	86	467
1998/99	151	265	96	513
1999/00	138	267	115	519
2000/01	140	262	125	526
2001/02	145	260	121	527
2002/03	137	247	119	503
2003/04	142	241	114	498
2004/05	128	264	113	506
2005/06	140	229	114	483
2006/07	152	292	112	557
2007/08	152	301	118	571
2008/09	⁷ 154	318	121	594
2009/10	⁸ 150	338	121	608
2010/11	136	331	116	583
2011/12	141	320	118	578
2012/13	129	316	92	537
2013/14	125	310	90	524
2014/15	118	308	85	511
2015/16			86	
English non-metropolitan areas				
1996/97	117	144	140	402
1997/98	120	145	133	398
1998/99	151	142	158	451
1999/00	174	145	201	520
2000/01	173	145	216	534
2001/02	189	162	207	557
2002/03	214	159	206	578
2003/04	236	166	205	607
2004/05	246	163	203	613
2005/06	273	166	208	647
2006/07	258	362	203	823
2007/08	265	416	211	892
2008/09	⁷ 270	507	222	998
2009/10	⁸ 267	521	227	1,015
2010/11	261	541	219	1,021
2011/12	231	511	220	962
2012/13	214	505	175	894
2013/14	199	511	172	882
2014/15	191	510	167	867
2015/16			168	

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 September 2016).

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. These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate. BSOG for London was devolved to Transport for London (TfL) from October 2013, so that the figure shown only reflects payments to that date. Any payments made to operators by TfL after October 2013 will be included in the 'public transport support' column.

6. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.

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.

Source: CLG RO forms, DfT BSOG returns, TfL, London Councils, HMT GDP deflator

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Next update: December 2016

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The figures in this table are National Statistics

Table TSGB0624 (BUS0601)
Public service vehicle³ stock⁴ by type of vehicle², local bus operators only¹, Great Britain: annual from 2004/05

Financial year (as at 31 March)	Thousand			
	Buses ⁴	Coaches ⁵	Minibuses ⁶	Total number of vehicles
2004/05	r 41.8	8.0	2.4	52.2
2005/06	r 42.1	7.8	2.2	52.2
2006/07	r 42.7	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	53.4
2009/10	r 42.7	8.5	1.8	53.0
2010/11	r 42.4	8.6	1.9	52.8
2011/12	r 42.3	8.6	1.8	52.7
2012/13	r 42.0	8.3	1.7	52.0
2013/14	r 42.1	8.4	1.7	52.2
2014/15	r 41.7	8.1	1.8	51.6
2015/16	r 40.7	7.7	1.7	50.0

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.

Source: DfT Public Service Vehicle Survey
 Last updated: 18 October 2016
 Next update: Autumn 2017
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The figures in this table are National Statistics

Table TSGB0625 (RAI0302)
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	Total Government support (2015/16 prices ⁴)	Loans to Network Rail ⁵	Freight grants
				HS2	Crossrail	Other				
1985/86	849	78	0	0	0	61	988	2,273	0	7
1986/87	755	70	0	0	0	22	847	1,871	0	6
1987/88	796	68	0	0	0	-251	613	1,284	0	2
1988/89	551	70	0	0	0	-175	446	877	0	2
1989/90	479	84	0	0	0	232	795	1,453	0	1
1990/91	637	115	0	0	0	440	1,192	2,014	0	4
1991/92	902	120	0	0	0	562	1,584	2,534	0	1
1992/93	1,194	107	0	0	0	870	2,171	3,390	0	2
1993/94	926	166	0	0	0	535	1,627	2,484	0	4
1994/95	1,815	346	0	0	0	-464	1,697	2,562	0	3
1995/96 ⁶	1,712	362	0	0	0	-1,643	431	631	0	4
1996/97 ⁶	1,809	291	0	0	0	-1,044	1,056	1,490	0	15
1997/98	1,429	375	0	0	0	25	1,829	2,541	0	29
1998/99	1,196	337	0	0	0	53	1,586	2,173	0	29
1999/00	1,031	312	0	0	0	75	1,418	1,933	0	23
2000/01	847	283	0	0	0	84	1,214	1,622	0	36
2001/02	731	306	684	0	0	105	1,826	2,408	0	57
2002/03	935	304	1,166	0	0	183	2,588	3,338	0	49
2003/04	1,359	414	1,670	0	0	179	3,622	4,569	0	32
2004/05	878	389	2,370	0	0	154	3,791	4,658	0	26
2005/06	879	332	3,367	0	0	24	4,602	5,508	0	23
2006/07	1,456	313	4,463	0	0	76	6,308	7,327	0	30
2007/08	1,123	310	3,673	0	0	187	5,293	6,003	0	18
2008/09 ^R	347	206	4,073	0	0	356	4,982	5,501	0	23
2009/10 ^R	551	204	3,564	0	184	171	4,674	5,092	0	21
2010/11 ^R	-51	205	3,492	0	221	359	4,226	4,520	0	25
2011/12 ^R	-131	214	3,745	54	518	136	4,536	4,785	0	18
2012/13 ^R	-420	164	3,780	210	1,206	214	5,155	5,327	0	18
2013/14 ^R	-35	182	3,453	317	1,124	310	5,352	5,440	0	18
2014/15 ^R	-796	123	3,802	362	1,097	257	4,846	4,849	6,369	18
2015/16	-817	126	3,999	463	803	197	4,771	4,771	6,614	21

1. Central Government grants includes franchise payments and performance payments between Government and train operating companies. Negative values represent Government receipts.

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 expenditure on major projects like Crossrail and HS2 and other miscellaneous spending such as rail pensions, support to arms length bodies including the British Transport Police and Transport Focus, a grant to British Rail to finance its residual activities, and other ad-hoc rail projects.

4. Adjusted to 2015/16 prices using the GDP market price deflator.

5. Includes loans issued by DfT to Network Rail (as of 1 September 2014), net of the drawdown fee and interest paid to DfT.

6. Following privatisation, the proceeds from the sales of rolling stock companies (ROSCOs) and British Rail non-passenger business in 1995/96 and 1996/97 are included in the Other Government support category.

R: The other Government support figures have been revised from 2008/09, see notes and definitions.

Source: Department for Transport (DfT)
 Transport Scotland and Welsh Government
 Last updated: 8 December 2016
 Next update: December 2017
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Table TSGB0626 (RAI0303)
Private investment in the rail industry^{1,2}: annual from 2006/07

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Track and Signalling	106	8	2	-4	0	1	3	0	1	2
Rolling Stock	326	400	345	423	274	369	352	323	715	622
Stations	155	78	28	12	28	33	35	29	-128	58
Other Investment	156	79	79	29	74	99	80	72	60	119
Total Investment	743	566	455	460	376	503	470	423	647	801
Total investment (2015/16 prices ³)	863	641	502	501	403	530	486	430	647	801

1. These figures exclude Network Rail investment.

2. Negative numbers reflect the disposal of rail assets.

3. Adjusted to 2015/16 prices using the GDP market price deflator.

Source: Office of Rail and Road (ORR)
 Last updated: 8 December 2016
 Next update: December 2017
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Table TSGB0627 (BUS0821)

Number of older/disabled concessionary travel passes¹ and bus concessionary journeys² per pass by metropolitan area status, England: annual from 2010/11

	Thousands/Millions/Number				
	London	English metropolitan areas	English non-metropolitan areas	England	England excluding London
Number of older and disabled concessionary travel passes (thousands)					
2010/11 r	1,152	2,234	6,130	9,516	8,363
2011/12 r	1,217	2,189	6,272	9,678	8,461
2012/13 r	1,306	2,202	6,263	9,770	8,464
2013/14 r	1,325	2,170	6,240	9,734	8,409
2014/15 r	1,259	2,200	6,374	9,833	8,574
2015/16	1,206	2,268	6,447	9,921	8,715
Number of older and disabled concessionary bus journeys (millions)					
2010/11 r	296	311	451	1,057	762
2011/12 r	307	304	453	1,064	756
2012/13 r	298	290	431	1,018	720
2013/14 r	300	286	430	1,017	717
2014/15 r	296	277	425	998	702
2015/16	289	267	412	968	679
Average number of bus concessionary journeys per pass					
2010/11 r	257	139	74	111	91
2011/12 r	252	139	72	110	89
2012/13 r	228	132	69	104	85
2013/14 r	226	132	69	104	85
2014/15 r	235	126	67	102	82
2015/16	239	118	64	98	78

1. Pass numbers are 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. Bus journeys refers to all journeys by older and disabled people which are subject to reimbursement by the Travel Concession Authority. This covers discretionary concessionary journeys (e.g. made before 0930) as well as those made under the statutory scheme.

r. Statistics for previous years have been revised in light of information collected for the most recent survey. Further details available in the notes and definitions document.

