



Department
for Transport



Transport Statistics Great Britain 2019

Moving Britain Ahead



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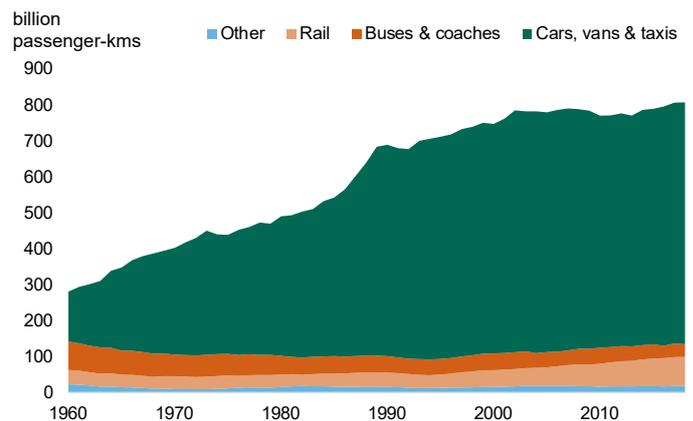
- **808 billion passenger kilometres were travelled** in Great Britain in 2018, remaining at a similar level to the previous year, but 2% higher than 2008.
- People made an **average of 986 trips** across private and public transport in 2018, with around a quarter of all trips made for leisure purposes.
- The average time taken to travel to work in 2018 was 29 minutes across all modes of travel.
- There were **71.1 million visits overseas by UK residents** in 2018, with 85% of these visits made by air.

How much we travel

- In 2018, **808 billion passenger kilometres** were travelled in Great Britain, with 83% of passenger kilometres made by cars, vans and taxis.
- There were **8.3 billion passenger journeys** on public transport vehicles in 2018/19, remaining at a similar level to the previous year.
 - 3.2 billion journeys by rail*
 - ↑170% on 1960
 - 4.8 billion journeys on local bus services
 - ↑62% on 1960

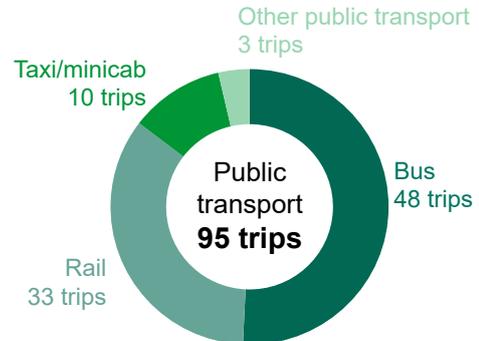
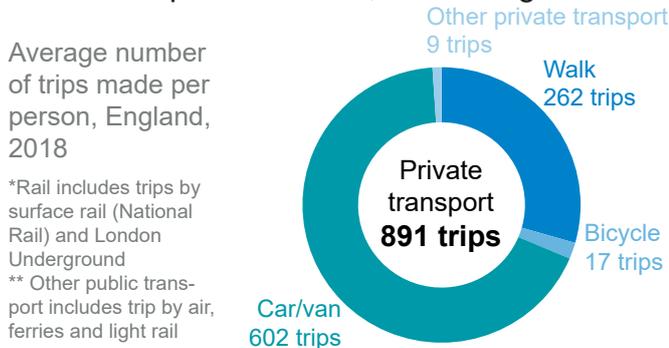
*Rail includes trips by National Rail, London Underground, and Glasgow Subway.

[TSGB0101, TSGB0102](#)
Passenger kilometres by mode, Great Britain, 1960-2018



How many trips we make

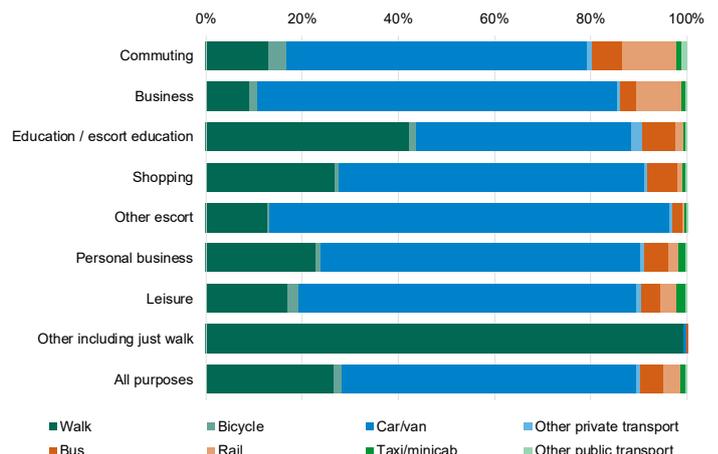
- On average people made 986 trips using a combination of different modes in 2018, a fall of 3% when compared to 2008, but the highest since 2009.



Why we travel

- Around a quarter (26%) of all trips were for leisure purposes in 2018, that includes trips to visit friends, sports, holidays and day trips. Around 18% of trips were for commuting or business purposes.
- **Most modes of travel are used for a mixture of purposes**, however over half (57%) of all trips by rail are for either commuting or business purposes.

[TSGB0104](#)
Trips by purpose and main mode, England, 2018





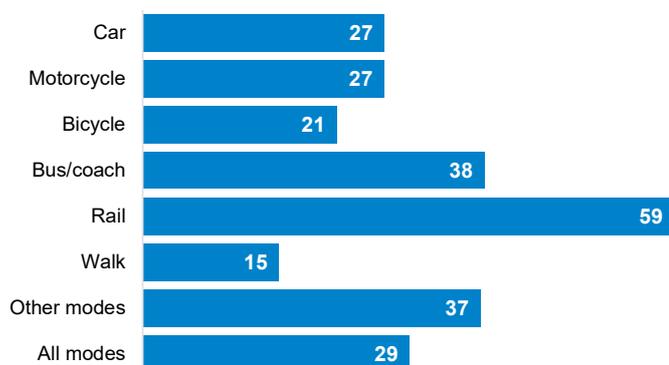
Modal comparisons

How we commute

- Across Great Britain, **68% of workers typically travelled to work by car**, though this varied by region with London having a substantially lower proportion of people (27%).
- The **average time taken to travel to work in 2018 was 29 minutes**, ranging from an average of 15 minutes for walking to 59 minutes for travelling by rail.

[TSGB0111](#)

Average time (minutes) taken to travel to work by usual method of travel, Great Britain, 2018



- When considering both workers and non-workers, more than 80% of people entering Central London during the morning peak used rail-based modes of transport.

[TSGB0109](#)

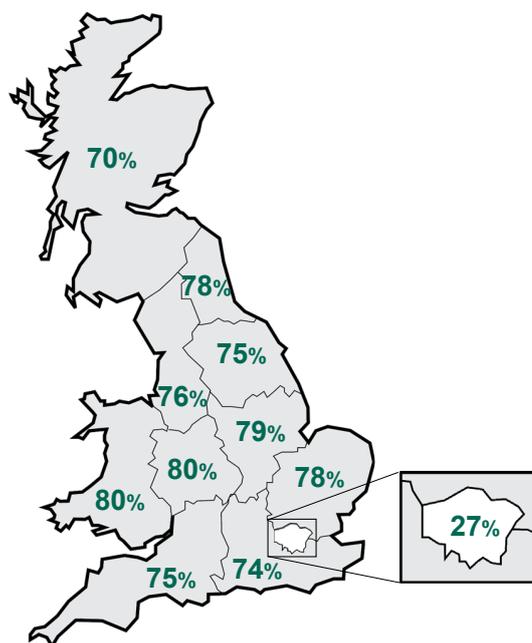
Usual method of travel to work, Great Britain, 2018



*Rail includes travel by National Rail, underground and light railway systems and trams.

