Passenger transport TSGB0101-0102
Passenger kilometres by mode, Great Britain: 1952 to 2016

801 billion passenger kilometres - the highest volume ever recorded

Over 80% of passenger kilometres in 2016 were by car, van or taxi

Over 8.3 billion passenger journeys in 2016/17

4.9 billion passenger journeys on local bus services - 61% lower than 1950.

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.
People working in London have the longest average commute.

46 mins

The average rail commute.

59 mins

The average walking commute.

84% of 70.8m visits abroad in 2016 by UK residents were made by air.

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

Trend in air traffic at UK airports: 1991 to 2016

Index: 1991=100

- Terminal passengers
- Freight handled
- Air transport movements

2016 figures

- 268 million terminal passengers (arrivals and departures) - an increase of 7% from 2015 and 50% higher than in 2000.
- 2.4 million tonnes of freight handled in 2016, 4% more than in 2015 and exceeds the former peak in 2004.
- 2.2 million air transport movements (ATMs) (landings and take-offs), 5% more than 2015 but 7% less than the peak in 2007.

Traffic at UK airports

Traffic at UK airports: 2016

The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 59% of passengers, 50% of ATMs and 78% of freight in 2016.

There were 7 UK airports with more than 100,000 ATMs in 2016. This includes Heathrow, Gatwick, Manchester, Stansted, Luton, Edinburgh and Birmingham.

East Midlands handled the most air freight (12%) after Heathrow.
In 2016, three-quarters (75%) of international passenger movements at UK airports were to/from European countries.

Spain was the most popular country origin/destination for passengers at UK airports, accounting for 18% of international movements, followed by USA (9%) and then Germany, Italy and Ireland, each at approximately 6%.

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: 2015*

495.7 million tonnes of CO₂ equivalent (MtCO₂e) is the total net domestic emissions from all sources.

24% 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.

22% of domestic transport greenhouse gas emissions were from cars and taxis, similar to the 59% in 1990.

There was limited change in Heavy Goods Vehicle (HGV) emissions from 1990 to 2015, whereas the proportion of domestic emissions from vans has increased from 11% in 1990 to 16% in 2015.

Further data are available on Energy and Environment including:

► Petroleum consumption by transport mode and fuel type: TSGB0301
► Energy consumption by transport mode and energy source: TSGB0302
► Petrol and diesel prices and duties per litre at April: TSGB0305
UK air pollution emissions from transport **TSGB0308**

Total transport emissions: 1990 to 2015

Most air pollutants have more than halved since 1990, except particulate matter.

Transport now account for 3% of total lead emissions in 2015 due to the ban of leaded petrol in 1999.

Sulphur dioxide emissions from transport decreased by 94% between 1990 and 2015. This was largely due to the removal of sulphur from road fuel.

Supply of biofuels to the UK **TSGB0312**

Top 6 countries: 2015/16

- UK (25%, 387ML)
- France (19%, 305ML)
- Spain (9%, 148ML)
- USA (6%, 93ML)
- Netherlands (5%, 85ML)
- Germany (5%, 80ML)

A quarter of UK supply came from biofuels of UK origin in 2015/16.

France contributed 19% of total supply to the UK.

Average new car fuel consumption **TSGB0303**

2000 to 2016 % change

- Petrol: -32%
- Diesel: -28%

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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Further data are available on Freight, including:

- Domestic freight between modes: TSBG0401-0403
- Domestic road freight activity: TSBG0404-0407 and TSBG0429-0433
- International road freight activity: TSBG0411-0421
- Road goods vehicles travelling to mainland Europe: TSBG0434-0435
- Rail freight activity: TSBG0422-0424
Road goods vehicles travelling to mainland Europe: 1996 to 2016

In 2016, 3.0 million goods vehicles travelled from Great Britain to mainland Europe, of which 2.2 million were powered vehicles and 0.7 million were unaccompanied trailers.

The number of foreign-registered powered vehicles has risen from 0.5 million in 1996 to 2.0 million in 2016, while the number of UK-registered goods vehicles has halved in the same time period. Back in 1996, 52% of powered vehicles were UK-registered, compared to 12% in 2016.

Rail freight

In 2016/17, 17.2 billion tonne kilometres of freight were moved by rail, down 3% from 2015/16. A recent decline in freight moved by rail has been as a result of a drop in coal freight moved.

While 8.1 billion net tonne kilometres of coal were moved in 2013/14, only 1.4 billion net tonne kilometres of coal were moved in 2016/17, a decrease of 82%. This reflects reduced demand for coal at UK power stations, as well as the greater use of renewable energy sources.

Water freight

In 2015, 31.4 billion net tonne kilometres of waterborne freight were moved (up 16% from 2014).