Source: DfT Concessionary Travel Survey

Last updated: 18 October 2016

Next update: Autumn 2017

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

Table TSGB0628 (TAXI0102)

Taxis, Private Hire Vehicles (PHVs) and their drivers, England and Wales: from 2005

Thousands

Year	Licensed taxis and taxi drivers				Private hire vehicles (PHVs)				Dual taxi/PHV driver licences	Total driver licences issued	Total licensed vehicles
	Wheelchair accessible taxis ¹	Other taxis	Total taxis	Taxi only driver licences	Wheelchair accessible PHVs ²	Total PHVs	Operator licences issued	PHV only driver licences			
London											
2005	20.8	0.0	20.8	24.9	..	40.0	2.3	40.0	0.0	64.9	60.8
2007	21.6	0.0	21.6	24.6	..	44.4	2.1	38.0	0.0	62.6	66.0
2009	22.3	0.0	22.3	24.8	..	49.3	2.6	55.8	0.0	80.5	71.6
2011	22.6	0.0	22.6	25.1	..	50.7	3.1	61.2	0.0	86.3	73.2
2013	22.2	0.0	22.2	25.6	..	49.9	3.2	67.0	0.0	92.5	72.0
2015	22.5	0.0	22.5	25.2	..	62.8	3.0	78.7	0.0	103.9	85.3
England outside London											
2005	15.6	27.8	43.4	43.9	..	80.4	11.5	82.5	50.8	177.2	123.8
2007	19.0	28.4	47.3	45.0	..	84.9	12.3	88.5	56.1	189.6	132.3
2009	20.7	28.0	48.8	42.1	..	96.9	13.9	91.7	59.0	192.8	145.6
2011	21.7	28.9	50.5	40.5	3.7	99.3	12.8	92.9	67.0	200.4	149.8
2013	21.7	29.1	50.9	36.7	4.3	98.7	12.2	87.1	68.8	192.7	149.6
2015	21.9	31.7	53.6	36.5	3.4	103.4	11.8	85.4	71.8	193.7	156.9
England											
2005	36.3	27.8	64.2	68.8	..	120.4	13.8	122.5	50.8	242.1	184.5
2007	40.6	28.4	68.9	69.6	..	129.3	14.5	126.6	56.1	252.2	198.2
2009	43.0	28.0	71.1	66.9	..	146.2	16.5	147.4	59.0	273.4	217.3
2011	44.2	28.9	73.0	65.6	3.7	150.0	15.9	154.1	67.0	286.7	223.0
2013	43.9	29.1	73.0	62.2	4.3	148.6	15.4	154.1	68.8	285.2	221.6
2015	44.4	31.7	76.1	61.7	3.4	166.1	14.8	164.1	71.8	297.6	242.2
Wales											
2005	0.5	3.4	3.9	2.2	..	4.2	0.8	1.7	7.5	11.4	8.0
2007	0.9	3.7	4.7	2.0	..	3.7	0.8	1.8	7.4	11.3	8.4
2009	1.3	3.5	4.9	2.0	..	4.6	0.9	1.9	8.3	12.2	9.4
2011	1.3	3.7	5.0	2.0	0.2	4.1	0.7	1.8	8.5	12.3	9.1
2013	1.4	3.5	4.9	0.9	0.4	4.0	0.7	1.3	9.5	11.7	9.0
2015	1.3	3.8	5.1	1.0	0.2	4.1	0.7	1.3	9.3	11.7	9.3
England and Wales											
2005	36.8	31.2	68.0	71.1	..	124.5	14.6	124.1	58.3	253.5	192.6
2007	41.5	32.1	73.6	71.6	..	133.0	15.3	128.4	63.5	263.5	206.6
2009	44.3	31.6	75.9	68.9	..	150.8	17.4	149.3	67.3	285.6	226.7
2011	45.5	32.5	78.0	67.6	3.9	154.1	16.6	156.0	75.4	299.0	232.1
2013	45.3	32.6	78.0	63.2	4.7	152.6	16.1	155.4	78.3	296.9	230.5
2015	45.7	35.5	81.2	62.7	3.6	170.3	15.5	165.4	81.1	309.2	251.5

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.

Source: Taxi Licensing Authorities
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 Next update: 2017
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 The figures in this table are National Statistics

Table TSGB0629 (LRT9903a - miles)
Edinburgh Trams¹ statistics: annual from 2014/15

	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 current prices (£ million)	Passenger revenue at 2015/16 prices (£ million)
2014/15 ²	4.1	:	0.6	15	27	8.7	7.0	6.6
2015/16	5.3	:	0.7	15	27	8.7	9.6	9.2

: data not available

1. Edinburgh Trams became operationally live on the 31 May 2014.

2. 2014/15 data only represents part of the year from 31 May 2014 to 31 March 2015.

3. Passenger miles could not be provided as the average journey length on Edinburgh Trams is not known.

Source: DfT Light Rail and Tram Survey
 Last updated: 7 June 2016
 Next update: Summer 2017
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The figures in this table are outside the scope of National Statistics

Table TSGB0629b (LRT9903b - kilometres)
Edinburgh Trams statistics: annual from 2014/15

	Passenger journeys (millions)	Passenger kilometres ³ (millions)	Loaded train or tram kilometers [also referred to as vehicle kilometers] (millions)	Stations or stops served	Passenger carriages or tramcars	Route miles open for passenger traffic	Passenger revenue at current prices (£ million)	Passenger revenue at 2014/15 prices (£ millions)
2014/15 ²	4.1	:	0.9	15	27	14.0	7.0	6.6
2015/16	5.3	:	1.1	15	27	14.0	9.6	9.2

: data not available

1. Edinburgh Trams became operationally live on the 31st May 2014.

2. 2014/15 data only represents part of the year from 31st May 2014 to 31st March 2015.

3. Passenger kilometres could not be provided as the average journey length on Edinburgh Trams is not known.

Source: DfT Light Rail and Tram Survey

Last updated: 7 June 2016

Next update: Summer 2017

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

Table TSGB0630 (RAI0201)

City centre¹ peak and all day arrivals and departures by rail on a typical autumn weekday, by city: 2015

Numbers of train services, seats and passengers on services on arrival and departure from city centre; all franchised operators

	AM peak arrivals (07:00-09:59)						All day arrivals						PM peak departures (16:00-18:59)						All day departures					
	Number of services		Total seats ²		Passengers ²		Number of services		Total seats ²		Passengers ²		Number of services		Total seats ²		Passengers ²		Number of services		Total seats ²		Passengers ²	
Birmingham ³	179	53,335	42,934	960	275,549	124,887	187	52,424	45,336	954	272,643	122,744												
Bristol ⁴	52	14,162	8,854	266	69,842	28,398	51	13,209	9,498	258	67,998	28,688												
Cardiff ⁵	114	20,490	13,163	613	109,829	35,099	116	20,888	13,501	617	110,444	36,733												
Leeds	119	29,267	26,467	614	145,772	71,172	122	30,309	26,699	606	143,812	69,766												
Leicester	37	10,908	5,992	202	56,587	27,430	37	10,527	7,074	200	56,583	27,880												
Liverpool ⁶	128	32,294	21,350	712	162,182	67,622	139	32,874	22,663	712	160,840	63,995												
London ⁷	1,029	566,571	581,352	4,785	2,306,763	1,049,943	1,009	551,872	488,071	4,800	2,295,880	1,030,082												
Manchester ⁸	180	42,081	30,845	932	215,802	92,038	184	43,761	33,389	932	216,516	90,774												
Newcastle	35	10,209	4,567	199	54,519	21,524	38	9,796	5,930	195	53,785	22,687												
Nottingham	38	7,874	4,520	225	46,312	15,318	42	8,120	4,883	220	45,299	14,734												
Sheffield	58	11,893	7,656	344	67,160	31,920	63	12,519	9,442	345	68,004	32,838												
London by station⁹																								
Elephant and Castle (for Blackfriars)	42	22,075	29,308	193	96,523	49,294	37	19,258	17,454	193	95,363	37,492												
Euston	63	32,391	28,870	319	132,338	76,459	70	33,782	28,271	323	133,199	79,609												
Fenchurch Street	48	26,508	25,537	172	75,294	34,391	44	25,380	21,619	169	72,474	33,816												
King's Cross	48	27,606	20,386	223	105,996	46,238	50	27,930	20,605	227	106,357	53,588												
Liverpool Street	154	96,067	70,510	661	356,747	110,670	148	93,027	64,234	649	345,871	116,358												
London Bridge ¹⁰	188	118,515	137,438	839	480,919	211,228	182	114,962	107,909	852	487,546	196,275												
Marylebone	44	14,192	14,393	191	50,996	24,238	44	13,988	12,526	195	51,668	24,992												
Old Street (for Moorgate)	31	13,920	14,403	113	46,400	18,109	32	14,384	9,496	113	46,400	14,346												
Paddington ¹¹	67	29,164	27,336	300	118,327	61,496	61	27,827	23,114	297	117,613	57,489												
St. Pancras International	70	34,095	38,285	340	146,647	77,059	71	32,878	34,133	343	147,961	73,038												
Victoria ¹²	123	69,531	64,611	680	331,938	130,248	122	70,466	55,662	687	332,659	124,584												
Vauxhall (for Waterloo)	151	82,507	110,275	754	364,638	210,513	148	77,990	93,048	752	358,769	218,494												
London total	1,029	566,571	581,352	4,785	2,306,763	1,049,943	1,009	551,872	488,071	4,800	2,295,880	1,030,082												

1. Arrivals and departures at the city centre station. For cities with more than one station in the city centre, arrivals are counted at the first station a service calls at and departures on departure from the last station called at.

