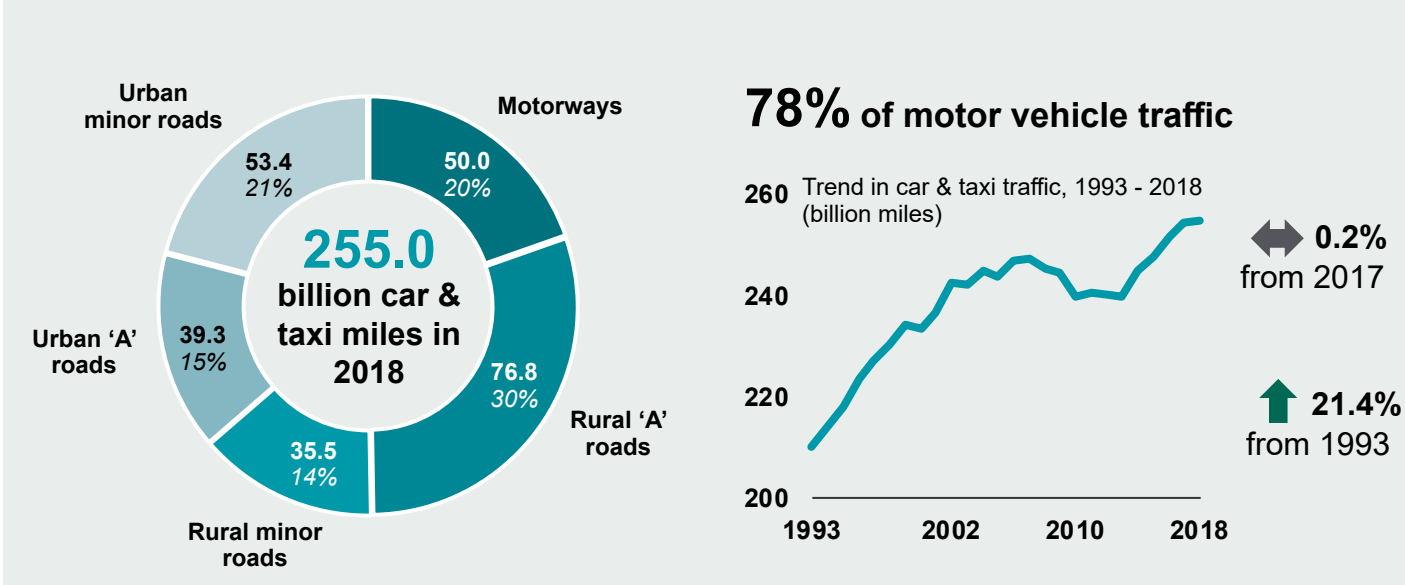


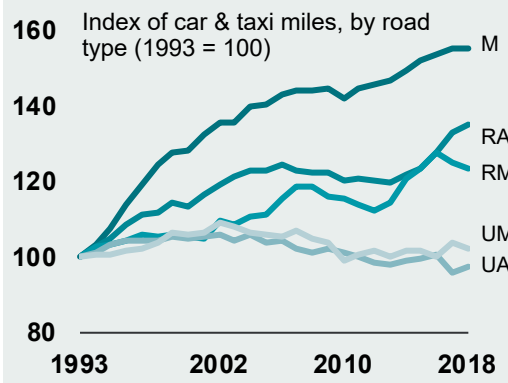
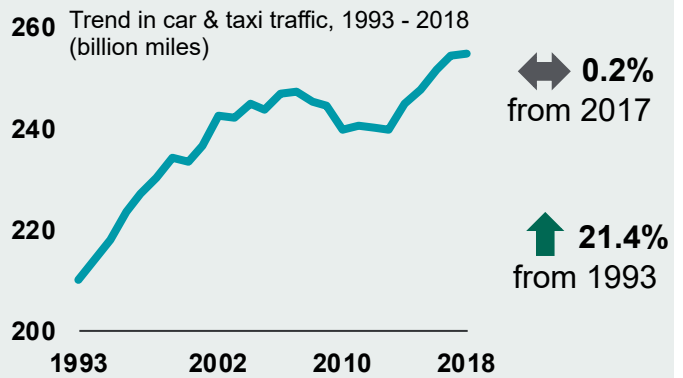


# Cars & taxis

Compared with 2017, car and taxi traffic in Great Britain remained broadly stable (increasing by 0.2%) at 255.0 billion vehicle miles in 2018.