[TSGB0112](#)

Percentage of workers usually travelling to work by car by region of workplace, Great Britain, 2018



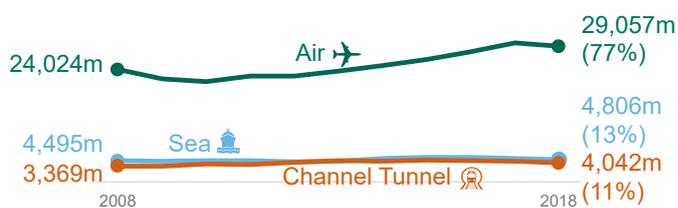
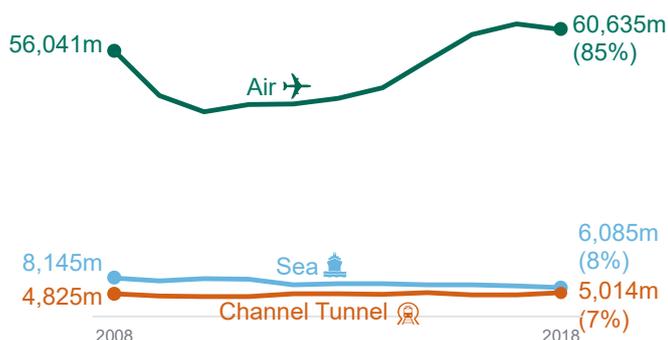
How we travel overseas

[TSGB0114–TSGB0116](#)

- There were **71.1 million visits overseas by UK residents** in 2018, a decrease of 1% when compared with 2017.
- A total of **37.9 million visits were made by overseas residents to the UK** in 2018, which was 3% fewer than in 2017.
- The most frequent reason for visits was for holidays, both for UK residents visiting abroad and overseas residents visiting the UK.

Visits abroad by UK residents, 2008-2018

Visits to the UK by overseas residents, 2008-2018



[Further information and detailed statistical tables](#)

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In 2018, UK airports that received commercial air traffic:

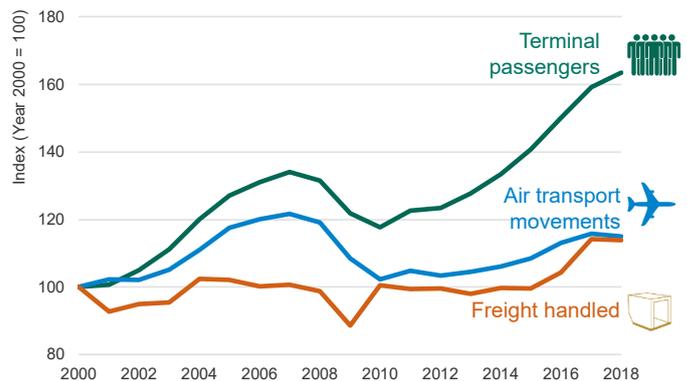
- handled **292 million terminal passengers** (passengers joining or leaving aircraft at an airport), this was 3% greater than 2017.
- handled **2.63 million tonnes of freight** (freight set down and picked up at an airport), this is a similar amount of freight handled in 2017.
- experienced **2.2 million air transport movements** (aircraft departures and landings), this is a slight decrease (down around 1%) on 2017.

Trends in air traffic at UK airports

- The number of terminal passengers at UK airports grew for the eighth consecutive year in 2018 after displaying a fall during the 2008 economic downturn.
- The number of air transport movements has grown at a more subdued rate than passengers since 2010, and remains 6% less than the peak in 2007.
- Heathrow handled the most air freight (64%) in 2018, followed by East Midlands (13%). These two airports have consistently handled over 70% of all air freight at UK airports over the last decade.

[TSGB0201](#)

Indexed trends in UK air transport, 2000-2018

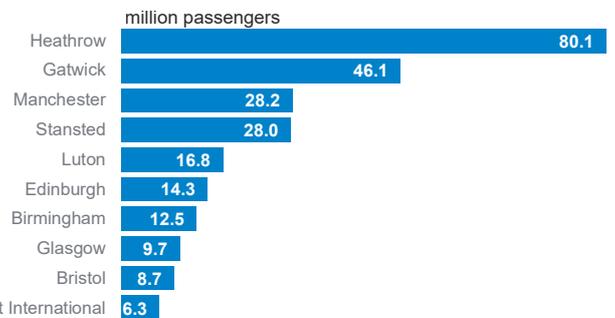


Passenger movements

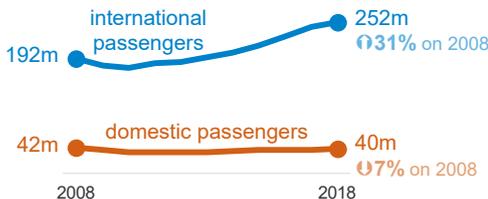
- The London airport system (Heathrow, Gatwick, Stansted, Luton, London City, Southend) accounted for just over 60% of all terminal passengers at UK airports.
- In 2018, there were **252 million international passenger movements** at UK airports, an increase of 31% on 2008.

[TSGB0202](#)

Top 10 airports for terminal passengers, 2018

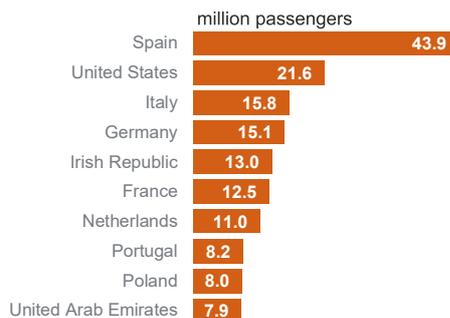


Trends in domestic and international passengers at UK airports, 2008-2018



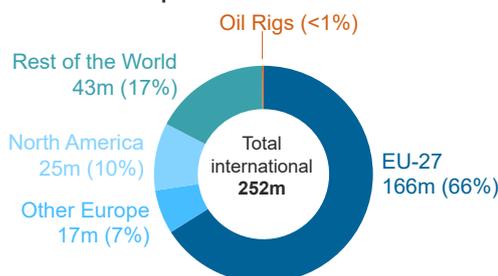
[TSGB0205](#)

Top 10 origin/destination countries, 2018



- Just under three-quarters (73%) of international passenger movements were to/from European countries. Spain continues to be the most popular origin/destination country for passengers at UK airports.

Breakdown of international passenger movements at UK airports, 2018



Aviation



Air transport movements (ATMs)

- Heathrow accounted for around 20% of all air transport movements at UK airports in 2018.
- Additionally, the following airports handled more than 100,000 movements: Gatwick, Manchester, Stansted, Edinburgh, Luton and Birmingham.
- Of these, **on-time performance of flights (early and up to 15 minutes late)** ranged from 59.5% at Stansted to 76.2% at Heathrow in 2018.

[TSGB0202](#), [TSGB0203](#)

ATMs at selected UK airports, 2018

	ATMs	On-time performance (%) Early and up to 15 minutes late
Heathrow	475,600	76.2
Gatwick	279,800	69.2
Manchester	192,200	72.8
Stansted	183,300	59.5
Edinburgh	123,800	72.8
Luton	105,900	67.9
Birmingham	103,200	70.9

Characteristics of passengers at UK airports

Heathrow experiences the highest proportion of transfer passengers, due to the presence of airlines that use the airport as a hub for their operations.

Proportion of transfer passengers at selected UK airports, 2018

[TSGB0206](#)

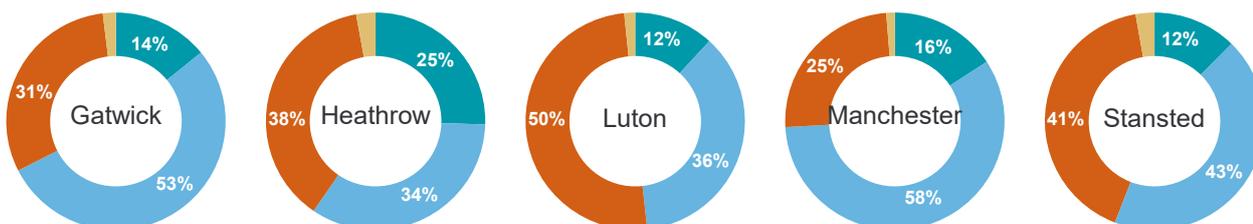


The most common reason for air passengers to travel was for holidays and visiting friends and relatives, although this did vary by airport.

Purpose of travel at selected UK airports, 2018

[TSGB0208](#)

Business Holiday Visiting friends/relatives Other

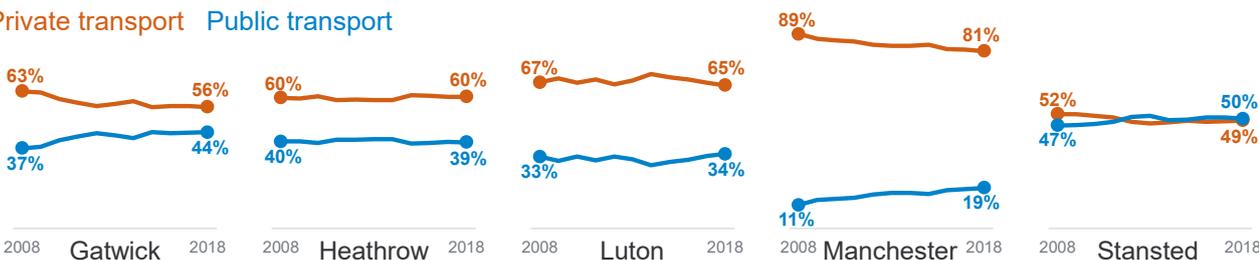


The mode of transport used to travel to airports varied across UK airports. Half of passengers at Stansted (50%) travelled by public transport in 2018 and most commonly by rail. In contrast, Manchester saw the highest proportion (81%) of passengers who travelled using a private vehicle.