2. Includes standard and first class.

3. Moor Street, New Street and Snow Hill.

4. Temple Meads.

5. Cardiff Central and Queen Street.

6. Liverpool Central, Lime Street, Moorfields and James Street.

7. All stations in Zone 1 of the Transport for London (TfL) travelcard area on routes into major terminals.

8. Oxford Road, Piccadilly and Victoria.

9. Central London is defined as all stations in Zone 1 of the Transport for London (TfL) travelcard area on routes into major terminals. The stations listed are the first station on each route within Zone 1. Where this is not a terminal, the terminal on that route is listed in brackets.

10. Services to and from Charing Cross and Cannon Street are included in the London Bridge figures.

11. Includes Heathrow Connect services.

12. Includes Gatwick Express services.

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

Last updated: 28 July 2016

Next update: July 2017

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Table TSGB0631 (RAI0209)

Passengers in excess of capacity (PiXC)¹ on a typical autumn weekday, by city: annual from 2011

Passengers in excess of capacity (PiXC): 3 hour peaks; all franchised operators

City	AM peak PiXC ²					PM peak PiXC ³					Overall PiXC ⁴					Percentage
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	
Birmingham	3.1%	0.5%	0.7%	1.6%	2.4%	1.1%	1.1%	0.9%	0.8%	1.4%	2.1%	0.8%	0.8%	1.2%	1.9%	
Bristol	0.8%	0.5%	1.2%	0.0%	0.7%	0.8%	0.4%	0.8%	0.2%	2.2%	0.8%	0.5%	1.0%	0.1%	1.4%	
Cardiff	0.7%	0.5%	1.0%	0.5%	2.1%	0.4%	0.5%	1.4%	0.5%	1.4%	0.6%	0.3%	0.7%	0.5%	1.7%	
Leeds	2.2%	2.2%	1.5%	1.8%	2.2%	1.5%	1.5%	1.6%	1.4%	1.3%	1.8%	1.8%	1.5%	1.6%	1.7%	
Liverpool	0.6%	0.3%	1.2%	1.0%	1.2%	0.6%	1.2%	0.9%	2.9%	3.6%	0.6%	0.8%	1.0%	2.0%	2.5%	
Liverpool	0.1%	0.2%	0.3%	0.0%	0.0%	0.4%	0.2%	0.0%	0.4%	0.1%	0.3%	0.2%	0.1%	0.2%	0.1%	
Manchester	1.6%	2.0%	2.6%	4.3%	3.7%	2.5%	1.1%	2.7%	2.3%	2.1%	2.1%	1.5%	1.6%	3.3%	2.9%	
Newcastle	0.2%	0.0%	0.0%	1.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.0%	0.4%	0.0%	
Nottingham	0.0%	0.2%	0.0%	0.2%	0.1%	0.3%	0.0%	0.0%	1.0%	0.1%	0.2%	0.1%	0.0%	0.6%	0.1%	
Sheffield	2.1%	2.3%	4.0%	1.1%	1.6%	1.1%	1.4%	1.5%	0.6%	0.7%	1.6%	1.8%	2.6%	0.8%	1.1%	
Total for cities outside London	1.7%	1.1%	1.3%	1.7%	2.0%	1.2%	0.9%	0.8%	1.1%	1.3%	1.4%	1.0%	1.0%	1.4%	1.7%	
Blackfriars (via Elephant and Castle)	4.9%	4.6%	10.2%	10.6%	14.7%	0.5%	0.7%	1.5%	3.2%	5.4%	3.2%	3.0%	6.7%	7.6%	11.2%	
Euston	1.9%	1.3%	4.6%	3.6%	4.3%	7.1%	5.0%	5.3%	4.7%	3.9%	4.5%	3.1%	4.9%	4.2%	4.1%	
Fenchurch Street	3.9%	4.6%	6.0%	7.0%	9.1%	1.0%	1.0%	1.6%	2.4%	3.7%	2.6%	2.9%	4.0%	4.9%	6.6%	
King's Cross	1.4%	0.5%	1.4%	2.7%	4.4%	0.9%	0.6%	2.0%	2.8%	2.6%	1.2%	0.6%	1.7%	2.7%	3.6%	
Liverpool Street ^{5,6}	4.7%	4.2%	3.5%	5.5%	5.2%	3.2%	1.8%	1.5%	2.1%	2.8%	4.0%	3.1%	2.6%	3.9%	4.1%	
London Bridge ⁷	3.3%	2.8%	2.1%	3.1%	2.8%	0.7%	0.9%	0.5%	0.5%	0.7%	2.1%	1.9%	1.4%	1.9%	1.8%	
Marylebone ⁵	4.9%	8.7%	3.5%	4.9%	6.2%	1.2%	0.9%	1.2%	2.8%	1.7%	3.3%	5.2%	2.4%	3.9%	4.1%	
Moorgate	3.6%	2.5%	2.0%	10.6%	13.6%	2.3%	1.0%	0.2%	5.4%	1.1%	3.0%	1.8%	1.2%	8.0%	8.5%	
Paddington ⁸	10.7%	9.6%	9.7%	13.5%	8.9%	8.9%	4.4%	8.7%	6.0%	4.0%	9.9%	7.1%	9.2%	10.1%	6.6%	
St. Pancras International	3.1%	2.1%	3.2%	7.2%	7.5%	2.3%	1.6%	1.6%	6.6%	6.3%	2.8%	1.9%	2.5%	6.9%	6.9%	
Victoria ⁹	3.2%	4.9%	3.5%	3.3%	4.3%	0.9%	0.7%	0.6%	0.3%	1.2%	2.1%	3.0%	2.2%	1.9%	2.8%	
Waterloo ¹⁰	4.1%	5.0%	5.0%	5.5%	5.6%	2.4%	3.1%	2.9%	3.6%	3.9%	3.3%	4.1%	4.0%	4.6%	4.8%	
London	4.0%	4.1%	4.0%	5.4%	5.8%	2.3%	1.8%	2.0%	2.5%	2.8%	3.2%	3.0%	3.1%	4.1%	4.4%	
Total for all cities	3.5%	3.5%	3.4%	4.6%	5.0%	2.0%	1.6%	1.7%	2.2%	2.4%	2.8%	2.6%	2.6%	3.5%	3.8%	

1. Percentage of standard class passengers in excess of the capacity on their train service. See notes and definitions for more information.

2. The 3 hour AM peak includes all arrivals between 07:00 and 09:59.

3. The 3 hour PM peak includes all departures between 16:00 and 18:59.

4. The total PiXC across both peaks.

5. Figures are based on only one manual count per service.

6. Includes services that terminate at Stratford (AM) and services that start at Stratford (PM).

7. Services to and from Charing Cross and Cannon Street are included in the London Bridge figures.

8. Includes Heathrow Connect services.

9. Includes Gatwick Express services.

10. Southeastern services calling at Waterloo East are not included in the Waterloo figures as they are included in the figures at London Bridge.

Source: Passenger counts; Department for Transport, Merseytravel and Transport for London
Last updated: 28 July 2016

Next update: July 2017

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Table TSGB0632 (RAI0210)

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

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

Year	Percentage		
	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	4.0%	2.2%	3.2%
2012	4.1%	1.7%	3.0%
2013	4.0%	2.0%	3.1%
2014	5.4%	2.5%	4.1%
2015	5.9%	2.8%	4.5%

1. Percentage of standard class passengers in excess of the capacity on their train service. See notes and definitions for more information.

2. Includes weekday commuter services on a typical autumn weekday arriving in London during the AM peak, and those departing during the PM peak. The PIXC measure is derived from the number of passengers travelling in excess of capacity on all services at their busiest point, expressed as a percentage of the total number of passengers travelling.

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.

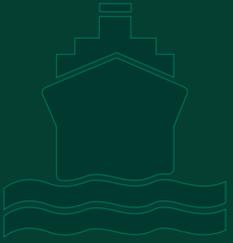
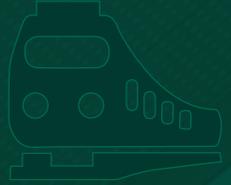
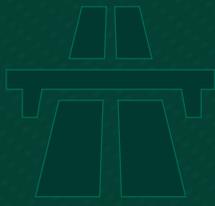
Source: Passenger counts; Department for Transport and Transport for London

Last updated: 28 July 2016

Next update: July 2017

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Roads and traffic



317 billion

vehicle miles travelled in 2015 - a new record level reached for road traffic in Great Britain



Table TSGB0701 (TRA0101)