## 78% of motor vehicle traffic



## Change in car & taxi miles travelled on...

	Motorways (M)	Rural 'A' roads (RA)	Rural minor roads (RM)	Urban 'A' roads (UA)	Urban minor roads (UM)
From 5 years ago	↑ 5.6%	↑ 13.0%	↑ 7.7%	↓ -0.6%	↑ 2.4%
From 10 years ago	↑ 7.6%	↑ 10.6%	↔ 3.9%	↔ -3.4%	↔ -2.3%

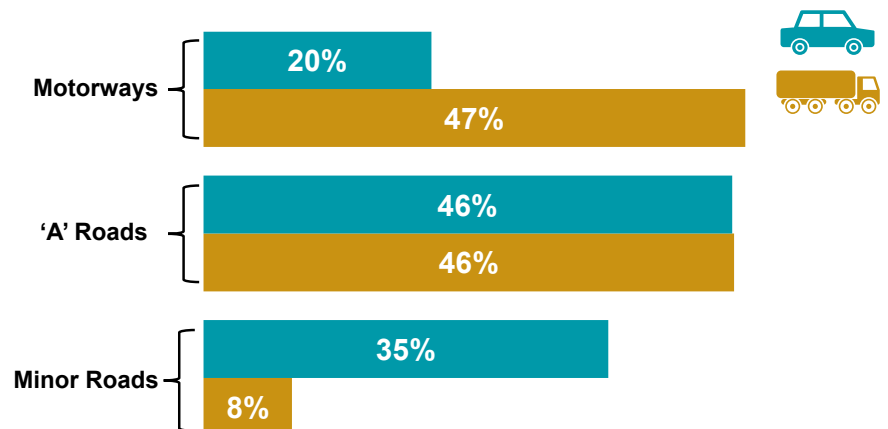
Car traffic increased on all 'A' road types between 2017 and 2018. Car traffic levels on minor roads were down from the previous year.

The fastest growth in car traffic (in percentage terms) over the last ten years has occurred on rural 'A' roads, whereas there has been little change in car traffic on urban roads during this period.

Over the longer term, car traffic has shown the most marked increase on motorways, rising by 55% between 1993 and 2018, and showing only a small and brief dip during the 2008 recession.

The distribution of car miles travelled across the different road types was relatively even compared to the distribution of lorries which are less prevalent on minor roads.

## Share of car and lorry traffic by road type, 2018



## Trends in car use

Different trends in car traffic have been seen before and after 2013.