Mode of travel to selected UK airports, 2008-2018

[TSGB0207](#)

Private transport Public transport



[Further information and detailed statistical tables](#)

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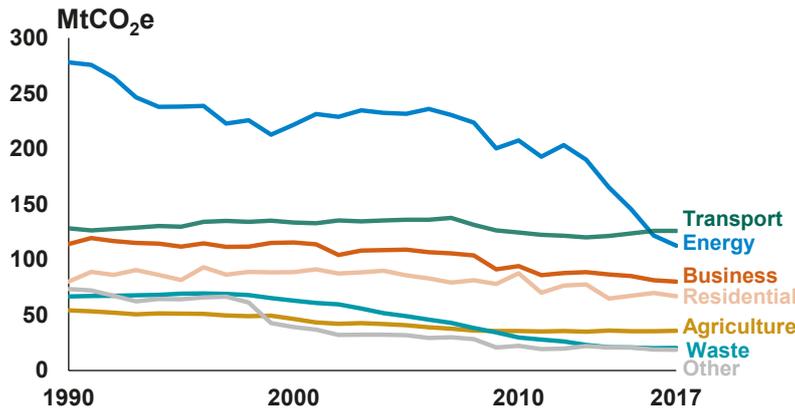


- Transport remains the largest emitting sector of greenhouse gases in 2017, having overtaken the energy sector in 2016. There have been large reductions in energy sector emissions over the last decade.
- There have been large reductions in air pollutant emissions from transport, with most pollutants seeing a reduction of at least 90% since 1990.

GHG emissions by sector

[TSGB0306](#)

UK domestic GHG emissions by sector: 1990 to 2017

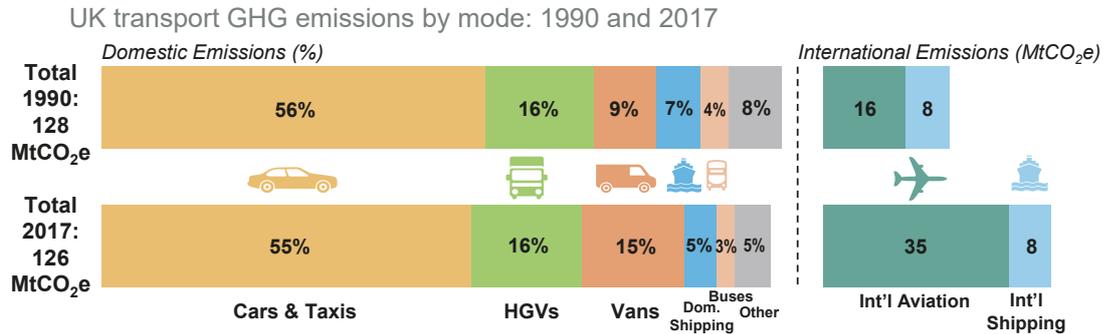


- The UK's net domestic greenhouse gas emissions were 460 million tonnes of CO₂ equivalent (MtCO₂e) emissions in 2017, down 3% from 2016.
- Transport emissions have decreased by 2% between 1990 and 2017, and made up 27% of net domestic emissions in 2017.

GHG emissions by transport mode

[TSGB0306](#)

- Since 1990, emissions from rail, buses and domestic shipping decreased, whereas van emissions increased by 67%. Van traffic has doubled since the early 1990s.



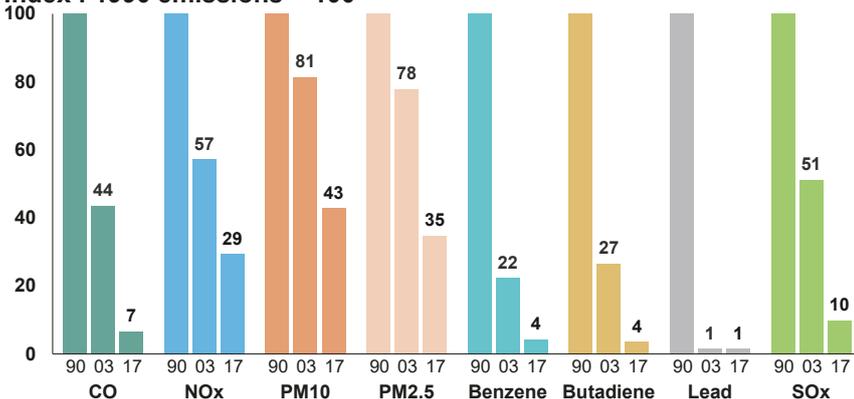
- International aviation emissions, which are not part of the UK's domestic emissions, have more than doubled since 1990.

Air pollution

[TSGB0308](#)

Air pollution from UK domestic transport: 1990, 2003 and 2017 - indexed to 1990 levels

Index : 1990 emissions = 100



- Domestic transport emissions of carbon monoxide (CO), benzene, butadiene, lead, and sulphur dioxide (SOx) have decreased by at least 90% since 1990.
- Decreases have been slower for nitrous oxides (NOx) and particulate matter (PM). Transport now accounts for 50% of UK domestic NOx emissions.

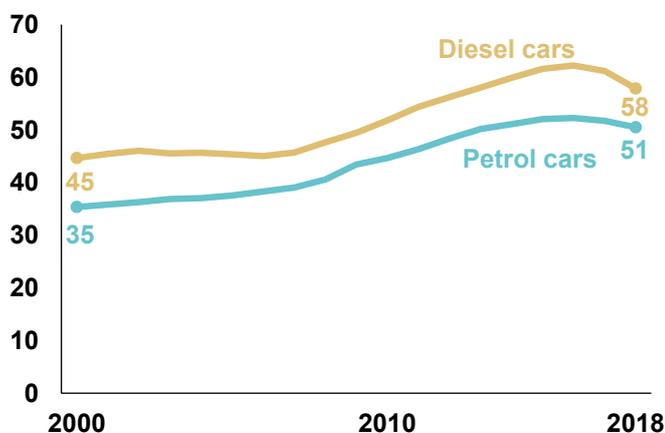


Energy and Environment

New car fuel efficiency

TSGB0303

UK average new car fuel efficiency, miles per gallon:
2000 to 2018



- Average new car fuel efficiency has generally increased over the past two decades.
- This trend reversed in 2016 as new cars became less fuel efficient. This is largely driven by an increase in the proportion of SUVs and other large vehicles amongst new car registrations.
- Average new van fuel efficiency has also increased in recent years.

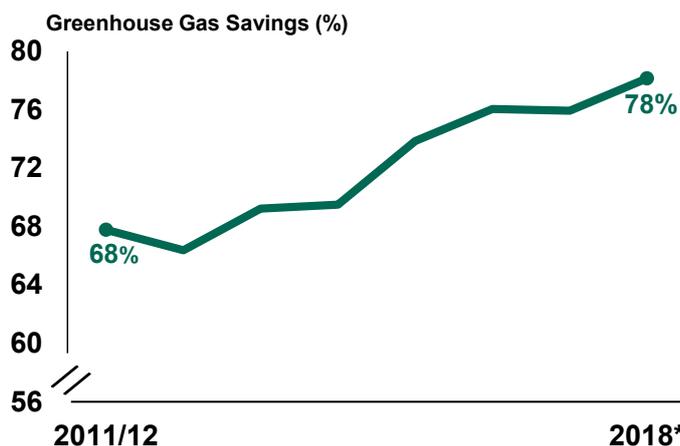
Renewable fuels

TSGB0313

From April to December, 2018:

- 4% of all UK road transport fuel was renewable.
- 1,518 million litres equivalent of verified renewable fuel was supplied to the UK.
- Renewable fuel had an average GHG saving of 78% compared to conventional fuel. This GHG saving, if extended over a full year, would be equivalent to taking 1.8 million cars off the road for a year.

