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# Chapter summaries

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Symbols and conventions

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 2017

- **2017**
  - 808 billion passenger kilometres - the highest volume ever recorded
  - 83% of passenger kilometres in 2017 were by car, van or taxi
  - 8.3 billion passenger journeys in 2017/18
  - 4.9 billion passenger journeys on local bus services - 62% lower than 1950.

Mode share TSGB0103-0105
How we travelled, mode share, England: 2017

- Over 40% of all trips were for leisure purposes in 2017, that includes trips to visit friends, sports, holidays and day trips. Around 27% of trips were for commuting or business purposes.

- Most modes are used for a mixture of purposes, however over half (51%) of all trips by surface rail are for either commuting or business purposes.

Purpose of trips TSGB0104
Trips by purpose, England: 2017

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: TSGB0101-0107
- 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.

The average rail commute is 59 mins.

The average walking commute is 14 mins.

Further data are available, including:

► Travel to work by region of residence/workplace and method of travel: TSBG0108-0112
► Overseas travel - visits to and from the UK: TSBG0113-0115
► Passenger casualty rates by mode of travel: TSBG0107

Further information and detailed statistical tables: Modal Comparisons statistics

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Overseas Travel
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Trends in air traffic

Trends in air traffic at UK airports, 1992 to 2017

- Terminal passengers
- Freight handled
- Air transport movements

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ATM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>2.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2017

284 million terminal passengers (arrivals and departures) - an increase of 6% from 2016 and almost 60% higher than in 2000.

2.6 million tonnes of freight handled, 10% more than in 2016 and the largest amount on record.

2.2 million air transport movements (ATMs) (landings and take-offs), 2% more than 2016 but 5% less than the peak in 2007.

Traffic at UK airports

Traffic at UK airports, 2017

- Heathrow
- Gatwick
- Manchester
- Stansted
- Luton
- Other

The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 60% of passengers, 50% of ATMs and 78% of freight in 2017.

There were 7 UK airports with more than 100,000 ATMs in 2017: Heathrow, Gatwick, Manchester, Stansted, Edinburgh, Birmingham and Luton.

East Midlands handled the most air freight (12%) after Heathrow (64%).

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

- Activity at UK airports, including punctuality and passenger characteristics: TSBG0201
- Activity of UK airlines: TSBG0202
- Major airports and airlines worldwide: TSBG0203
In 2017, over three-quarters (76%) 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 (8%) and then Italy and Germany, each at approximately 6%.

<table>
<thead>
<tr>
<th>Mode of travel to UK airports, 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>Heathrow</td>
</tr>
<tr>
<td>Gatwick</td>
</tr>
<tr>
<td>Manchester</td>
</tr>
<tr>
<td>Stansted</td>
</tr>
<tr>
<td>Luton</td>
</tr>
</tbody>
</table>

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 domestic greenhouse gas emissions TSGB0306
Domestic emissions (MtCO₂e) from all sectors: 1990 to 2016

Transport is now the largest contributor of GHG emissions in the UK after noticeable declines in emissions from the energy sector.

467.9 million tonnes of CO₂ equivalent (MtCO₂e) is the total net domestic greenhouse gas (GHG) emissions from all sources in 2016, down 5% from 2015.

UK domestic and international transport greenhouse gas emissions TSGB0306
Domestic and international emissions by transport mode: 1990 to 2016

65% increase in van emissions since 1990. Over the same period, van traffic almost doubled, from 24.8 to 49.2 billion vehicle miles in 2016.

3% decrease in car emissions since 1990, even though car traffic rose by 22% over the same period (TSGB0701). This can be partially attributed to cars becoming more fuel efficient (TSGB0303).
UK air pollution emissions from transport **TSGB0308**

Total transport emissions: 1990 to 2016

Index 1990=100

- Carbon Monoxide
- Benzene
- 1,3 Butadiene
- PM$_{10}$
- PM$_{2.5}$
- Nitrogen Oxides
- Sulphur Dioxide
- Lead

All air pollutants have more than halved since 1990.

Since 1990, lead emissions from domestic transport declined by almost 100% due to the ban of leaded petrol in 1999.