The amount of waterborne freight moved has been steadily decreasing since its peak in 2000. 2016 figures are to be published in December 2017.

Further information and detailed statistical tables: Freight statistics

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Import tonnage has decreased by 4% since 2015.

Export tonnage has increased by 2% since 2015.

Domestic tonnage has decreased by 4% since 2015.

98% of all port traffic was handled by major ports (which are ports handling over 1 million tonnes of freight in a year), with 2% handled by minor ports.

Bulk freight (liquid and dry bulk cargo categories) has declined over the past 10 years and fell by 5% in 2016. The main reason for the recent fall was a decline in dry bulk, mainly coal imports, linked to a reduction in use of coal.

Unitised traffic: Containers and roll-on/roll-off traffic accounted for over a third of total tonnage, an increase of 3% from 2015, and the fourth consecutive year of growth.

At the end of 2016, the UK registered trading fleet grew for the second year in a row and was six times the size it was at the end of 1997.

The UK remained the 19th largest trading fleet in the world. Panama, Liberia, the Marshall Islands, and Hong Kong account for the 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
In 2016, there were 20.0 million international short sea passenger journeys to and from the UK.

Journeys to and from France accounted for 73% of these.

The port of Dover handled 60% of all international short sea passengers.

In 2016, there were 42.2 million passengers travelling on domestic routes, Cairnryan - Belfast remained the most popular route with 1.2 million passengers.

There were nearly 9 times more UK cruise passengers in 2016 than 20 years ago.

In 2016, 85% of all UK cruise passengers began or ended their cruise at Southampton.

In 2016, there were 23,060 UK seafarers active at sea - a decrease of 1% compared to 2015 (23,380).

There were 1,860 officer trainees active at sea in 2016 - a 68% increase compared to 2006, when 1,110 were active at sea.

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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Note: Some statistics in this chapter have not been updated. Specifically, publication of annual bus and concessionary travel statistics has been delayed until December 2017. However, provisional quarterly estimates for bus journeys in 2016/17 are included in this chapter.

**Passenger journeys on public transport**

Passenger journeys by mode, Great Britain: 1985/86 to 2016/17

- **4,941 million** local bus passenger journeys in Great Britain in 2016/17, 59% of all public transport journeys
- **1,731 million** National Rail passenger journeys in Great Britain, an increase of 152% since 1985/86
- **273 million** passenger journeys on light rail and tram systems in Great Britain, a record level since comparable records began

---

**Share of passenger journeys by public transport mode: 2016/17**

- **59%** for buses
- **21%** for National Rail
- **17%** for light rail and tram

Whilst buses accounted for the highest proportion of passenger journeys in 2016/17, National Rail saw the largest share of passenger kilometres. This is due largely to rail journeys being over longer distances on average.

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**Passenger kilometres on public transport**

Passenger kilometres by mode, Great Britain: 1985/86 to 2016/17

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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](#)
For rail, passenger revenue has increased in real terms year-on-year in line with increased passenger journeys. Net government support is at its lowest level since 2004/05, largely due to an increase in receipts from Train Operating Companies.

In Autumn 2016 there was slightly less crowding overall on trains into London in the morning peak than the previous year, but more crowding overall in the afternoon peak.

In 2016/17, 268 million passengers journeys were made on the eight light rail and tram systems in England, a 6.2% increase on the previous year.

There were 281,000 licensed taxis and private hire vehicles in England in 2017, up 16% on 2015.

Further data are available for each of the Public Transport modes, including:

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**Revenue and government support: 2004/05 to 2016/17**

- Buses in England
- National Rail in Great Britain

**Local bus concessionary travel**

- 9.9 million older and disabled concessionary travel passes held
- 970 million older and disabled concessionary bus journeys
- 98 concessionary bus journeys per pass

**Taxis and Private Hire Vehicles**

- There were 281,000 licensed taxis and private hire vehicles in England in 2017, up 16% on 2015.

**Passengers in excess of capacity (PiXC)**

- AM peak (07:00-08:59)
- Both peaks
- PM peak (16:00-18:59)

**Light rail passenger journeys**

- In 2016/17, 268 million passengers journeys were made on the eight light rail and tram systems in England, a 6.2% increase on the previous year.
In 2016, total motor vehicle traffic in Great Britain reached a new record level: 324 billion vehicle miles travelled.

Factors driving this trend are discussed in the annual traffic publication.

Road traffic by vehicle type

Of the 324 billion vehicle miles travelled:

- Cars & Taxis: 253 billion
- Van traffic: 49 billion
- Lorry traffic: 17 billion
- Bus & coach traffic: 3 billion
- Bicycle traffic: 2 billion

Van traffic has grown faster than any other vehicle type since 2006.