Average GHG saving of UK renewable fuel:
2011/12 to 2018*

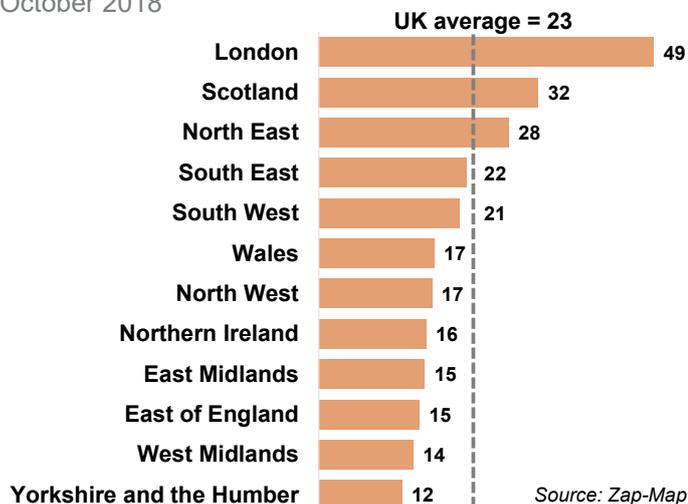


2018* = shortened reporting period of 9 months.

Electric vehicle charging

TSGB0314

UK electric vehicle charging devices per 100,000 people:
October 2018



- There are over 15,000 public electric vehicle charging devices in the UK. The geographical distribution is uneven, with more devices per person in London and Scotland than in other regions.
- There are over 200,000 plug-in electric vehicles in the UK. 55,000 are fully electric, while the remainder are hybrids.
- A map of charging devices by local authority is available at: maps.dft.gov.uk/ev-charging-map.

[Further information and detailed statistical tables](#)

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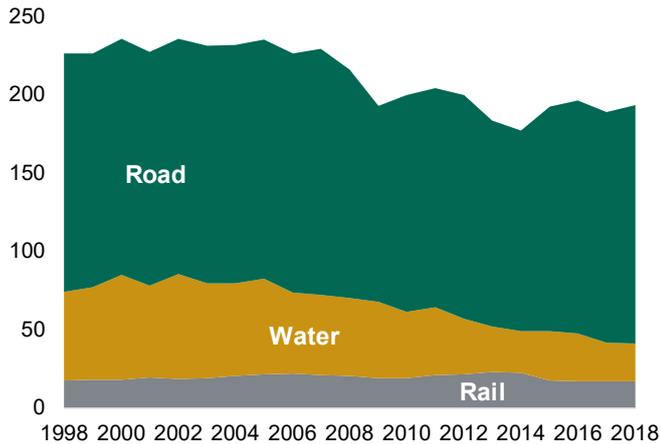


Overall, in 2018:

- Most of the freight moved domestically was by road (79%).
- Goods moved in the UK by GB-registered heavy goods vehicles (HGVs) increased by 3%.
- Goods moved by rail have increased 3% in 2018/2019.
- Waterborne freight continues its steady decrease since 2000, decreasing 3% from 2017.

Domestic freight

Domestic freight, goods moved by mode: 1998 to 2018 (billion tonne kilometres)



In 2018:

[TSGB0401–TSGB0403](#)

193 billion tonne kilometres of domestic freight was moved within the UK, of which...



79% by road,



13% by water,



9% by rail.

Note: Total percentages do not add up because of rounding

Domestic road freight

In 2018, Great Britain registered HGVs:

[TSGB0407–TSGB0420](#)

Goods lifted by GB-registered HGVs domestically: 1998 to 2018 (million tonnes)



1.41 billion tonnes lifted

Percentage increases from 2017:

↑ 1%



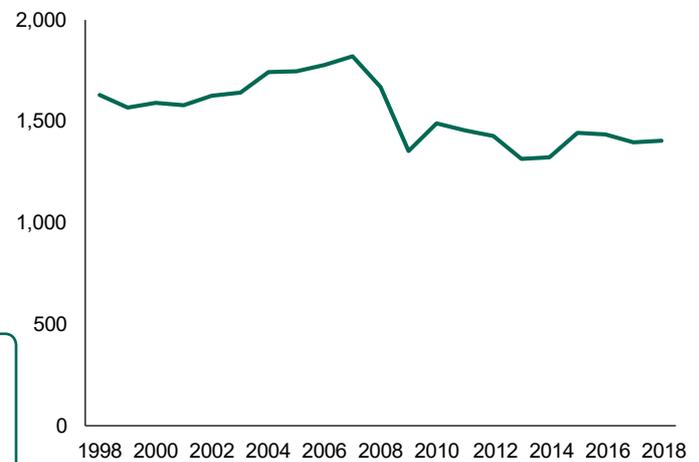
152 billion tonne kilometres moved

↑ 3%



18.7 billion kilometres travelled

↑ 1%



Definitions

Goods lifted: the weight of goods carried, measured in tonnes.

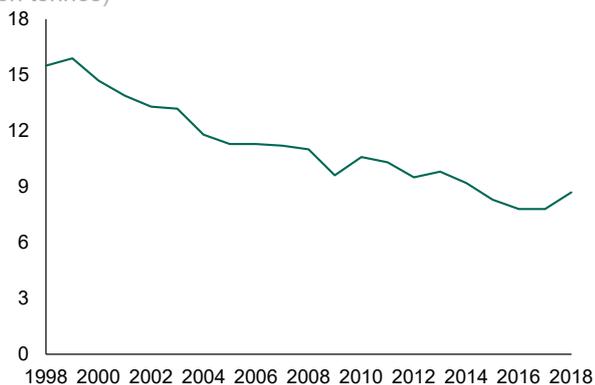
Goods moved: the weight of goods carried, multiplied by the distance hauled, measured in tonne kilometres.

International road freight

International goods lifted: 1998 to 2018 by UK-registered HGVs (million tonnes)

[TSGB0407–TSGB0420](#)

Although the overall trend in the last 20 years has been downward, 2018 showed an increase in both goods moved and lifted to/from the UK.



8.7 million tonnes lifted



5.6 billion tonne kms moved

Percentage changes from 2017:

↑ 11%

↑ 4%

Freight



Road goods vehicles

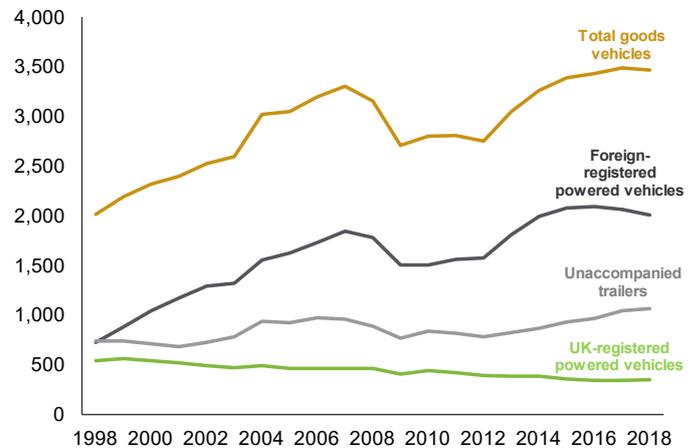
[TSGB0434](#)

In 2018, **3.5 million goods vehicles** travelled from Great Britain to Europe:

- 2.4 million were powered vehicles
- 1.1 million were unaccompanied trailers

The **number of foreign-registered powered vehicles** has risen from 0.7 million in 1998 to 2.0 million in 2018, while the number of UK-registered goods vehicles has decreased by 36% in the same time period. In 1998, 43% of powered vehicles were UK-registered, compared to 14% in 2018.

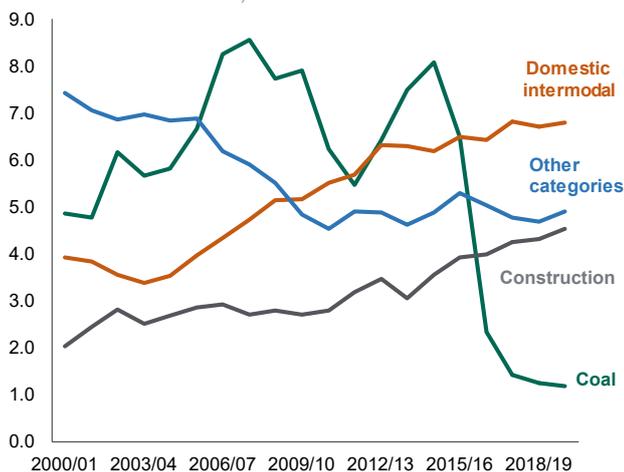
Road goods vehicles travelling to mainland Europe: 1998 to 2018 (thousands)



Rail freight

[TSGB0422–TSGB0424](#)

Goods moved by rail: from 2000/2001 to 2018/2019 (billion tonne kilometres)



In 2018/19, **17.4 billion tonne kilometres of freight were moved by rail**, up 3% from 2017/18.