Road traffic (vehicle miles) by vehicle type in Great Britain: annual from 1949

Billion vehicle miles

	Cars and taxis	Light vans ¹	Goods vehicles ²	Other Vehicles			Total ³	All motor vehicles
				Motorcycles	Buses and Coaches			
1949	12.6	4.1	7.8	1.9	2.5	4.4	28.9	
1950	15.9	4.8	6.9	2.7	2.5	5.2	33.0	
1951	18.2	5.1	7.3	3.4	2.6	6.0	36.6	
1952	19.0	5.4	7.0	3.7	2.6	6.3	37.8	
1953	20.7	5.6	7.2	4.2	2.6	6.8	40.3	
1954	23.1	5.8	7.6	4.3	2.6	6.9	43.3	
1955	26.3	6.1	8.2	4.7	2.6	7.3	47.9	
1956	28.7	6.2	8.1	4.6	2.6	7.2	50.2	
1957	28.1	6.4	7.7	5.2	2.5	7.7	49.9	
1958	34.4	7.4	8.4	5.2	2.4	7.6	57.8	
1959	38.6	8.5	9.1	6.1	2.5	8.6	64.7	
1960	42.3	9.3	9.5	6.2	2.4	8.6	69.8	
1961	47.8	10.2	9.6	6.0	2.5	8.5	76.1	
1962	52.0	10.3	9.6	5.4	2.5	7.9	79.8	
1963	56.8	10.9	9.8	4.7	2.5	7.2	84.7	
1964	65.7	11.0	10.8	4.7	2.5	7.2	94.6	
1965	72.0	11.8	10.8	4.1	2.4	6.5	101.1	
1966	78.6	11.8	10.9	3.7	2.4	6.1	107.4	
1967	84.0	11.6	10.7	3.2	2.4	5.6	111.8	
1968	88.6	11.7	10.9	2.9	2.4	5.3	116.6	
1969	91.9	12.0	10.8	2.6	2.4	5.0	119.6	
1970	96.3	12.6	10.9	2.5	2.2	4.7	124.6	
1971	102.6	13.2	11.2	2.4	2.2	4.6	131.7	
1972	108.5	13.8	11.5	2.3	2.2	4.5	138.3	
1973	114.4	14.5	12.0	2.4	2.1	4.5	145.4	
1974	111.8	14.7	11.6	2.6	2.0	4.6	142.7	
1975	112.9	14.6	11.4	3.1	2.0	5.1	144.0	
1976	118.3	15.0	11.9	3.9	2.1	6.0	151.3	
1977	120.6	15.2	11.7	3.9	2.0	5.9	153.4	
1978	125.8	15.6	12.1	3.8	2.1	5.9	159.4	
1979	125.2	15.6	12.2	4.0	2.1	6.1	159.0	
1980	133.6	16.2	12.2	4.8	2.2	7.0	169.0	
1981	136.4	16.3	11.7	5.5	2.2	7.7	172.1	
1982	141.2	16.2	11.4	5.7	2.2	7.9	176.8	
1983	143.7	16.2	11.7	5.1	2.3	7.4	179.0	
1984	151.6	17.1	12.2	5.0	2.4	7.4	188.3	
1985	155.6	17.8	12.2	4.6	2.3	6.9	192.4	
1986	164.3	18.6	12.5	4.4	2.3	6.7	202.1	
1987	176.9	20.3	13.9	4.2	2.5	6.7	217.8	
1988	189.8	22.5	14.8	3.7	2.7	6.4	233.5	
1989	205.8	24.7	15.8	3.7	2.8	6.5	252.8	
1990	208.7	24.8	15.5	3.5	2.8	6.3	255.3	
1991	208.3	25.9	15.2	3.4	3.0	6.4	255.7	
1992	210.0	25.6	14.8	2.8	2.9	5.7	256.1	
1993 ⁴	210.1	25.8	15.1	2.3	2.9	5.2	256.2	
1994	214.4	26.9	15.4	2.3	2.9	5.2	261.9	
1995	218.2	27.7	15.8	2.3	3.0	5.4	267.0	
1996	223.6	28.7	16.3	2.3	3.1	5.5	274.1	
1997	227.3	30.2	16.7	2.5	3.2	5.7	279.8	
1998	230.3	31.6	17.2	2.6	3.3	5.8	284.9	
1999	234.5	32.1	17.5	2.8	3.3	6.1	290.2	
2000	233.7	32.4	17.5	2.8	3.2	6.0	289.7	
2001	236.9	33.2	17.4	3.0	3.2	6.2	293.7	
2002	242.7	34.0	17.6	3.1	3.2	6.3	300.6	
2003	242.3	35.7	17.7	3.4	3.3	6.8	302.4	
2004	245.0	37.4	18.2	3.2	3.2	6.4	306.9	
2005	244.0	38.4	18.0	3.3	3.2	6.5	306.9	
2006	246.9	39.9	18.0	3.2	3.3	6.5	311.4	
2007	247.3	41.9	18.2	3.4	3.4	6.8	314.1	
2008	245.4	41.6	17.8	3.1	3.1	6.3	311.0	
2009	244.8	40.7	16.3	3.2	3.1	6.3	308.1	
2010	239.8	41.0	16.4	2.9	3.1	6.0	303.2	
2011	240.7	41.4	15.9	2.9	2.9	5.8	303.8	
2012	240.3	41.3	15.5	2.8	2.7	5.6	302.6	
2013	240.0	42.6	15.7	2.7	2.8	5.5	303.7	
2014 ^R	245.0	45.0	16.1	2.8	2.8	5.6	311.6	
2015	247.7	46.9	16.7	2.8	2.7	5.4	316.7	

1 Not exceeding 3,500 kgs gross vehicle weight, post 1982

2 Over 3,500 kgs gross vehicle weight, post 1982

3 Total of all other vehicles (i.e. motorcycles, buses, and coaches)

4 Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier

R 2014 traffic estimates were revised as part of the production of 2015 statistics

Source: DfT National Road Traffic Survey

Last updated: May 2016

Next update: February 2017

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The figures in this table are National Statistics

Table TSGB0707 (TRA9905)

Forecasts of road traffic in England and vehicles in Great Britain: scenario 1¹

Index: 2010 = 100

	2010	2015	2020	2025	2030	2035	2040
Traffic volume: England:							
Cars and taxis	100	106	115	123	128	134	138
Goods vehicles ²	100	100	105	108	112	117	122
Light goods vehicles	100	108	123	138	152	165	178
Buses and coaches	100	91	91	90	89	89	88
All motor traffic (except two wheelers)	100	106	115	124	130	136	142
Car ownership³: England:							
Cars per person	100	103	105	107	110	112	114
Number of cars	100	107	113	119	125	131	137

1. The traffic forecasts are central forecasts taken from scenario 1 of the department's Road Traffic Forecasts 2015. Scenario 1 uses central forecasts of GDP, fuel price and population and assumes that the number and type of trips made by individuals remains constant over time. The published paper contains a forecast range (scenarios 1-5) reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region. These are available on the website at:

<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>

2. Over 3.5 tonnes gross vehicle weight

3. Car Ownership Forecasts are produced using the Department's National Car ownership model (NATCOP)

and are consistent with the RTF15 publication. For more information on NATCOP see

http://webarchive.nationalarchives.gov.uk/20121204115212/https://www.dft.gov.uk/temprofiles/NTEM62_Guidance.pdf

Notes and definitions (<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>)

Source: Transport Appraisal and Strategic Modelling

Last updated: March 2015

Next update: 2017 (estimated)

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The figures in this table are not National Statistics

Table TSGB0707 (TRA9905)

Forecasts of road traffic in England and vehicles in Great Britain: scenario 2¹

Index: 2010 = 100

	2010	2015	2020	2025	2030	2035	2040
Traffic volume: England:							
Cars and taxis	100	106	112	118	121	124	127
Goods vehicles ²	100	100	105	108	113	117	122
Light goods vehicles	100	108	123	138	152	165	178
Buses and coaches	100	91	91	90	89	89	88
All motor traffic (except two wheelers)	100	105	113	120	125	129	133
Car ownership³: England:							
Cars per person	100	103	103	103	104	104	104
Number of cars	100	107	111	114	119	121	125

1. The traffic forecasts are central forecasts taken from scenario 2 of the department's Road Traffic Forecasts 2015. Scenario 2 uses central forecasts of fuel price and population but removes the link between GDP per capita and car travel. It assumes that the number and type of trips made by individuals remains constant over time. The published paper contains a forecast range (scenarios 1-5) reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region. These are available on the website at:

<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>

2. Over 3.5 tonnes gross vehicle weight

3. Car Ownership Forecasts are produced using the Department's National Car ownership model (NATCOP) and are consistent with the RTF15 publication. For more information on NATCOP see

http://webarchive.nationalarchives.gov.uk/20121204115212/https://www.dft.gov.uk/temp/rofiles/NTEM62_Guidance.pdf

Notes and definitions (<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>)

Source: Transport Appraisal and Strategic Modelling

Last updated: March 2015

Next update: 2017 (estimated)

Email: tasm@dft.gsi.gov.uk

The figures in this table are not National Statistics

Table TSGB0707 (TRA9905)

Forecasts of road traffic in England and vehicles in Great Britain: scenario 3¹

Index: 2010 = 100

	2010	2015	2020	2025	2030	2035	2040
Traffic volume: England:							
Cars and taxis	100	102	106	109	109	109	109
Goods vehicles ²	100	100	105	108	113	117	122
Light goods vehicles	100	108	123	138	153	166	179
Buses and coaches	100	91	91	90	89	89	88
All motor traffic (except two wheelers)	100	103	108	113	115	117	119
Car ownership³: England:							
Cars per person	100	103	105	107	110	112	114
Number of cars	100	107	113	119	125	131	137

1. The traffic forecasts are central forecasts taken from scenario 3 of the department's Road Traffic Forecasts 2015. Scenario 3 uses central forecasts of GDP, fuel price and population but assumes that the number and type of trips made by individuals changes over time based on the trend between 2003 and 2010. The published paper contains a forecast range (scenarios 1-5) reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region. These are available on the website at:

<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>

2. Over 3.5 tonnes gross vehicle weight

3. Car Ownership Forecasts are produced using the Department's National Car ownership model (NATCOP) and are consistent with the RTF15 publication. For more information on NATCOP see

http://webarchive.nationalarchives.gov.uk/20121204115212/https://www.dft.gov.uk/temp/rofiles/NTEM62_Guidance.pdf
Notes and definitions (<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>)