Overall, lorry traffic remained broadly stable between 2015 and 2016.

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

Further information and detailed statistical tables: Roads and Traffic statistics

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Congestion on the Strategic Road Network* (SRN) TSGB0716a
Average delay compared to free flow (seconds per vehicle per mile)

The average delay on the SRN in England in 2016 was: 9.0 seconds per vehicle per mile

*The Strategic Road Network (SRN) is made up of the motorways and major trunk roads in England that are managed by Highways England

Vehicle speed compliance TSGB0714 TSGB0715
Free flowing vehicles exceeding the speed limit on roads, Great Britain: 2016

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Vans</th>
<th>Articulated HGVs</th>
<th>Rigid HGVs</th>
<th>Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorways</td>
<td>47%</td>
<td>1%</td>
<td>-</td>
<td>46%</td>
</tr>
<tr>
<td>National Speed Limit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Carriageways</td>
<td>-</td>
<td>24%</td>
<td>28%</td>
<td>8%</td>
</tr>
<tr>
<td>30 mph Roads</td>
<td>56%</td>
<td>43%</td>
<td>51%</td>
<td>53%</td>
</tr>
<tr>
<td>20 mph Roads</td>
<td>80%</td>
<td>71%</td>
<td>73%</td>
<td>81%</td>
</tr>
</tbody>
</table>

Since 2011, the percentage of vehicles exceeding the speed limit for each type of vehicle has generally declined.

The average delay on local ‘A’ roads in England in 2016 was: 45.9 seconds per vehicle per mile

Road length TSGB0709
246,500 miles of road in Great Britain in 2016

0.3% increase from 2015

Motorways and ‘A’ roads accounted for 13% of total road length, but carried 65% of total road traffic.

Congestion on local ‘A’ roads TSGB0716b
Average delay compared to free flow (seconds per vehicle per mile)

The average delay on local ‘A’ roads in England in 2016 was: 45.9 seconds per vehicle per mile

Graphs showing the monthly and yearly delay trends for both SRN and local ‘A’ roads.
Road Casualties and Traffic Levels \textbf{TSGB0801}

Reported road casualties by severity and motor vehicle traffic, Great Britain: 1950 to 2016

In 2016:
- \textbf{1,792} fatalities
- \textbf{24,101} seriously injured *
- \textbf{155,491} slightly injured *
- 324 billion vehicle miles (motor vehicle traffic)

* Comparisons of these figures with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces.

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

- Total number of reported road accidents and casualties by severity: \textbf{TSGB0801}
- Number of reported casualties by road user type: \textbf{TSGB0802}
- Reported accidents and accidents rates by road type: \textbf{TSGB0803}
- Breath tests and failures of drivers and riders in reported accidents: \textbf{TSGB0804}

More detailed information on reported road accidents can be found in the \textbf{Reported Road Casualties: 2016}. 
Further information and detailed statistical tables: Accidents and Casualties statistics

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rail accidents and safety TSGB0805-0807
Fatalities on the national rail network, Great Britain: 2001/02 to 2016/17

66.0 billion passenger kms
69% higher than in 2001/02.

237 suicides
23% higher than in 2001/02.

39 non-suicide fatalities
52% lower than in 2001/02.

0 passengers
killed in train accidents since 2007/08.

Fatalities represent 0.1% of all rail passenger casualties

Signals passed at danger (SPADs) TSGB0808
SPADs on Network Rail controlled infrastructure: Great Britain 2016/17

273 SPADs - 37% lower than the 433 in 2001/02.

75% of SPADs posed no significant risk compared with 30% 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.
At the end of 2016, there were 37.3 million vehicles licensed for use on GB roads, of which 30.9 million were cars.

3.3 million vehicles were registered for the first time in 2016, the highest annual total ever recorded.

12.1 million diesel cars in the licensed car fleet at the end of 2016. The proportion of diesel vehicles in the fleet has continued to increase.

Nearly 42,000 new Ultra Low Emission Vehicles were registered in 2016, an increase of 40% on 2015.
Car driving tests [TSGB0917]
Practical driving tests by gender, Great Britain: 2016/17

1.7 million tests were conducted in 2016/17, 13% more than in 2015/16. Pass rates have been broadly stable for the last five years.