Over the last 5 years, freight moved by rail has declined as a result of the **reduced demand for coal at UK power stations**.

Despite this, there have been long-term increases in **domestic intermodal freight** (up 31% in the last decade), and construction freight moved.

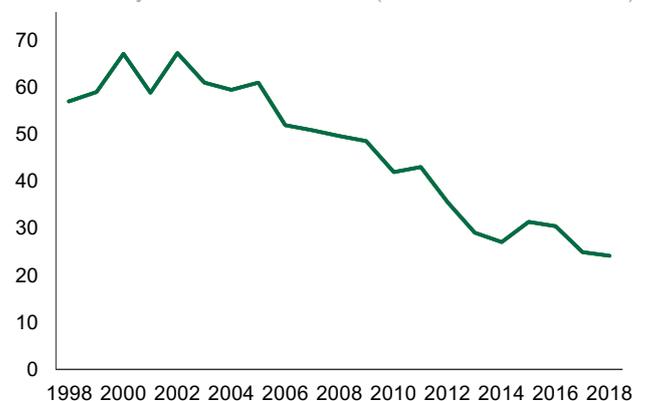
Waterborne freight

[TSGB0425–TSGB0428](#)

In 2018, **24.2 billion tonne kilometres** of waterborne freight were moved (down 3% from 2017).

The amount of waterborne freight moved has been **steadily decreasing** since its peak in 2000, due to an overall decrease both in coastwise and one-port traffic between UK ports. One-port traffic has increased 7% in 2018. Coastwise traffic decreased 7% compared to 2017.

Goods moved by water: 1998 to 2018 (billion tonne kilometres)



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[Further information and detailed statistical tables](#)

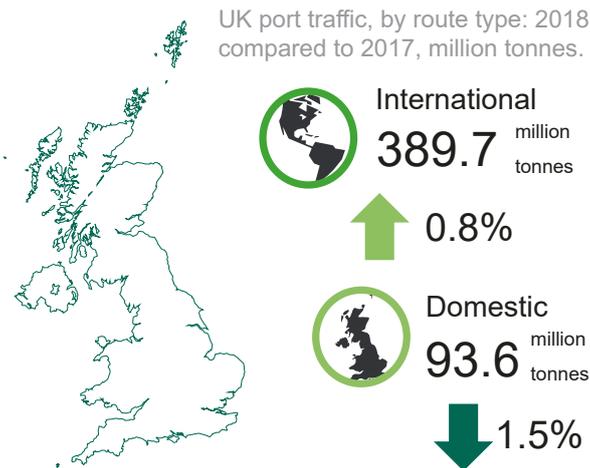


In 2018:

- International freight handled by the UK increased by 0.8% and domestic decreased by 1.5%, compared to 2017. In particular, unitised traffic rose 2.9% and bulk freight fell 1%.
- International short sea passengers continued to decrease, down to 19.6 million.
- The number of civilian search and rescue helicopter taskings declined by 7.5%.
- The number of seafarers increased by 8.4%, driven by a 22.6% increase in ratings.

Port Freight Traffic

[TSGB0501](#), [TSGB0502](#)



483.3 million tonnes of freight passed through all UK ports, similar to 2017.

81% of all port freight was **international**.

The **EU accounted for 54% of the UK's major ports' international trade**. Trade with the **USA** has increased noticeably by 22% since 2017.

The UK continues to import more than it exports.

Imports: 257.4 Mt
Exports: 132.3 Mt

Port Freight Cargo

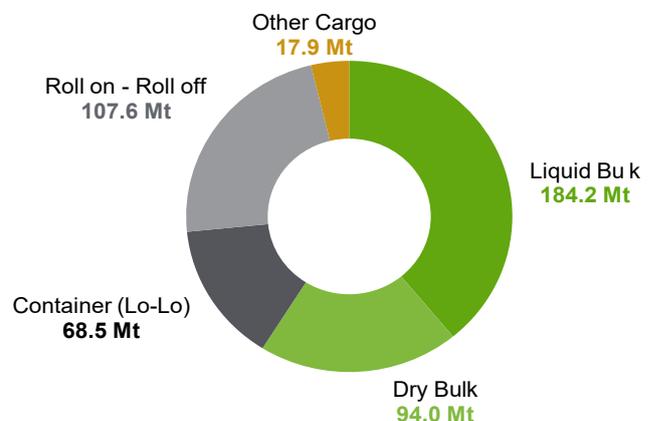
[TSGB0501](#), [TSGB0502](#)

In 2018, **98%** of traffic was handled by UK major ports (ports handling over 1 million tonnes of freight a year).

Bulk freight (liquid and dry bulk cargo categories) fell by 1% in 2018, having declined each year since 2011, driven mostly by declines in coal and crude oil.

Unitised traffic (Lift on – Lift off and Roll on – Roll off cargo categories) grew 2.9% since 2017, accounting for over 37% of all UK major port freight traffic in 2018.

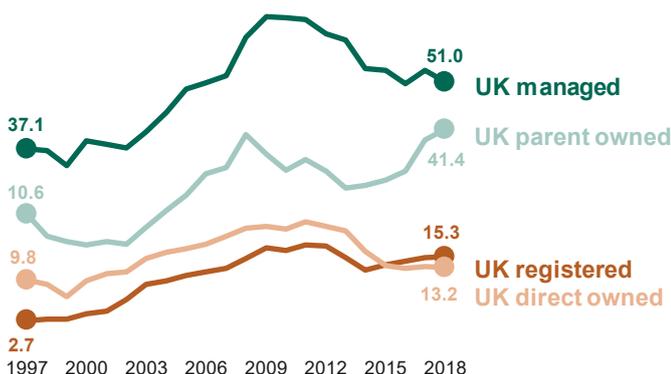
UK port freight tonnage, by cargo type: 2018, million tonnes.



Shipping Fleet

[TSGB0511](#), [TSGB0512](#)

UK shipping fleet: 1997 to 2018, million deadweight tonnes



The UK registered trading fleet grew for the fourth consecutive year and has recovered to the level of 2008.

At the end of 2018, the **UK's shipping fleet was 17th largest in the world**, staying in the same position as in 2017.

Panama, Liberia, Marshall Islands, Hong Kong and Singapore continue to have the largest shipping registers, with almost 60% of the world registered ships.



Sea Passengers

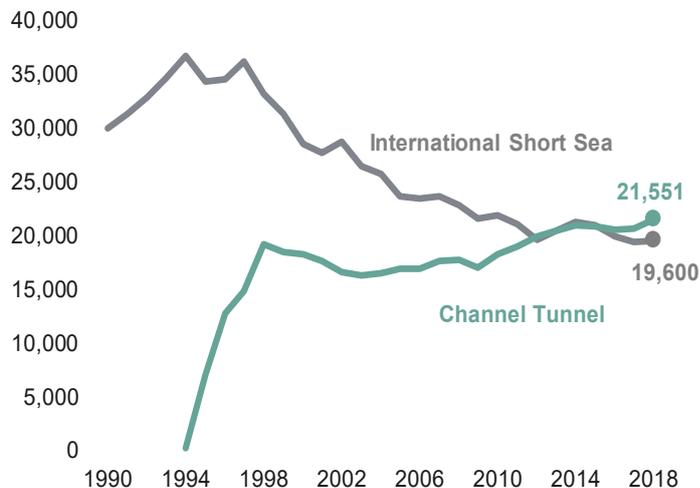
19.6 million passengers travelled on international short sea routes in 2018, continue the general decrease, compared to the increasing trend of passengers travelling through the Channel Tunnel. **France** is the foreign country with most passengers to and from the UK, with 14.3 million in 2018.

Cairnryan – Belfast remained the most popular domestic route with **1.2 million passengers** in 2018.

UK had **1.9 million cruise passengers** in 2017, increasing over 80% in the last 10 years.