Source: Transport Appraisal and Strategic Modelling

Last updated: March 2015

Next update: 2017 (estimated)

Email: tasm@dft.gsi.gov.uk

The figures in this table are not National Statistics

Table TSGB0707 (TRA9905)

Forecasts of road traffic in England and vehicles in Great Britain: scenario 4¹

Index: 2010 = 100

	2010	2015	2020	2025	2030	2035	2040
Traffic volume: England:							
Cars and taxis	100	103	109	116	120	125	129
Goods vehicles ²	100	97	95	96	97	98	101
Light goods vehicles	100	105	111	119	127	134	142
Buses and coaches	100	91	91	90	89	89	88
All motor traffic (except two wheelers)	100	103	108	115	119	124	129
Car ownership³: England:							
Cars per person	100	103	103	104	106	108	109
Number of cars	100	106	110	116	121	126	131

1. The traffic forecasts are central forecasts taken from scenario 4 of the department's Road Traffic Forecasts 2015. Scenario 4 uses a low forecast of GDP, a high forecast of the fuel price and a central forecast of population. It assumes that the number and type of trips made by individuals remains constant over time. The published paper contains a forecast range (scenarios 1-5) reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region. These are available on the website at:

<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>

2. Over 3.5 tonnes gross vehicle weight

3. Car Ownership Forecasts are produced using the Department's National Car ownership model (NATCOP) and are consistent with the RTF15 publication. For more information on NATCOP see

http://webarchive.nationalarchives.gov.uk/20121204115212/https://www.dft.gov.uk/temp/rofiles/NTEM62_Guidance.pdf

Notes and definitions (<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>)

Source: Transport Appraisal and Strategic Modelling

Last updated: March 2015

Next update: 2017 (estimated)

Email: tasm@dft.gsi.gov.uk

The figures in this table are not National Statistics

Table TSGB0707 (TRA9905)

Forecasts of road traffic in England and vehicles in Great Britain: scenario 5¹

Index: 2010 = 100

	2010	2015	2020	2025	2030	2035	2040
Traffic volume: England:							
Cars and taxis	100	109	120	129	135	141	145
Goods vehicles ²	100	104	117	126	135	145	158
Light goods vehicles	100	115	140	160	179	197	215
Buses and coaches	100	91	91	90	89	89	88
All motor traffic (except two wheelers)	100	110	122	133	141	148	155
Car ownership³: England:							
Cars per person	100	104	107	110	113	116	119
Number of cars	100	108	115	122	129	135	142

1. The traffic forecasts are central forecasts taken from scenario 5 of the department's Road Traffic Forecasts 2015. Scenario 5 uses a high forecast of GDP, a low forecast of the fuel price and a central forecast of population. It assumes that the number and type of trips made by individuals remains constant over time. The published paper contains a forecast range (scenarios 1-5) reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region. These are available on the website at:

<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>

2. Over 3.5 tonnes gross vehicle weight

3. Car Ownership Forecasts are produced using the Department's National Car ownership model (NATCOP)

and are consistent with the RTF15 publication. For more information on NATCOP see

http://webarchive.nationalarchives.gov.uk/20121204115212/https://www.dft.gov.uk/temp/profiles/NTEM62_Guidance.pdf

Notes and definitions (<https://www.gov.uk/government/publications/road-traffic-forecasts-2015>)

Source: Transport Appraisal and Strategic Modelling

Last updated: March 2015

Next update: 2017 (estimated)

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The figures in this table are not National Statistics

Table TSGB0718 (RDE0102)
Road construction tender price index: 2002 to 2015

Responsibility for Construction Price and Cost Indices (PCIs) transferred to the Office for National Statistics (ONS) on 1 April 2015. ONS are currently producing figures using an interim solution whilst they continue to develop appropriate methodologies for the long-term. A tender price index for road construction is unavailable whilst this work is on-going. More details can be found on the ONS website via the following link:

<http://www.ons.gov.uk/ons/rel/ppi2/construction-output-price-indices--opis-/index.html>

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Last updated: December 2016

Table TSGB0917
Car driving tests, Great Britain: 1999/00 to 2015/16

	Thousands/percentage																
	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	2012/13	2013/14	2014/15	2015/16
Applications received¹	1,205	1,263	1,315	1,468	1,526	1,675	1,847	1,883	1,941	1,823	1,690	1,721	1,647	1,532	1,572	1,659	1,762
Tests conducted	1,130	1,015	1,216	1,344	1,399	1,668	1,834	1,784	1,762	1,739	1,534	1,606	1,569	1,436	1,478	1,533	1,538
Tests passed, by sex:																	
Male	256	229	273	300	304	365	411	405	409	413	370	383	374	346	358	370	373
Female	240	214	254	283	295	340	370	367	370	374	334	361	362	332	337	348	351
Total	496	443	527	583	598	706	781	773	780	788	704	744	736	677	696	719	723
Pass rate, by sex:																	
Male	48	48	47	47	46	46	46	46	47	49	49	50	50	51	51	51	51
Female	40	40	40	40	40	39	40	41	41	42	43	43	44	44	44	44	44
Total	44	44	43	43	43	42	43	43	44	45	46	46	47	47	47	47	47

1. These are gross figures and take no account of applications which do not mature into a test due to cancellations etc.

Source: DVSA
 Last updated: 8 December 2016
 Next update: December 2017
 Telephone: 0115 936 6666
 Email: vehicles.stats@dft.gsi.gov.uk
 This table is outside the scope of National Statistics



Walking and cycling

42%

people in England aged 5 and over owned a bicycle across the years 2013-2015



Table TSGB1104 (NTS0315)
Where usually cycled in the last 12 months, England: 2002 to 2015

	Percentage													
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Mainly on the road	47	47	42	41	39	41	41	37	38	37	40	37	36	38
Mainly on pavements, cycle paths or cycle lanes that were not part of a road	24	26	28	27	27	27	30	29	30	29	28	27	28	29
Mainly off the road in parks, open country or private land	14	15	18	17	19	18	17	21	20	20	20	22	22	23
Variety of surfaces	15	12	11	14	15	13	12	12	13	14	12	14	13	11
All surfaces	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Unweighted sample size: individuals (aged 5+)	6,181	6,393	6,099	6,555	6,535	6,399	6,106	6,250	6,023	5,738	5,888	6,033	5,747	5,814

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
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 Email: national.travelsurvey@dft.gsi.gov.uk
 The figures in this table are National Statistics

Table TSGB1105 (NTS0608)
Bicycle ownership by age, England: 2013 to 2015¹

Age group	Percentage			Total	Unweighted sample size (individuals)
	Own a bicycle	Use of a bicycle	No use of bicycle		
5-10	83	-	17	100	4,187
11-16	71	1	27	100	3,965
17-20	42	3	55	100	2,330
21-29	32	2	66	100	5,545
30-39	42	1	56	100	6,691
40-49	50	1	49	100	7,464
50-59	42	1	57	100	7,033
60+	21	-	78	100	13,865
All aged 5+	42	1	57	100	51,080

1. Three survey years combined (2013, 2014 and 2015).

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
 Telephone: 020 7944 3097
 Email: national.travelsurvey@dft.gsi.gov.uk
 The figures in this table are National Statistics

Table TSGB1107 (NTS0605)

Average distance travelled by age, gender and mode, England: 2015

Mode	Miles per person per year								
	All ages	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
All people:									
Walk	184	201	237	211	205	171	179	167	119
Bicycle	53	17	67	76	72	87	61	52	15
Car/van driver	3,267	1	1,307	3,136	4,625	5,720	5,409	4,130	2,197
Car/van passenger	1,893	3,378	1,838	1,340	1,416	1,408	1,493	1,786	1,549
Other private transport ¹	128	148	222	79	77	137	146	123	135
Local and non-local buses	334	267	726	425	275	209	240	412	455
London Underground	90	18	58	239	171	89	87	50	23
Surface rail ²	595	184	656	1,047	806	911	729	435	209
Taxi/minicab	55	36	67	79	52	64	70	48	39
Other public transport ³	52	4	23	53	87	132	40	52	20
All modes	6,649	4,254	5,203	6,686	7,786	8,928	8,456	7,255	4,762
Unweighted sample size:									
individuals	15,525	3,268	637	1,480	1,864	2,046	2,123	1,989	2,118
stages ('000s)	287	53	11	28	39	44	43	38	32
Males:									
Walk	178	196	230	177	180	155	186	166	153
Bicycle	86	24	111	126	112	134	98	94	31
Car/van driver	4,217	-	1,100	3,557	5,872	7,176	7,011	5,934	3,624
Car/van passenger	1,419	3,378	1,478	1,094	937	838	649	723	863
Other private transport ¹	156	113	349	91	110	214	193	143	176
Local and non-local buses	297	247	637	367	250	187	202	354	426
London Underground	103	22	52	251	188	132	95	55	30
Surface rail ²	684	187	491	1,025	982	1,217	914	474	227
Taxi/minicab	55	46	54	71	55	70	55	55	35
Other public transport ³	65	4	15	24	123	201	33	82	22
All modes	7,260	4,217	4,518	6,782	8,808	10,324	9,437	8,081	5,587
Unweighted sample size:									
individuals	7,536	1,696	316	693	854	998	1,017	973	989
stages ('000s)	137	28	5	11	17	20	20	19	17
Females:									
Walk	189	206	245	246	229	186	172	168	92
Bicycle	21	11	21	27	33	41	24	13	3
Car/van driver	2,344	2	1,526	2,720	3,403	4,301	3,846	2,416	1,055
Car/van passenger	2,353	3,377	2,218	1,583	1,885	1,963	2,317	2,797	2,098
Other private transport ¹	101	185	87	67	45	63	101	103	103
Local and non-local buses	370	287	820	483	300	230	278	466	478
London Underground	77	15	64	226	155	48	79	44	18
Surface rail ²	508	180	830	1,070	633	614	548	397	194
Taxi/minicab	54	26	81	87	48	58	85	40	43
Other public transport ³	39	4	32	82	52	65	47	24	19
All modes	6,057	4,293	5,926	6,591	6,784	7,568	7,497	6,469	4,103
Unweighted sample size:									
individuals	7,989	1,572	321	787	1,010	1,048	1,106	1,016	1,129
stages ('000s)	150	26	6	16	23	24	22	19	15

1. Motorcycles and private hire bus (including school buses).

2. Surface rail includes London Overground.

3. Air, ferries, trams and light rail.

Note: 'Other private' and 'other public' are based on a small number of stages per year, so results fluctuate year to year and should be treated with caution.