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

Supply of biofuels to the UK **TSGB0312**

Top 6 countries: 2016/17

- **UK** (27%) 413 million litres
- **France** (13%) 197 million litres
- **USA** (9%) 136 million litres
- **Netherlands** (7%) 103 million litres
- **Germany** (6%) 99 million litres equivalent
- **Spain** (6%) 89 million litres

1,541 million litres equivalent of renewable and sustainable biofuel was supplied to the UK in 2016/17, down 2% from the previous period.

67% 1,037 million litres equivalent

There has been a long term improvement in the fuel efficiency of new cars.

Average new car fuel consumption **TSGB0303**

2000 to 2017 change

- Petrol
  - 2000: 8.8
  - 2017: 5.5
  - Change: 3.3

- Diesel
  - 2000: 6.0
  - 2017: 4.6
  - Change: 1.4

Further data and information on transport energy consumption and the environment are available, including:

- Fuel consumption: **TSGB0301-0305**
- Carbon dioxide emissions by transport mode: **TSGB0307**
- Average road vehicle emissions and aircraft noise: **TSGB0309-0310**
- Volume of fuels by fuel type: **TSGB0311**

Further information and detailed statistical tables: Energy and environment statistics

Lisa Eyers

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Domestic Freight TSGB0401
Domestic freight, goods moved by mode: 1990 to 2017 (billion tonne kilometres)

189 billion tonne kilometres of domestic freight was moved within the UK in 2017, of which ...

- 13% of goods moved were by water
- 9% of goods moved were by rail
- 78% of goods moved were by road

Road and water: calendar year 2017
Rail: financial year 2017/18

Domestic road freight TSGB0404 (RFS0106)
Goods lifted by GB-registered HGVs domestically: 1997 to 2017 (million tonnes)

In 2017, for GB-registered HGVs, there were ...

- 1.40 billion tonnes lifted (↓ 3%)
- 147 billion tonne kms moved (↓ 1%)
- 18.6 billion kms travelled (↓ 3%)

Top 3 freight commodities transported by road in 2017, as a proportion of goods lifted TSGB0430 (RFS0103)

- 287 million tonnes of food products (21%)
- 195 million tonnes of metal ore and other mining & quarrying (14%)
- 153 million tonnes of waste related products (11%)

Further data are available on freight, including:

- Domestic freight between modes: TSGB0401-0403
- Domestic road freight activity: TSGB0404-0407 and TSGB0429-0433
- International road freight activity: TSGB0411-0421
- Road goods vehicles travelling to mainland Europe: TSGB0434-0435
- Rail freight activity: TSGB0422-0424
International road freight **TSGB0411 (RFS0202)**

Goods lifted to/from the UK, by UK-registered HGVs internationally: 1997 to 2017 (million tonnes)

![Graph showing goods lifted and moved from 1997 to 2017.]

Goods Lifted: 7.8 million tonnes
Goods Moved: 5.4 billion tonne kms moved

Percentage changes from 2016:
- 1%
- 5%

**Road goods vehicles TSGB0434 (RORO0101)**

Road goods vehicles travelling to mainland Europe: 1997 to 2017 (million vehicles)

In 2017, 3.5 million goods vehicles travelled from Great Britain to Europe, of which 2.4 million were powered vehicles and 1.0 million were unaccompanied trailers.

The number of foreign-registered powered vehicles has risen from 0.6 million in 1997 to 2.1 million in 2017, while the number of UK-registered goods vehicles has decreased by 37% in the same time period. In 1997, 47% of powered vehicles were UK-registered, compared to 14% in 2017.

**Rail freight TSGB0422 (RAI0401)**

In 2017/18, 17.0 billion tonne kilometres of freight were moved by rail, down 2% from 2016/17. 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 1.2 billion net tonne kilometres of coal were moved in 2017/18, a decrease of 85%. This reflects reduced demand for coal at UK power stations, as well as the greater use of renewable energy sources.

**Waterborne freight TSGB0401**

In 2017, 24.9 billion net tonne kilometres of waterborne freight were moved (down 18% from 2016). The amount of waterborne freight moved has been steadily decreasing since its peak in 2000.

Further information and detailed statistical tables: Freight statistics

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  - roadfreight.stats@dft.gov.uk

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- **Waterborne freight**
  - Matthew Tranter
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  - maritime.stats@dft.gov.uk
Port freight **TSGB0501**

In 2017:

**481.8 million tonnes** passed through all UK ports, unchanged from 2016.

80% of all port traffic was international freight.