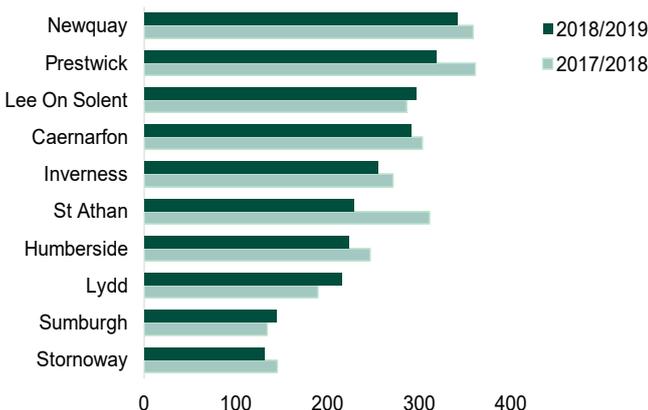
[TSGB0507](#), [TSGB0508](#), [TSGB0510](#)

International short sea passengers and Channel Tunnel passengers: 1990-2018



Civilian Search and Rescue Helicopters

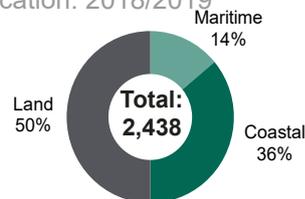
Civilian search and rescue helicopter taskings, by base: 2018/2019 compared to 2017/2018 (sorted by size).



[TSGB0513 \(a\)-\(c\)](#)

There were **2,438 civilian search and rescue helicopter taskings** in the UK in the year ending March 2019, a decrease of 7.5% compared to the previous year. Half of all taskings were rescues or recoveries, the rest being search and support actions, and half took place on land.

Distribution of civilian search and rescue helicopter taskings, by location: 2018/2019

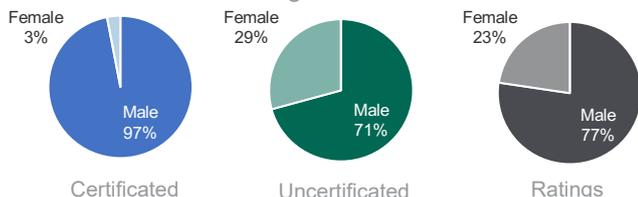


Seafarers

22,440 UK seafarers were active at sea. This decreased by 12.9% from 2018 driven by a fall in Ratings, e.g. hospitality and catering (24.1%).

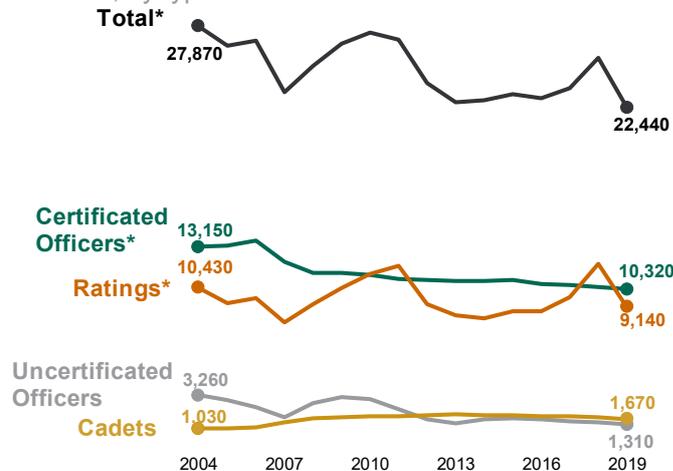
Around half of the total active at sea were **officers** (10,320 certificated and 1,310 uncertificated) with a further 1,670 **officer cadets in training**.

Gender distribution among UK officers 2019



[TSGB0514](#), [TSGB0515](#)

Seafarers, by type: 2004-2019



*Trends over time for ratings and uncertificated officers can be impacted by changes in the coverage of the data provided by the Chamber of Shipping. For this reason fluctuations should be treated with caution.

[Further information and detailed statistical tables](#)

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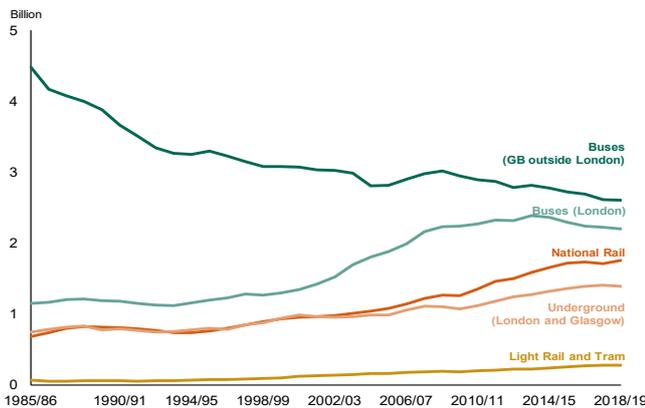


- In 2018/19, people made 4.8 billion local bus passenger journeys in Great Britain, 58% of all public transport journeys.
- There were 1.8 billion National Rail passenger journeys in Great Britain. Light rail and tram travel also continued to grow, to the highest level (0.3 million journeys) since comparable records began in 1983.
- On average, each person in England made 10 trips and travelled 101 kilometres by taxi or Private Hire Vehicle (PHV) in 2018.

How much we travel on public transport

[TSGB0102](#)

Passenger journeys by mode: Great Britain 1985/86 to 2018/19



In 2018/19:

4.8 billion local bus passenger journeys in Great Britain, 58% of all public transport journeys

1.8 billion National Rail passenger journeys in Great Britain, an increase of 156% since 1985/86

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

How far we travel on public transport

[TSGB0603,0609,0610,0612,0629,0633](#)

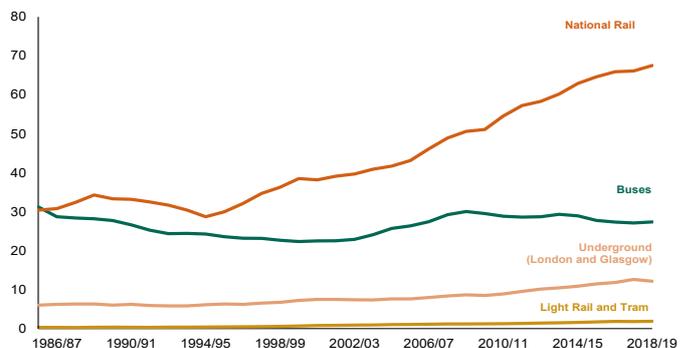
In 2018/19:

27.4 billion passenger kilometres travelled on local bus services in Great Britain

67.7 billion passenger kilometres travelled on National Rail in Great Britain

Rail travel tends to be used for longer journeys. On average, people made 48 trips by bus and travelled 441 kilometres compared to 22 trips and 992 kilometres by rail in England in 2018¹.

Passenger kilometres by mode: Great Britain 1985/86 to 2018/19



¹National Travel Survey, bus includes non-local bus services

Share of passenger journeys by public transport mode: 2017/18

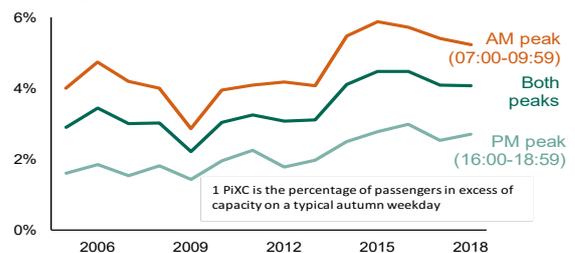
[TSGB0102](#)



Buses accounted for the highest proportion of passenger journeys in 2018/19, but National Rail had the largest share of passenger kilometres. This is due largely to rail journeys being over longer distances on average.

Rail passengers in excess of capacity (PiXC)¹

[TSGB0632](#)



In Autumn 2018, crowding across both morning and afternoon peaks on trains into London was at the lowest level since 2013.

Public Transport

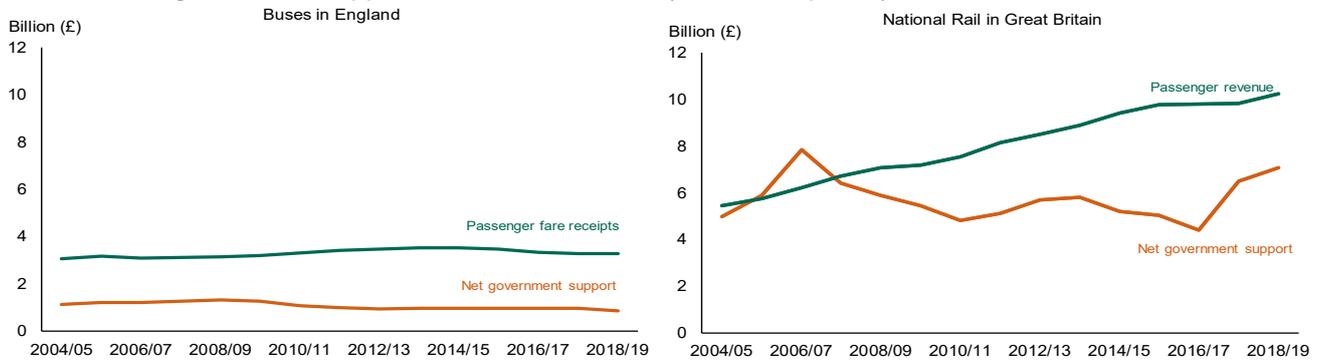


Revenue and government support

[TSGB0602](#), [TSGB0622](#), [TSGB0623](#)

Rail passenger revenue in 2018/19 increased in real terms year-on-year. Net government support also increased over the last two years, mostly due to higher train operator subsidies and an increase in government spending on HS2.