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
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 The figures in this table are National Statistics

Table TSGB1109 (NTS0303)
Average number of trips (trip rates) by main mode, England: 1995/97 to 2015

Main mode	Trips per person per year															
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Private:																
Walk ¹	292	269	241	245	249	247	250	218	220	228	213	220	212	203	200	200
Bicycle	20	18	18	16	17	15	17	15	17	16	15	16	17	14	18	17
Car/van driver	432	434	438	427	421	434	432	409	410	393	402	392	396	380	384	381
Car/van passenger	239	240	240	233	228	234	227	219	226	218	212	209	213	210	206	204
Motorcycle	4	4	4	4	4	4	3	3	4	3	3	4	4	3	3	3
Other private transport ²	8	7	8	8	8	8	7	8	9	9	7	6	7	7	6	7
Public:																
Bus in London	15	15	17	17	18	19	18	20	21	22	25	21	19	21	19	20
Other local bus	51	48	46	47	45	43	46	44	44	45	42	42	41	42	40	41
Non-local bus	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
London Underground	8	9	11	9	9	9	10	10	11	10	9	9	9	9	10	9
Surface rail ³	12	14	13	14	17	16	17	18	18	17	19	17	20	20	21	20
Taxi/minicab	11	12	12	12	11	11	10	10	10	10	9	10	10	10	10	10
Other public transport ⁴	1	2	2	3	2	3	3	2	2	2	2	2	2	3	2	3
All modes	1,094	1,073	1,051	1,036	1,029	1,045	1,042	976	993	974	961	950	950	923	921	914
Unweighted sample size: individuals	19,621	18,739	14,369	16,685	16,487	16,956	16,648	16,858	16,360	17,299	16,553	15,730	16,670	16,192	16,491	15,525
trips ('000s)	398	371	279	318	314	324	317	303	295	312	292	273	291	274	280	259

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. Surface rail includes London Overground.

4. Air, ferries, light rail and trams.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
 Telephone: 020 7944 3097
 Email: national.travelsurvey@dft.gsi.gov.uk
 The figures in this table are National Statistics

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Table TSGB1110 (RAS30061)

Reported killed or seriously injured casualties by road user type, Great Britain: 1979 to 2015

	Pedestrians	Pedal cyclists	Motorcycle rider/passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2010-14 average	5,679	3,214	5,389	9,053	340	367	190	225	24,456	2,250
1979	20,447	5,240	21,277	34,963	1,071	2,517	1,013	368	86,896	12,458
1980	19,035	5,536	22,697	33,241	952	2,243	850	305	84,859	12,087
1981	18,487	5,504	22,329	33,625	961	2,146	745	308	84,105	11,674
1982	18,964	5,968	22,689	33,987	962	2,054	746	312	85,682	11,819
1983	18,779	6,396	20,317	27,046	969	1,549	734	278	76,068	11,743
1984	19,461	6,595	20,009	28,997	929	1,560	794	313	78,658	12,041
1985	19,470	5,652	18,173	29,107	1,036	1,684	770	253	76,145	11,129
1986	19,058	5,252	16,467	29,690	859	1,783	770	263	74,142	10,071
1987	17,660	5,131	13,896	29,086	826	1,810	780	229	69,418	9,553
1988	17,880	4,879	12,654	29,346	892	1,845	792	255	68,543	9,371
1989	17,474	5,130	12,488	29,684	835	1,827	846	247	68,531	9,405
1990	17,360	4,600	11,121	29,120	807	1,627	772	251	65,658	9,287
1991	15,024	4,189	8,502	25,395	725	1,427	695	229	56,186	8,061
1992	14,195	3,992	7,338	25,124	655	1,308	659	214	53,485	7,744
1993	12,663	3,797	6,882	22,833	725	1,082	635	217	48,834	6,976
1994	12,930	4,001	6,666	23,892	815	1,101	571	214	50,190	7,525
1995	12,297	3,967	6,615	23,461	836	1,106	635	237	49,154	7,253
1996	11,612	3,789	6,208	24,048	695	989	555	201	48,097	6,989
1997	11,026	3,592	6,446	23,191	601	928	573	226	46,583	6,452
1998	10,481	3,312	6,442	21,676	631	949	560	204	44,255	6,079
1999	9,825	3,176	6,908	20,368	611	867	540	250	42,545	5,699
2000	9,498	2,770	7,374	19,719	578	813	571	241	41,564	5,202
2001	9,064	2,678	7,305	19,424	562	811	500	216	40,560	4,988
2002	8,631	2,450	7,500	18,728	551	780	524	243	39,407	4,596
2003	7,933	2,411	7,652	17,291	500	765	429	234	37,215	4,100
2004	7,478	2,308	6,648	16,144	488	631	406	248	34,351	3,905
2005	7,129	2,360	6,508	14,617	363	587	395	196	32,155	3,472
2006	7,051	2,442	6,484	14,254	426	564	383	241	31,845	3,294
2007	6,924	2,564	6,737	12,967	455	494	363	216	30,720	3,090
2008	6,642	2,565	6,049	11,968	432	445	240	231	28,572	2,807
2009	6,045	2,710	5,822	11,112	370	417	189	247	26,912	2,671
2010	5,605	2,771	5,183	9,749	401	359	212	230	24,510	2,502
2011	5,907	3,192	5,609	9,225	332	340	195	223	25,023	2,412
2012	5,979	3,340	5,328	9,033	323	363	198	229	24,793	2,272
2013	5,396	3,252	5,197	8,426	342	371	168	218	23,370	1,980
2014	5,509	3,514	5,628	8,832	300	400	176	223	24,582	2,082
2015	5,348	3,339	5,407	8,642	280	417	193	248	23,874	1,964

Source: DfT STATS19
 Last updated: 29 September 2016
 Next update: September 2017
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 The figures in this table are National Statistics

Table TSGB1111 (CW0104)
Proportion of how often and how long adults cycle for by local authority: 2014 to 2015

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

LA code	Local Authority	% of adults who cycle for at least					% of adults who cycle for recreational purposes at least					% of adults who cycle for utility purposes at least					% of adults usually cycling for given lengths of time per day					% of adults usually cycling recreationally for given lengths of time per day				
		1 x per month	1 x per week	3 x per week	5 x per week	1 x per month	1 x per week	3 x per week	5 x per week	1 x per month	1 x per week	3 x per week	5 x per week	1 x per month	1 x per week	3 x per week	5 x per week	< 1/2 hour	1/2 to < 1 hour	1 to < 2 hours	2 to 17 hours	< 1/2 hour	1/2 to < 1 hour	1 to < 2 hours	2 to 17 hours	
E07000188	Sedgemoor	17.4	10.4	5.2	2.9	11.3	5.3	1.9	0.3	8.7	5.2	3.3	2.6	3.7	4.8	4.0	3.1	3.1	1.0	2.4	3.2	2.6	1.0	2.4	3.2	2.6
E07000189	South Somerset	16.8	13.4	2.9	2.1	11.0	7.6	1.1	0.2	7.4	6.1	1.8	1.7	3.5	6.4	2.9	3.4	3.4	0.8	3.4	2.7	3.6	0.8	3.4	2.7	3.6
E07000190	Taunton Deane	21.6	17.1	7.3	1.7	15.8	11.5	4.4	0.2	8.0	5.7	2.4	1.3	3.7	7.2	6.1	3.4	3.4	0.8	4.3	5.9	3.5	0.8	4.3	5.9	3.5
E07000191	West Somerset	10.7	7.7	1.3	0.8	9.1	6.5	0.3	0.3	2.1	1.4	0.6	0.6	1.4	1.1	4.5	3.6	3.6	0.4	0.6	4.4	0.4	0.6	4.4	3.4	3.4

1. Results are grouped according to the area where respondents live, which may not be the same as the area where they cycle.
2. "Cycle" in this table refers to any cycling, irrespective of length.
3. "Recreation" in this table refers to periods of continuous cycling, for the purpose of health, recreation, training or competition, not to get from place to place.
4. Typical sample size per unitary authority or lower tier local authority is 500 persons. For a full list of sample sizes, see Table CW0106.
5. Sample sizes for the Isles of Scilly and City of London are very small and caution is needed in interpreting these results.
6. Sample sizes are weighted to be more representative of the population. All figures presented are based on weighted samples