The UK continues to import more than it exports.

Port freight cargo types **TSGB0502**

UK major port traffic by cargo type: 2000 to 2017, million tonnes

- **Bulk freight**
  - 2000: 394
  - 2017: 281

- **Unitised traffic**
  - 2000: 137
  - 2017: 171

- **Other general cargo**
  - 2000: 24
  - 2017: 19

In 2017:

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

**Bulk freight** (liquid and dry bulk cargo categories) fell by 1%, having declined each year since 2011. The recent decline has been driven by a sharp fall in coal handled, while liquified gas and agricultural products have also reduced.

**Unitised traffic** (Lift on - Lift off and Roll on - Roll off cargo categories) remained steady and now accounts for over a third of all UK major port freight traffic.

UK shipping fleet **TSGB0513-0515**

UK shipping: 1997 to 2017, million deadweight tonnes

In 2017:

The UK registered trading fleet grew for the third consecutive year and was 6 times the size it was at the end of 1997.

The UK rose one place to become the 18th largest trading fleet in the world. Panama, the Marshall Islands, Liberia, Hong Kong and Singapore account for the leading shares, together just over half of the world’s registered ships.

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: 2017 compared to 2007, million passengers

<table>
<thead>
<tr>
<th>Country</th>
<th>2007 Passengers</th>
<th>2017 Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Irish Republic</td>
<td>2.7</td>
<td>18%</td>
</tr>
<tr>
<td>Netherlands</td>
<td>1.9</td>
<td>17%</td>
</tr>
<tr>
<td>France</td>
<td>14.2</td>
<td>18%</td>
</tr>
<tr>
<td>Other</td>
<td>0.6</td>
<td>54%</td>
</tr>
</tbody>
</table>

In 2017:

19.5 million international short sea passenger journeys were made 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.

44.0 million passengers travelled on domestic routes. Cairnryan - Belfast remained the most popular route with 1.2 million passengers.

Cruise passengers **TSGB0512**
UK cruise passengers: 2017 compared to 2007

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>459 thousand</td>
</tr>
<tr>
<td>2017</td>
<td>1,919 thousand</td>
</tr>
</tbody>
</table>

There were over 4 times more UK cruise passengers in 2017 than in 2000. 86% of UK cruise passengers began or ended their cruise at Southampton.

Civilian search and rescue helicopters **TSGB0518**

There were 2,636 civilian search and rescue helicopter taskings in the UK in the year ending March 2018, an increase of 2% compared to the previous year. 53% of all taskings were rescues or recoveries.

Seafarers **TSGB0519**
UK seafarers active at sea: 2002 to 2017, thousands

<table>
<thead>
<tr>
<th>Year</th>
<th>Certificated Officers</th>
<th>Cadets</th>
<th>Uncertificated Officers</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>12.4</td>
<td>2.8</td>
<td>1.0</td>
<td>16.2</td>
</tr>
<tr>
<td>2007</td>
<td>9.5</td>
<td>1.8</td>
<td>1.5</td>
<td>12.8</td>
</tr>
<tr>
<td>2012</td>
<td>10.5</td>
<td>1.8</td>
<td>1.5</td>
<td>13.8</td>
</tr>
<tr>
<td>2017</td>
<td>10.6</td>
<td>1.8</td>
<td>1.5</td>
<td>13.9</td>
</tr>
</tbody>
</table>

In 2017:

23,760 UK seafarers were active at sea. Overall, numbers have held broadly stable in recent years. Just over half of the total active at sea were officers (10,600 certificated and 1,500 uncertificated) with a further 1,830 officer cadets in training.

Passenger vehicles **TSGB0507**

5.4 million accompanied passenger cars passed through UK ports in 2017. 51% travelled to or from France.

Further data are available on maritime and shipping, including:

► Sea passengers **TSGB0511-TSGB0512**
► Civilian search and rescue helicopters: **TSGB0518**
► Seafarers: **TSGB0519**
► Passenger vehicles: **TSGB0507-TSGB0508**

Further information and detailed statistical tables: [Maritime statistics](mailto:maritime.stats@dft.gov.uk)

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Passenger journeys on public transport
Passenger journeys by mode: Great Britain 1985/86 to 2017/18

- **4.85 billion** local bus passenger journeys in Great Britain in 2017/18, 59% of all public transport journeys

- **1.71 billion** National Rail passenger journeys in Great Britain, an increase of 149% since 1985/86

- **0.27 billion** 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: 2017/18

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

Whilst buses accounted for the highest proportion of passenger journeys in 2017/18, National Rail saw the largest share of passenger kilometres. This is due largely to rail journeys being over longer distances on average.