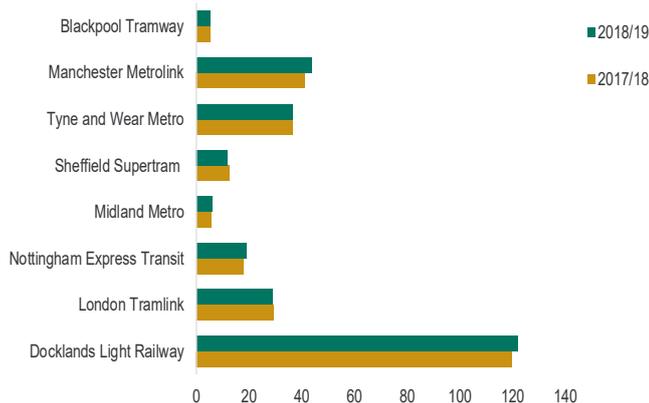
Revenue and government support, 2004/05 to 2018/19 (at 2018/19 prices)



Light rail passenger journeys

[TSGB0611](#)

Light rail and tram passenger journeys by system: England 2018/19 and 2017/18



In 2018/19:

272 million passenger journeys were made on the eight light rail and tram systems in England, a 1.9% increase from the previous year. This represents record numbers of passenger journeys and vehicle miles since comparable records began in 1983.

12.6% of journeys were concessionary. Concessionary travel on light rail and trams is a relatively small proportion compared to 33% for local bus passenger journeys in England.

Taxis and Private Hire Vehicles

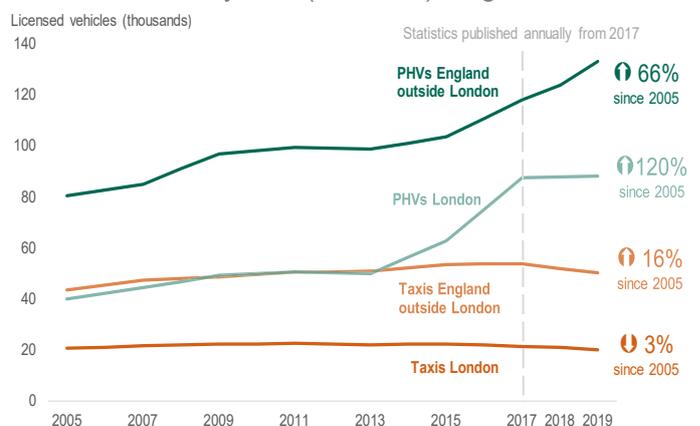
[TSGB0628](#)

In 2019, there were 291,800 licensed taxi and private hire vehicles in England, an increase of 2.5% since 2018.

On average, each person in England made 10 trips and travelled 62 miles (101 kilometres) by taxi or PHV in 2018. Over the last 10 years, the distance travelled has increased by 19%, but the number of trips has remained broadly stable.

Most people (60%) rarely use a taxi or PHV (at most twice a year), but around a quarter travel by taxi or PHV at least once a month.

Taxis and PHVs by area (thousand): England 2019



Responsible statisticians:

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rail.stats@dft.gov.uk, 020 7944 2419

[Further information and detailed statistical tables](#)



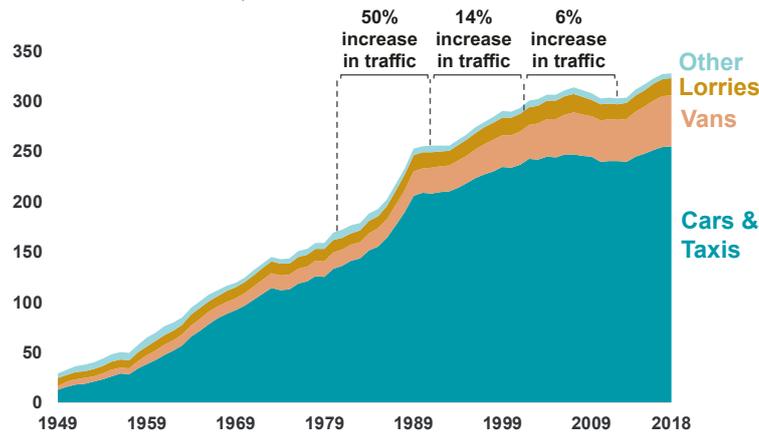
Overall, 2018 has been a stable year for conditions and traffic on the road network:

- Road length and road traffic remained at similar levels to the previous year.
- Average delay on the Strategic Road Network and local 'A' road network increased slightly to 9.4 and 47.3 seconds per vehicle per mile, respectively.
- Road condition on local roads was similar to recent years.

Road traffic trends by vehicle type

[TSGB0701](#)

Motor vehicle traffic, billion vehicle miles: Great Britain 2018



In 2018, 328 billion vehicle miles were driven on Great Britain's roads.

This is a similar level to the previous year.

Cars continue to be the main contributor to changes in traffic levels. They account for 78% of vehicle miles, followed by vans (16%) and lorries (5%).

Road length and traffic by road type

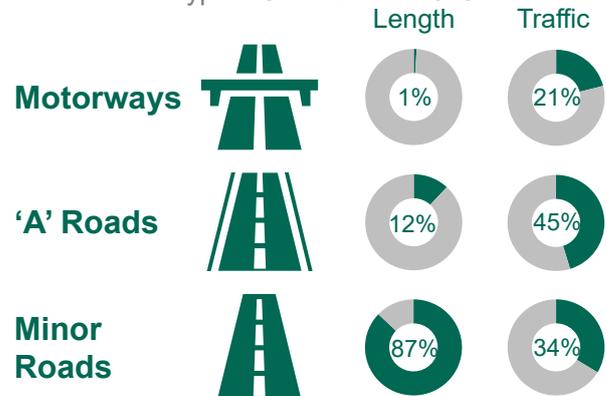
[TSGB0702](#), [TSGB0709](#)

There were 246,700 miles of road in Great Britain in 2018.

Vehicle traffic is unevenly distributed across Great Britain's road network.

In 2018, 66% of the motor vehicle miles travelled were on motorways and 'A' roads, although these comprise only 13% of the road network by length.

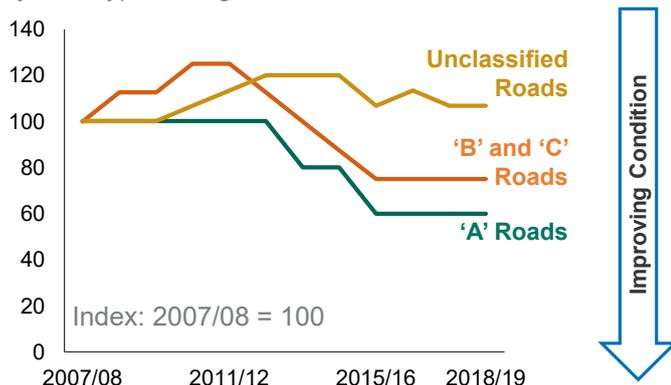
Percentage of road traffic and road length on different road types: Great Britain 2018



Road condition of local authority managed roads

[TSGB0721](#)

Proportion of LA managed roads categorised as red*, by road type in England 2018/19



The condition of local authority managed roads has remained stable in the most recent years.

In the year to March 2019, 3% of 'A' roads, 6% of 'B' and 'C' roads, and 16% of unclassified roads were categorised as red*.

*The roads categorised as 'red' are those that should have been considered for maintenance (i.e., further investigation is required).