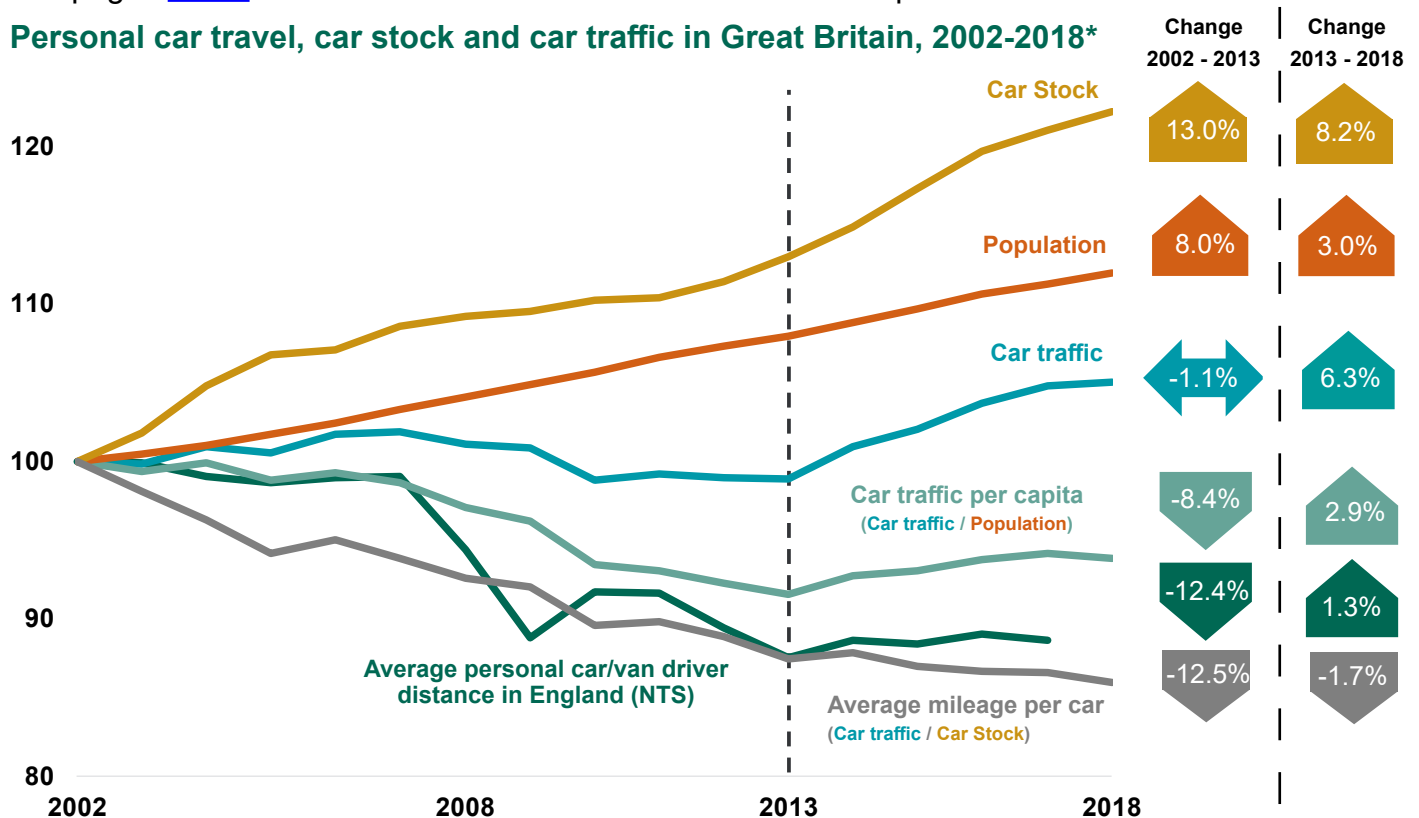
Between 2002 and 2013, changes in car traffic reflected a balance between a rise in population and a falling average personal car/van driver distance, as reported by the National Travel Survey (NTS).

Over the same period, car stock rose rapidly; more quickly than car traffic. Household car/van ownership rates showed little change, but the number of households grew by 10%, driving the growth in vehicle numbers.

Taken together this suggests that, while personal access to cars remained similar between 2002 and 2013, people drove their cars fewer miles. Dividing car traffic by the number of cars suggests that annual mileage per car fell from around 9,400 miles to 8,200 over this period.

See pages [31-32](#) and the further information sidebar below for possible drivers of these trends.

### Personal car travel, car stock and car traffic in Great Britain, 2002-2018\*



\*Latest data for average personal car/van driver distance only to 2017

Between 2013 and 2018, growth in car traffic outstripped population growth, indicating an increase in average car driver distance (car traffic per capita grew by 2.9% in this time period). Recent estimates from the NTS show a similar pattern. Whether or not this continued into 2018 will be seen when NTS statistics for 2018 are published later in 2019.

In contrast, car traffic and car stock grew at similar rates between 2013 and 2018. Leading to the previously seen fall in mileage per car to slow down (by -1.7% in the five years since 2013). This period saw a marked fall in fuel retail prices (of 9 and 10 pence per litre for petrol and diesel respectively), which may have influenced how often or how far car owners travelled by car.

### Sources and further information

Figures on car stocks are sourced from [Vehicles Statistics](#), personal travel from the [National Travel Survey](#), population from the [Office for National Statistics](#), fuel price data from the [Department for Energy and Climate Change](#) and household numbers from the [Ministry of Housing, Communities & Local Government](#). Further discussion of factors influencing trends in travel can be found in the DfT reports '[Understanding the drivers of road travel](#)' and '[Road use statistics](#)'.