Passenger kilometres on public transport
Passenger kilometres by mode: Great Britain 1985/86 to 2017/18

More detailed information on each public transport mode can be found here:
- National Rail
- Light Rail & Trams
- Local Bus Services
- Taxi

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
Rail passenger revenue in 2017/18 increased in real terms year-on-year. Net government support also increased over the last year, mostly due to higher train operator subsidies and an increase in government spending on HS2.

Local bus concessionary travel **TSGB0627**

**England 2016/17**

- 9.8 million older and disabled concessionary travel passes held
- 929 million older and disabled concessionary bus journeys
- 95 concessionary bus journeys per pass

In Autumn 2017 there was slightly less crowding overall on trains into London in the morning and afternoon peaks than the previous year.

Taxis and Private Hire Vehicles **TSGB0628**

Taxis and PHVs by area (thousand): England 2018

There were 285,400 licensed taxis and private hire vehicles in England in 2018, up 1.7% from 2017.

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

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---

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

**TSGB0632**

London & SE operators only

In Autumn 2017 there was slightly less crowding overall on trains into London in the morning and afternoon peaks than the previous year.

**Light rail passenger journeys**

**TSGB0611**

Passenger journeys (million): England 2017/18

In 2017/18, 267 million passengers journeys were made on the eight light rail and tram systems in England, a 0.2% decrease from the previous year.
In 2017, total motor vehicle traffic in Great Britain reached a new record level: 327 billion vehicle miles travelled.

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

### Road traffic by vehicle type TSGB0705

Of the 327 billion vehicle miles travelled:

- **Cars & Taxis**: 254 billion miles (1% increase from 2016)
- **Other motor vehicles**: 51 billion miles (3% increase from 2016)
- **Lorry traffic**: 17 billion miles (1% increase from 2016)
- **Bus traffic**: 3 billion miles (0% change from 2016)
- **Motorbike traffic**: 2 billion miles (-3% change from 2016)

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

Lorry traffic increased between 2016 and 2017, but is still below levels in the mid-2000s.

### Road type TSGB0702 TSGB0709

Percentage of road traffic and road length on different road types: Great Britain 2017

- **Motorway**
  - Length: 1%
  - Traffic: 21%
- **Urban ‘A’ Roads**
  - Length: 3%
  - Traffic: 15%
- **Rural ‘A’ Roads**
  - Length: 9%
  - Traffic: 30%
- **Urban Minor Roads**
  - Length: 35%
  - Traffic: 20%
- **Rural Minor Roads**
  - Length: 53%
  - Traffic: 14%

### Key definitions:

- **Major roads**: Motorways and ‘A’ roads
- **Minor roads**: ‘B’ and ‘C’ classified roads, and unclassified roads.
Further information and detailed statistical tables: Roads and Traffic

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Road casualties and traffic levels [TSGB0801]
Reported road casualties by severity and motor vehicle traffic: Great Britain 1950 to 2017

In 2017:

- **1,793** fatalities
- **24,831** seriously injured *
- **144,369** slightly injured *

**327 billion** vehicle miles (motor vehicle traffic)

* As reported to the police. Comparisons of 2017 figures with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces in 2015 and 2016. The adjusted estimates from the Office for National Statistics Methodology Service analysis shows if all police forces were using an injury based system, there were 27,288 seriously injured and 141,912 slightly injured casualties in 2017.

Fatalities by road user type [TSGB0802]

<table>
<thead>
<tr>
<th>Road User</th>
<th>Fatalities (% change since 2016)</th>
<th>Proportion in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor</td>
<td>787 (-4%)</td>
<td>44%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>470 (+5%)</td>
<td>26%</td>
</tr>
<tr>
<td>Cyclist</td>
<td>349 (+9%)</td>
<td>19%</td>
</tr>
<tr>
<td>Driver</td>
<td>101 (-1%)</td>
<td>6%</td>
</tr>
<tr>
<td>Other</td>
<td>86 (-20%)</td>
<td>5%</td>
</tr>
</tbody>
</table>

Fatalities by road type

The majority of fatalities occurred on rural roads in 2017.