Source: Active People Survey - Sport England
Last updated: July 2016
Next update: Spring 2017
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Table TSGB1112 (CW0105)
Proportion of how often and how long adults walk for (at least 10 minutes) by local authority: 2014 to 2015

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

LA code	Local Authority	% of adults that walk at least					% of adults that walk for recreational purposes at least					% of adults that walk for utility purposes at least					% of adults usually walking for given lengths of time per day					% of adults usually walking recreationally for given lengths of time per day				
		1 x per month	1 x per week	3 x per week	5 x per week	1 x per month	1 x per week	3 x per week	5 x per week	1 x per month	1 x per week	3 x per week	5 x per week	< half hour	half to <1 hour	1 to <2 hours	2 to 17 hours	< half hour	half to <1 hour	1 to <2 hours	2 to 17 hours	< half hour	half to <1 hour	1 to <2 hours	2 to 17 hours	
		81.4	76.6	56.9	46.5	63.1	52.0	32.0	24.1	45.0	37.3	23.3	16.1	22.7	28.8	18.6	10.8	22.7	25.0	31.7	21.9	10.8	14.9	21.8	14.2	8.9
E07000188	Sedgemoor	87.3	82.7	63.9	52.1	62.2	51.5	27.8	21.4	57.9	50.2	33.3	21.3	25.0	30.8	17.3	11.4	25.0	30.8	17.3	11.4	10.4	13.2	20.8	6.5	
E07000189	South Somerset	85.0	80.4	58.5	52.6	56.1	45.5	28.2	20.9	53.2	49.1	31.8	23.6	25.0	30.8	17.3	11.4	25.0	30.8	17.3	11.4	10.4	13.2	20.8	6.5	
E07000190	Taunton Deane	86.4	82.2	69.4	62.2	53.7	48.0	36.1	26.9	56.5	50.8	34.7	24.7	21.3	26.8	22.7	9.8	21.3	26.8	22.7	9.8	10.4	13.2	20.8	6.5	
E07000191	West Somerset																									

1. Results are grouped according to the area where respondents live, which may not be the same as the area where they walk or cycle.

2. "Walk" in this table refers to a continuous walk of at least 10 minutes

3. Recreation in this table refers to periods of continuous walking, for the purpose of health, recreation, training or competition, not to get from place to place.

4. Typical sample size per unitary authority or lower tier local authority is 500 persons. For a full list of sample sizes, see Table CW0106.

5. Sample sizes for the Isles of Scilly and City of London are very small and caution is needed in interpreting these results.

6. Sample sizes are weighted to be more representative of the population. All figures presented are based on weighted samples.

Source: Active People Survey - Sport England
 Last updated: July 2016
 Next update: Spring 2017
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Table TSGB1113 (NTS0601)

Average number of trips (trip rates) by age, gender and main mode, England: 2015

Main mode	Trips per person per year								
	All ages	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
All people:									
Walk	200	251	221	192	223	194	174	178	139
Bicycle	17	12	25	23	20	22	17	17	5
Car/van driver	381	-	176	337	532	638	586	511	341
Car/van passenger	204	466	177	125	125	110	124	165	163
Other private transport ¹	9	13	13	8	6	9	9	9	8
Local and non-local buses	62	62	123	72	51	41	44	65	82
London Underground	9	2	7	24	19	9	7	6	2
Surface rail ²	20	7	22	41	32	25	23	11	6
Taxi / minicab	10	7	15	15	10	10	8	8	9
Other public transport ³	3	1	3	6	4	3	3	2	3
All modes	914	821	782	843	1,021	1,061	994	972	760
Unweighted sample size:									
individuals	15,525	3,268	637	1,480	1,864	2,046	2,123	1,989	2,118
trips ('000s)	259	49	9	23	35	40	38	35	29
Males:									
Walk	183	241	200	142	183	154	171	177	164
Bicycle	25	17	37	36	28	29	25	29	10
Car/van driver	409	-	156	332	519	608	626	639	526
Car/van passenger	159	461	147	89	84	63	53	70	81
Other private transport ¹	13	15	20	14	7	14	12	12	11
Local and non-local buses	54	56	123	56	48	35	37	56	71
London Underground	10	2	5	24	19	13	7	6	3
Surface rail ²	22	8	21	39	38	30	28	11	8
Taxi / minicab	8	7	10	13	10	9	7	6	6
Other public transport ³	3	1	2	5	4	3	2	2	3
All modes	886	809	721	749	940	959	969	1,007	884
Unweighted sample size:									
individuals	7,536	1,696	316	693	854	998	1,017	973	989
trips ('000s)	123	25	4	10	15	18	18	18	16
Females:									
Walk	216	261	243	241	261	233	177	179	118
Bicycle	9	7	12	10	13	16	10	6	2
Car/van driver	353	-	197	342	546	667	546	389	193
Car/van passenger	247	471	208	161	165	155	192	255	229
Other private transport ¹	6	12	6	2	4	3	5	7	6
Local and non-local buses	69	67	123	89	54	47	52	75	91
London Underground	8	2	9	24	18	5	7	5	2
Surface rail ²	18	7	23	43	26	20	18	12	5
Taxi/minicab	11	6	21	18	11	11	9	9	12
Other public transport ³	3	1	4	7	3	2	4	2	4
All modes	941	834	846	935	1,101	1,160	1,019	939	660
Unweighted sample size:									
individuals	7,989	1,572	321	787	1,010	1,048	1,106	1,016	1,129
trips ('000s)	137	24	5	14	20	22	21	18	13

1. Motorcycles and private hire bus (including school buses).
2. Surface rail includes London Overground.
3. Air, ferries, trams and light rail.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
 Telephone: 020 7944 3097
 Email: national.travelsurvey@dft.gsi.gov.uk
 The figures in this table are National Statistics

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Table TSGB1118 (JTS0101)

Average minimum travel time to reach the nearest key services by mode of travel, England: 2014

Year	Mode	Key services								Average of 8 services ¹		
		Centre of employment				Key services						
		Places with 100-499 jobs	Places with 500-4999 jobs	Places with 5000 or more jobs	Primary school	Secondary school	Further Education	GP	Hospital		Food store	Town Centres
2014	Public Transport/Walking	9.7	12.7	32.6	9.2	17.5	19.9	10.8	36.7	9.0	19.9	17.0
	Cycle	9.2	10.9	32.7	8.7	13.9	16.3	9.3	24.1	8.9	17.3	13.7
	Car	7.6	8.5	17.2	7.6	10.2	11.1	7.9	17.7	7.4	11.8	10.3

1. The average of minimum journey times to medium sized centres of employment (500-4999 jobs), primary schools, secondary schools, further education, GPs, hospitals, food stores and town centres.

Source: DfT Journey Time Statistics
 Last updated: December 2015
 Next update: February 2017
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The figures in this table are outside the scope of National Statistics

Table TSGB1120 (ATT0313)
It is too dangerous for me to cycle on the roads

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Sig change 13/14
Strongly agree	30%	25%	26%	28%	
Agree	32%	34%	35%	36%	
Neither agree nor disagree	15%	17%	15%	16%	
Disagree	19%	20%	20%	16%	*
Strongly Disagree	4%	3%	3%	3%	
(Don't know)	1%	0%	1%	1%	
(Refused)	0%	0%	-	0%	
Agree/strongly agree	61%	59%	61%	64%	*
Disagree/strongly disagree	23%	23%	23%	19%	*
Base (unwtd)	3,311	3,248	3,244	2,878	

Note: A new weighting scheme was introduced in 2005 - indicated by dotted line in tables. This has had little or no impact on the results.
 - Negligible (less than half the final digit shown)
 .. Not available

Source: British Social Attitudes survey (NatCen Social Research)
 Last updated: December 2015
 Next update: January 2017
 Telephone: 020 7944 3097
 Email: national.travelsurvey@dft.gsi.gov.uk

Table TSGB1121 (RAS52001)

**International comparisons of road deaths¹: number and rates for different road users:
by selected countries: 2014 and 2015 (provisional) ²**