47% pass rate

44% pass
51% pass

Full car driving licence holders [TSGB0915]
Percentage holding a licence by selected age groups, England

Road vehicle testing scheme (MOT) [TSGB0908]
MOT pass rate by body type, Great Britain: 2016/17

30.4 million MOT tests

73% Pass rate

90% Motorcycle pass rate

73% Car pass rate

64% Van pass rate

Licensed cars [TSGB0906]
Cars per thousand head of population, Great Britain: 2016

488 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, TSGB0919]
- 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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Walking and cycling trips and distance, England: (2002 = 100)

- Walking distance (excluding short walks*)
- Cycling distance
- Walking trips (excluding short walks*)
- Cycling trips

*A short walk is one less than a mile in length. There is a discontinuity in short walk estimates between 2016 and earlier years due to a change in methodology. Trends excluding short walks are presented here to avoid a break in the time series.

25% of trips were made by walking in 2016
Walking and cycling trips have declined since 2002. The trend in cycling has been mixed since 2007.

198 miles
The average distance a person walked in 2016. This is the distance from London to the Yorkshire Dales.

53 miles
The average distance people cycled in 2016. This was 37% greater than in 2002.

Bicycle ownership by age TSBG1105
Percentage of people owning, or with access to, a bicycle, England: 2014/2016

42% of people in England aged 5 and over owned a bicycle over the years 2014-2016.

Further data are available on Walking and Cycling, including:
- Average trips and distance by age, gender and main mode, England: TSBG1107, TSBG1113
- Where people cycled, England: TSBG1104
- Walking and cycling by frequency, England: TSBG1111, TSBG1112
- Walking for recreational and utility purposes, England: TSBG1112
- Cycling for recreational and utility purposes, England: TSBG1111
- Accessibility to key services by cycling or walking, England: TSBG1118
Further data are available on pedestrian and pedal cyclist road accidents, including:

► Reported killed or seriously injured casualties, GB: TSGB1110
► 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: 2015

- **9%** of adults reported having a mobility difficulty* in England in 2015
- **38%** fewer trips by individuals aged 16+ with mobility difficulties compared to those with no mobility disability
- **474** trips per person per year were taken by those aged 70+ with mobility difficulties - half the number of trips undertaken by those with no mobility disability

---

Travel by mobility status and main mode

**TSGB1202**

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 a car for trips, however people with mobility difficulties make a higher proportion as a passenger

---

Travel by trip purpose

**TSGB1203**

Trips per person per year by purpose, England: 2015

- **Leisure/other**: 35% with mobility difficulty, 22% no mobility difficulty
- **Shopping**: 32% with mobility difficulty, 30% no mobility difficulty
- **Personal/other escort**: 24% with mobility difficulty, 17% no mobility difficulty
- **Education/education escort**: 4% with mobility difficulty, 7% no mobility difficulty

---

Public transport: accessibility to disabled people

% fully accessible vehicles: England

- **94%** Mar 2016 since 2005
- **58%** Mar 2017 since 2005
- **75%** Jul 2017 since Jul 2016

---

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
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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Transport and Disability statistics

2.38 million Blue Badges held in England.

0.7% in the number of Blue Badges since 2015

1.2 million vehicles in the disabled tax class at the end of 2016

Badges were issued to people:
➤ “Without further assessment” if they were eligible due to another benefit or registered disability
➤ “Subject to further assessment” if they were required to undergo mobility assessments to determine their eligibility, unless it was self-evident
Badges are “Issued to organisations” when their vehicles are being used to carry eligible disabled people

Break in series due to change in estimation methodology from 2009
Break in series due to data being solely derived from the Blue Badge Improvement Service from 2015

Change since 2015

Total Blue Badges held
Issued to organisations
Subject to further assessment
Without further assessment

Blue Badges as proportion of the population TSGB1205, TSGB1209

4.3% of population held a Blue Badge in 2016

Population
Less than 3%
3% to 4%
4% to 5%
5% to 6%
Above 6%

Concessionary disabled bus passes TSGB1208

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

Total passes for older and disabled people:
9.9 million

Disabled passes

91%
9%

Older passes
Transport Statistics Great Britain 2017

Transport Expenditure

UK public expenditure on transport **TSGB1301**
Transport expenditure: 1989/90 to 2016/17

- **£29.1 billion**
  - Public expenditure on transport in 2016/17.
  - Includes National Rail for the second time, after first being included in 2015/16.

- **£1.5 billion**
  - Increase on 2016/17: total rail and road expenditure has increased by £1.7bn, while total local public transport and other transport expenditure fell by £0.2bn.

- 6%
  - Increase on 2016/17.

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**
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.

Fuel duty revenue more than tripled between 1987 and 2010 then flattened at around £27bn rising 2.1% to £28bn in 2016.

Vehicle excise duty generated around £6bn in 2016, up 1.5% from 2015.

Further data are available on transport expenditure, including:

Road taxation revenue: TSGB1310

Further information and detailed statistical tables: Transport Expenditure statistics
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