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 accident 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 annual report: 2017](#).
Further information and detailed statistical tables: Accidents and Casualties statistics

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Licensed vehicles **TSGB0901**
Licensed vehicles by tax class (millions): Great Britain Q4 1996 to 2017

**37.8 million** licensed vehicles

![Graph showing licensed vehicles by tax class from 1950 to 2017](image)

Of which:

- **80.9%** Cars
- **11.7%** Light Goods Vehicles
- **1.6%** Heavy Goods Vehicles
- **3.7%** Motorcycles
- **0.3%** Buses & coaches

Other body types make up **1.8%** of licensed vehicles.

New vehicle registrations **TSGB0902**
Vehicles registered for the first time by tax class (millions): Great Britain 1951 to 2017

**3.1 million** new vehicle registrations

![Graph showing new vehicle registrations by tax class from 1950 to 2017](image)

In 2017, Ultra Low Emission Vehicles made up **1.7%** of all newly registered vehicles, up from **0.9%** two years before.

Most of this increase has been due to more vehicles eligible for plug-in car and van grants.

Ultra Low Emission Vehicles **TSGB0918**
Ultra Low Emission Vehicles (thousands): United Kingdom 2011 to 2017

![Graph showing Ultra Low Emission Vehicles from 2011 to 2017](image)

In 2017, Ultra Low Emission Vehicles made up **1.7%** of all newly registered vehicles, up from **0.9%** two years before.

Most of this increase has been due to more vehicles eligible for plug-in car and van grants.

Licensed cars **TSGB0906**
Cars per thousand head of population: Great Britain 2017

**494** cars per thousand head of population, GB average

![Map showing licensed cars per thousand head of population in GB](image)

Car fuel types **TSGB0905**
Newly registered cars by fuel type: Great Britain 2017

![Pie chart showing car fuel types in 2017](image)

- **92.6%** Petrol
- **40%** Diesel
- **59%** Other
- **1.6%** Ultra Low Emission Vehicles
- **7.4%** Other

In 2017, Ultra Low Emission Vehicles made up **1.7%** of all newly registered vehicles, up from **0.9%** two years before.

Most of this increase has been due to more vehicles eligible for plug-in car and van grants.
Further data are available on vehicles, including:

- Licensed vehicles: TSGB0901-0907; TSBG0918
- Road vehicle testing schemes: TSBG0908-0912
- Car availability, drivers and use: TSBG0913-0917

Road vehicle testing scheme (MOT) TSBG0908
MOT pass rate by body type: Great Britain 2017/18

- 30.6 million MOT tests
- 74% Pass rate
- 90% Motorcycle pass rate
- 74% Car pass rate
- 65% Van pass rate

Full car driving licence holders TSBG0915
Percentage holding a licence by selected age groups: England

![Graph showing percentage holding a licence by age group.]

The percentage of 17 to 20 year olds holding a full car driving licence has declined in recent years with evidence suggesting that motoring costs, including the costs of learning to drive are the main reason for this.

Household car availability TSBG0914
Percentage of households with access to a car or van by rural/urban classifications: England 2016/17

- The percentage of households with access to more than one car/van has increased from 8% to 35% since the early 1970s.

Further information and detailed statistical tables: Vehicles

- Vehicle licensing: Paul Syron, 0207 944 3077, vehicles.stats@dft.gov.uk
- MOT and driving tests: Rachel Moyce, 0207 944 3077, vehicles.stats@dft.gov.uk
- National Travel Survey: Andrew Kelly, 0207 944 2519, national.travelsurvey@dft.gov.uk
In 2017:

343 walking stages were made on average per person, an increase of 5% since 2002.

17 cycle trips were made on average per person. It has remained between 14 and 18 trips per person per year since 2002.

206 miles was the average distance a person walked. This is the same as it was in 2002.

60 miles was the average distance people cycled. This was 54% higher than in 2002.

42% of people in England aged 5 and over owned a bicycle over the years 2015 to 2017.

Further data are available on walking and cycling, including:

- Average trips and distance by age, gender and main mode, England: TSGB1107, TSGB1113
- 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
Walking frequency TSGB1112
Proportion of adults walking at least once a week by Local Authority: England 2016/17

Nearly all local authorities had at least 60% of their adult population walking at least once a week in 2016/17.