	2014						2015		
	Number of car user deaths	Number of pedestrian deaths	Pedestrian deaths per million population	Pedestrian (aged 0-14) deaths per million population	Children (aged 0-14) deaths per million population	Number of road deaths	Road deaths per million population	Number of road deaths	Road deaths per million population
England	646	377	6.9	2.4	4.1	1,472	27	1,463	27
Wales	56	13	4.2	0.0	0.0	103	33	105	34
Scotland	95	56	10.5	3.5	8.2	200	37	162	30
Great Britain	797	446	7.1	2.4	4.2	1,775	28	1,730	27
Northern Ireland	42	18	9.8	8.4	11.2	79	43	74	40
United Kingdom	839	464	7.2	2.6	4.4	1,854	29	1,804	28
Austria	189	71	8.3	1.6	6.6	430	51	475	55
Belgium	381	106	9.5	0.5	5.3	727	65	755	67
Bulgaria	..	..	..	..	..	655	90	708	98
Croatia	141	73	17.2	6.3	12.6	308	73	348	82
Cyprus	15	10	11.7	0.0	0.0	45	52	57	67
Czech Republic	347	130	12.4	5.1	9.0	688	65	732	69
Denmark	89	22	3.9	0.0	6.1	182	32	180	32
Estonia	33	26	19.8	4.8	4.8	78	59	67	51
Finland	120	36	6.6	2.2	11.2	224	41	260	48
France	1,663	499	7.6	1.6	9.2	3,384	51	3,464	52
Germany	1,575	523	6.5	2.6	6.6	3,377	42	3,475	43
Greece	289	125	11.4	1.9	6.2	795	73	805	74
Hungary	256	152	15.4	0.7	7.7	626	63	647	66
Irish Republic	105	41	8.9	6.0	12.9	194	42	166	36
Italy	1,491	578	9.5	2.4	7.4	3,381	56	3,430	56
Latvia	91	71	35.5	6.8	23.9	212	106	188	95
Lithuania	118	109	37.0	9.2	34.4	265	90	241	82
Luxembourg	24	3	5.5	0.0	11.0	35	64	36	64
Malta	..	..	..	..	..	10	24	11	26
Netherlands	177	50	3.0	1.0	6.6	570	34	620	37
Poland	1,346	1,116	29.4	5.7	13.9	3,202	84	2,938	77
Portugal	223	145	13.9	0.6	5.2	638	61	627	60
Romania	724	697	34.9	13.7	29.0	1,818	91	1,893	95
Slovakia	..	..	..	..	..	258	48	274	51
Slovenia	59	14	6.8	0.0	6.7	108	52	120	58
Spain	722	336	7.2	1.8	5.2	1,661	36	1,688	36
Sweden	122	52	5.4	1.9	4.3	270	28	259	27
Israel	86	116	14.1	8.9	13.4	279	34	322	38
Iceland	3	0	0.0	0.0	0.0	4	12	16	49
Norway	72	18	3.5	1.1	5.4	147	29	118	23
Switzerland	97	43	5.3	3.3	7.5	243	30	253	31
Australia	569	150	6.4	3.2	12.1	1,155	49	1,207	50
Canada	..	..	..	..	..	1,834	52	..	..
Japan	1,053	1,753	13.8	2.8	5.9	4,838	38	4,859	38
New Zealand	182	43	9.5	3.4	13.5	295	65	320	70
Republic of Korea	..	..	..	..	..	4,762	94	4,621	91
United States of America	11,926	4,884	15.3	3.4	17.5	32,675	102	38,300	119

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 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

3 2012 data.

Last updated: 29 September 2016

Next update: September 2017

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The figures for non United Kingdom countries are outside the scope of National Statistics

Table TSGB1122 (CW0203)
Walking and Cycling levels demographic breakdown, England: 2014 to 2015

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

Demographic	Any cycling or walking		Cycling (at least once a month)		Walking (at least once a month)		Percent
	Any	Utility	Recreational	Utility	Any	Recreational	
All	87.1	6.5	10.0	86.3	53.9	60.4	
Gender							
Males	87.7	9.2	13.4	86.2	53.7	62.6	
Females	86.5	3.8	7.0	85.8	57.1	61.8	
Age							
16-24	94.0	10.5	13.1	92.6	46.8	83.9	
25-34	91.7	7.9	11.3	90.6	52.8	72.7	
35-44	91.2	8.3	14.6	90.0	58.4	64.5	
45-54	89.0	7.0	12.6	87.7	61.4	56.2	
55-64	86.1	4.8	8.4	85.3	61.9	53.1	
65+	75.2	2.2	3.1	74.5	51.6	49.3	
Ethnicity							
White-British	87.0	6.4	10.6	85.9	57.6	59.8	
White-Other	91.4	10.6	10.5	90.3	59.1	71.7	
Asian or Asian British	86.3	3.7	6.1	85.3	40.2	73.2	
Black or Black British	85.9	6.5	5.3	84.7	34.8	75.6	
Chinese	90.9	11.4	13.3	88.3	46.6	82.9	
Mixed	89.8	8.1	10.5	88.2	48.2	74.0	
Other ethnic group	87.1	6.1	8.8	85.6	52.6	71.4	
Limiting Impairment							
With limiting impairment	66.2	2.9	4.8	65.2	41.1	45.7	
Without limiting impairment	91.3	7.2	11.2	90.2	58.3	65.5	
NS-SEC Occupation							
Higher managerial, administrative and professional	90.3	7.3	12.8	89.1	62.3	61.0	
Intermediate	86.4	5.0	8.7	85.6	56.9	58.2	
Routine and manual	83.8	5.7	7.6	82.6	49.8	60.7	
Never worked and long term unemployed	77.7	4.0	6.1	77.0	44.7	59.0	
Students	94.9	11.5	13.8	93.5	47.4	86.5	
Rural/Urban							
Rural total	87.9	5.8	11.7	87.1	62.9	53.5	
Urban total	86.9	6.7	10.0	86.1	54.9	60.6	
Mainly Rural (rural including hub towns >=80%)	87.7	6.2	11.5	87.0	62.1	54.2	
Largely Rural (rural including hub towns 50-79%)	88.1	5.4	11.9	87.3	63.6	52.9	
Urban with Significant Rural (rural including hub towns 26-49%)	87.4	5.4	11.3	86.6	60.9	56.5	
Urban with City and Town	86.5	7.7	10.5	85.6	54.7	58.9	
Urban with Minor Conurbation	85.7	5.3	10.1	85.2	56.0	58.6	
Urban with Major Conurbation	87.1	6.4	8.6	86.4	50.8	65.7	

Source: Active People Survey - Sport England
 Last updated: July 2016
 Next update: Spring 2017
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1. "Cycle" in this table refers to any cycling, irrespective of length.
 2. "Walk" in this table refers to a continuous walk of at least 10 minutes
 3. "Recreation" in this table refers to periods of continuous cycling, for the purpose of health, recreation, training or competition, not to get from place to place.
 4. Sample sizes are weighted to be more representative of the population. All figures presented are based on weighted samples.
 5. For a full list of sample sizes, see Table CW0106
 6. 2011 Defra Rural-Urban classifications for local authorities are available:
<https://www.gov.uk/government/statistics/2011-rural-urban-classification-of-local-authority-and-other-higher-level-geographies-for-statistical-purposes>



Transport and disability

2.38 million

Blue Badges held in England in 2016



Table TSGB1201 (NTS0622)
Mobility difficulties by age and gender, England: 2015

Mobility status ¹	Percentage				
	All aged 16+	16-49	50-59	60-69	70+
All adults (aged 16+):					
With a mobility difficulty	9	3	8	13	30
No mobility difficulty	91	97	92	87	70
Total	100	100	100	100	100
Males:					
With a mobility difficulty	7	3	6	12	25
No mobility difficulty	93	97	94	88	75
Total	100	100	100	100	100
Females:					
With a mobility difficulty	11	3	9	15	34
No mobility difficulty	89	97	91	85	66
Total	100	100	100	100	100
Unweighted sample size: individuals	14,466	7,385	2,456	2,260	2,365
	Trips per person per year				
Mobility status¹	All aged 16+	16-49	50-59	60-69	70+
With a mobility difficulty	605	768	691	703	474
No mobility difficulty	968	961	1,019	1,014	879
All	935	955	995	972	760
Unweighted sample size: individuals (aged 16+) trips ('000s)	12,428	6,199	2,122	1,989	2,118
	213	110	38	35	29

1. The NTS definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus or both. Those that said they only have difficulty getting in/out of a car are classified in this table as having no mobility difficulty.

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Source: National Travel Survey
 Last updated: 8 September 2016
 Next update: Summer 2017
 Telephone: 020 7944 3097
 Email: national.travelsurvey@dft.gsi.gov.uk
 The figures in this table are National Statistics

Table TSGB1202 (NTS0709)
Travel by mobility status and main mode/stage mode, England: 2015

	Mobility status ¹		
	With a mobility difficulty	No mobility difficulty	All individuals (aged 16+)
Trips per person per year by main mode:			
Walk	95	196	187
Bicycle	4	20	18
Car/van driver	229	496	472
Car/van passenger	179	133	137
Other private transport ²	21	7	9
Local and non-local buses	54	65	64
Rail ³	5	37	34
Taxi/minicab	16	10	10
Other public transport ⁴	3	3	3
All modes	605	968	935
Distance (miles) per person per year, by stage mode:			
Walk	68	192	181
Bicycle	*	67	62
Car/van driver	1,398	4,314	4,051
Car/van passenger	1,506	1,518	1,517
Other private transport ²	*	124	125
Local and non-local buses	312	362	357
Rail ³	*	875	806
Taxi/minicab	*	58	60
Other public transport ⁴	*	68	63
All modes	3,635	7,577	7,222
Unweighted sample size:			
individuals (aged 16+)	1,219	11,209	12,428
trips ('000s)	13	199	213
stages ('000s)	14	223	237

1. The NTS definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus or both.

Those that said they only have difficulty getting in/out of a car are classified in this table as having no mobility difficulty.

2. Motorcycle and other private (mostly private hire bus).

3. Surface rail and London Underground and underground.

4. Air, ferries, trams and light rail.

* Stage sample size too small to provide a reliable estimate for distance travelled.

Source: National Travel Survey

Last updated: 8 September 2016

Next update: Summer 2017

Telephone: 020 7944 3097

Email: national.travelsurvey@dft.gsi.gov.uk

The figures in this table are National Statistics

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 (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