87% of adults in City of London* walked at least once a week - the highest rate in the country. This was followed by Isles of Scilly* (85%) and Wandsworth (83%).

57% of adults in Fenland walked at least once a week - the lowest rate in the country.

*Note that due to their small size, the estimate for City of London and Isles of Scilly has a higher degree of error associated with it.

Pedestrian and pedal cycle road accidents
Reported fatalities: Great Britain 1979 to 2017

470 pedestrian deaths
Fatalities have remained between 398 and 470 since 2010.

101 pedal cycle deaths
Fatalities have remained between 100 and 118 since 2010.

6,064 pedestrian KSIs* which is 23% of all KSIs*.

3,799 pedal cycle KSIs* which is 14% of all KSIs*.

*KSI stands for killed or seriously injured.

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
Local Transport Statistics
Isi Avbulimen
020 7944 3077
subnational.stats@dft.gov.uk
In 2017:

10% of adults reported having a mobility difficulty* in England

39% fewer trips by adults with mobility difficulties compared to those with no mobility disability

454 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

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

More detailed information on transport and disability can be found here:

► Disability accessible buses and disabled concessionary bus passes
► Disability accessible taxis
► Disabled parking badges (Blue Badges)
► National Travel Survey

Percentage of trips per person per year by mobility status, main mode, and purpose England: 2017

<table>
<thead>
<tr>
<th>Main mode</th>
<th>With a mobility difficulty</th>
<th>Without a mobility difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>39%</td>
<td>24%</td>
</tr>
<tr>
<td>Passenger</td>
<td>24%</td>
<td>20%</td>
</tr>
<tr>
<td>Others</td>
<td>7%</td>
<td>10%</td>
</tr>
</tbody>
</table>

More detailed information on transport and disability can be found here:

► Disability accessible buses and disabled concessionary bus passes
► Disability accessible taxis
► Disabled parking badges (Blue Badges)
► National Travel Survey
Disabled parking badges (Blue Badges) TSGB1204

Blue badges held (millions), England; annually since 1997

- Without further assessment
- Subject to further assessment
- Issued to organisations

Breaks in series due to change in estimation methodology from 2009, 2013 and 2015

2.35 million Blue Badges held in England in 2018.

1.7% in the number of Blue Badges since 2015

42% of Blue Badges held without further assessment

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

Blue Badges as proportion of the population TSGB1205 and TSGB1209

4.2% of the population held a Blue Badge in 2018

Concessionary disabled bus passes TSGB1208

932,000 concessionary disabled bus passes in England in 2016/17

Total passes for older and disabled people:
- 10% Disabled passes
- 90% Older passes

Further data are available on Transport and Disability, including:

- Disabled parking badges, England: TSGB1204 (number) and TSGB1209 (by local authority)
- Disabled concessionary bus passes issued, England: TSGB1208
- Travel by people with mobility difficulties (National Travel Survey): TSGB1201-3
- Disability accessible buses and taxis: TSGB1206 (buses) and TSGB1207 (taxis)

Further information and detailed statistical tables: Transport and Disability statistics

National Travel Survey
Darren Stillwell
020 7944 3077
national.travelsurvey@dtf.gov.uk

Local Transport Statistics
Isi Avbulimen
020 7944 3077
bus.statistics@dtf.gov.uk
In real terms, public sector spending on transport has more than doubled over the last 30 years.

**£32.5 billion**

of public expenditure was spent on transport in 2017/18.

**£3.4 billion**

more was spent in 2017/18 compared to the previous year (in real terms).

This represents a **12% real terms increase** in transport expenditure compared to 2016/17.

Public sector spending on transport varies by mode, with spending on railways making up just over half of total spending.

**£18 billion**

was spent on railways in 2017/18, a 17% nominal increase on the previous year.

**£6 billion**

was spent on local roads in 2017/18, a 13% nominal increase on the previous year.

Overall, spending increased across all transport functions compared to 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 across modes has risen faster than the cost of living since 1997.

The cost of bus travel has risen faster than the cost of rail travel for the second consecutive year.

A series of falls in fuel costs since 2012 has ensured motoring costs remained stable.

Total fuel duty revenue almost tripled between 1990 and 2010 then flattened off in the period up to 2017.

For the first time in 2007, diesel fuel duty overtook petrol in total revenue. Since then total diesel duty has risen by 43%, whereas petrol has fallen by 17%.

Vehicle excise duty generated £6.2bn in 2017, up 4% from 2016.

Further data are available on transport expenditure, including:

- Road taxation revenue: TSGB1311

Further information and detailed statistical tables: Transport expenditure statistics

Nick Peluffo
020 7944 2419
rail.stats@dft.gov.uk
Scottish Government - Transport Scotland

Transport Publications
Scottish Transport Statistics
Transport and Travel in Scotland
Reported Road Casualties Scotland
Key Reported Road Casualties Scotland

General enquires on Scottish Transport Statistics:
Transport Statistics Branch
Transport Scotland
Victoria Quay
Edinburgh
EH6 6QQ
Phone: +44 (0)141 272 7100
E-mail: info@transport.gov.scot
Internet: http://www.transport.gov.scot/publications-stats

Welsh Government - Llywodraeth Cymru

Transport Publications
Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics
Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

Statistics and Research
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Cathays Park
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Phone: +44 (0)29 2082 5050
E-mail: stats.transport@wales.gsi.gov.uk
Internet: http://wales.gov.uk

Northern Ireland Transport Statistics

Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB
Telephone: +44 (0)28 9054 0800
E-mail: ASRB@infrastructure-ni.gov.uk
Internet: https://www.infrastructure-ni.gov.uk/topics/dfi-statistics-and-research
The Transport Statistics Users Group (TSUG) is a UK body which aims to:

- Identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- Provide a forum for the exchange of views and information between users and providers.
- Encourage the use of transport statistics through greater publicity.
- Facilitate a network for sharing ideas, information, and expertise.

On this site you will find details of past and future TSUG seminars, publications and how to become a member.

Join our mailing list to stay up to date with TSUG events and topics of interest.

To contact TSUG e-mail to: membership@tsug.org.uk

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics.

Recent seminars have included:

- Air Quality
- Appraisal of Transport Projects
- The Internet and Travel Behaviour
- London and Manchester – are they travelling in the same direction?
- Using Census Data
- Measures of mobility and the road network in London
- Transport and Economic Development

We also publish a monthly review looking and developments in statistics and discussing selected releases.

Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk, email membership@tsug.org.uk

Email: admin@tsug.org.uk

The TSUG also produces a Transport Yearbook which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).
Central and Local (Government) Information Partnership (CLIP)

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

CLIP-TS comprises of Local Authority representatives and representatives from Department for Transport. Local Authorities on CLIP-TS represents the Passenger Transport Authorities, Shire Counties, and the Unitary Authorities.

The group fulfils the following aims:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the department's coverage.

- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.

- To review on-going data collections on the Single Data List on a rolling basis, to identify data returns or elements of data returns that are no longer appropriate.

Dissemination of agendas, minutes and papers presented to the group will be through three channels:

- Published on the LGA Knowledge Hub by DfT within two weeks of the end of the meeting. These can be accessed here: https://khub.net/web/clip

- By DfT internally to the statistical community in the department and interested officials in policy and other analytical professions

- By local authority CLIP representatives to their local contacts. The department is currently compiling a correspondence list of local authorities to further disseminate useful information from the meetings.

Membership of the group:

Claire Pini (Joint Chair, Buses and Local Transport Statistics)
Clare Horton (Joint Chair, Staffordshire)
William Bryans (Vice Chair, Surrey)
Paul Syron (Secretariat, Buses and Local Transport Statistics)
    (Secretariat, Buses and Local Transport Statistics)
Steve Berry (Local Roads, Light Rail and Cableways)
Nico Jabin (Local Economics)
Lee Sambrook (Local Transport Funding & Investment Strategy)
Jennifer Smith (Cambridgeshire)
Gary Beaumont (Hertfordshire)
Keith Dove (Luton)

Tim Harvey (Leeds)
John Horne (North East Combined Authority)
Nola Cooper (Kent)
Robert Smith (Nottingham)
Hannah Groot (Transport for London)
Helen Wilkinson (Local Government Association)
Andrew Webster (Leicester)
Tom Ellerton (Urban Transport Group)

For further information contact:

Paul Syron, DfT (Secretary) 020 7944 3077