Roads and Traffic

Congestion on the Strategic Road Network*

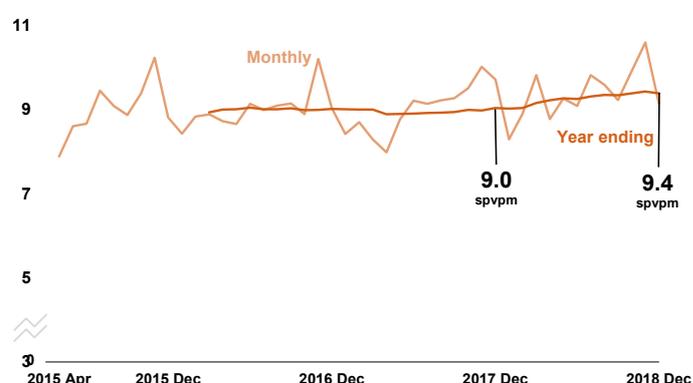
[TSGB0716a](#)

In 2018, average delay on the Strategic Road Network* was estimated to be 9.4 seconds per vehicle per mile.

This is an increase of 0.4 seconds per vehicle per mile (3.9% increase) on the previous year.

Average speed on the Strategic Road Network was 59.0 mph, down 0.6% on the previous year.

Average delay compared to free flow (seconds per vehicle per mile): England 2018

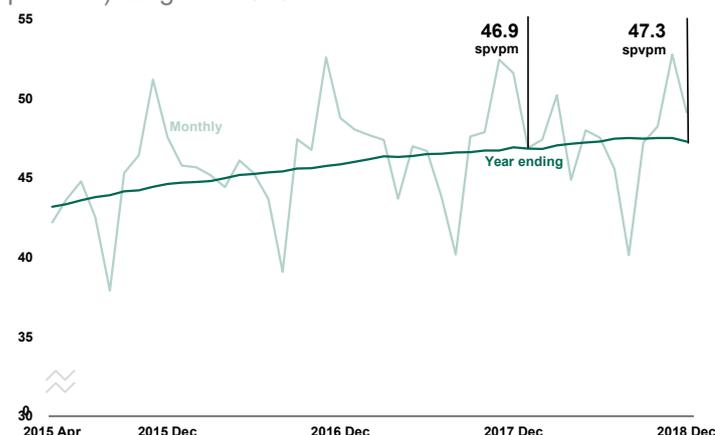


*The Strategic Road Network (SRN) is made up of the motorways and major trunk roads in England that are managed by Highways England

Congestion on Local 'A' roads in England

[TSGB0716b](#)

Average delay compared to free flow (seconds per vehicle per mile): England 2018



Average delay on local 'A' roads was estimated to be 47.3 seconds per vehicle per mile in 2018.

This is an increase of 0.4 seconds per vehicle per mile (0.8% increase) on the previous year.

Average speed on local 'A' roads was 24.9 mph, down 1.3% on the previous year.

Vehicle speed compliance

[TSGB0714-0715](#)

In 2018, under free-flowing conditions, 46% of cars exceeded the speed limit on motorways.

The proportion of cars exceeding the speed limit by more than 10 mph was much lower, at 11% on motorways, 5% on 30 mph roads and 1% on 60 mph roads.

Free flowing vehicles exceeding the speed limit on roads: Great Britain 2018

Road type	Vans	Articulated HGVs	Rigid HGVs	Cars
Motorways	47%	1%	-	46%
National Speed Limit Single Carriageways	-	20%	36%	10%
30 mph Roads	53%	42%	46%	52%

Responsible statisticians:

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 Sarah Lasher (Road length and condition)
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Helen Sleight (Road congestion)
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 Jeremy Grove (Vehicle speed compliance)
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[Further information and detailed statistical tables](#)

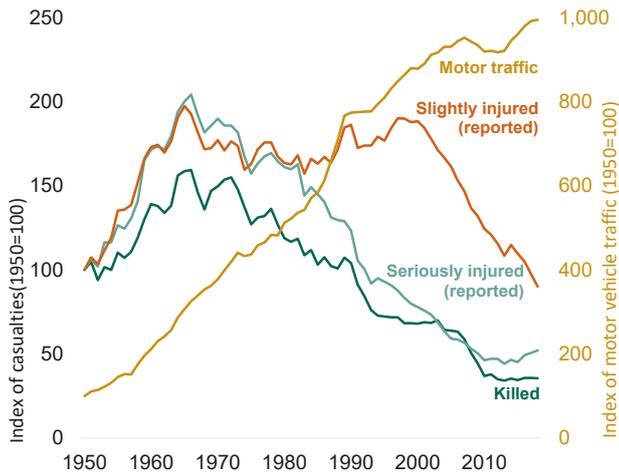


- There were 1,784 reported road deaths in 2018, similar to the level seen since 2012, which followed a period of substantial reduction in fatalities from 2006 to 2010.
- Rail is one of the safest modes of transport in Great Britain. There were no passenger fatalities as a result of a train accident in 2018-19.

Road

TSGB0801

Reported road casualties by severity and motor traffic: Great Britain, 1950 to 2018



In 2018:

- 1,784 reported fatalities**
- 25,511 reported seriously injured ***
- 133,302 reported slightly injured ***
- 328 billion vehicle miles**

Despite a continuing increase in motor traffic from 1950 to 2018, both killed and seriously injured casualties have fallen from the 1960s, and slightly injured casualties have fallen from the 2000s.

*As reported to the police. Comparisons of recent 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 show that, if all police forces were using an injury based system, there would be 28,122 seriously injured and 130,691 slightly injured casualties in 2018. The [2018 annual report](#) provides further information on this.

By road user type

TSGB0812

Car occupants remain the greatest share of fatalities on GB roads. However, cars account for around 80% of the traffic on British roads.

Vulnerable road users are usually defined as pedestrians, pedal cyclists and motorcyclists.

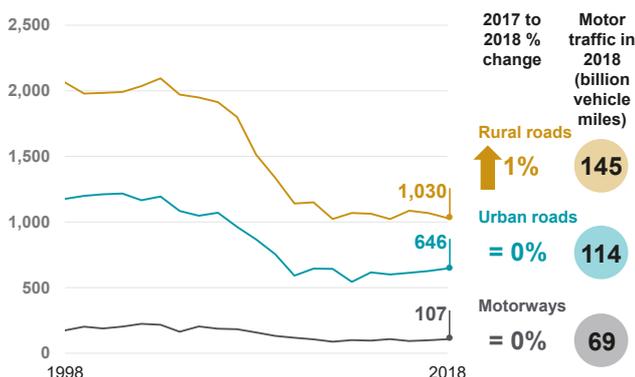
*Percentage change for other road users has been suppressed, given the underlying numbers for 'other' vehicles are smaller than other road user types. Disaggregated other road user fatalities per billion passenger miles is available through the [2018 annual report](#).

	Fatalities	% change since 2017	proportion in 2018	Fatalities per bn passenger miles
	777	↓ 1%	44%	1.8
	456	↓ 3%	26%	33.7
	354	↑ 1%	20%	119.7
	99	↓ 2%	6%	29.7
Other*	98	-	5%	

By road type

TSGB0813

Reported road fatalities by road type and motor traffic: Great Britain, 1998 to 2018



Motorways remain the safest road type across the last 10 years.

Rural roads and urban roads saw a substantial decreasing trend in fatalities to 2010, followed by stability from 2010 to 2018.

Rural roads have seen increasing traffic from 2013, whereas urban roads have remained stable.

Transport Accidents and Casualties

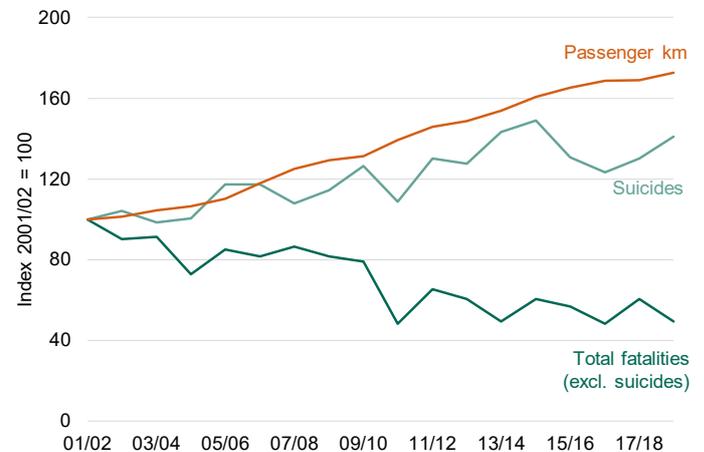


Rail Safety and Accidents

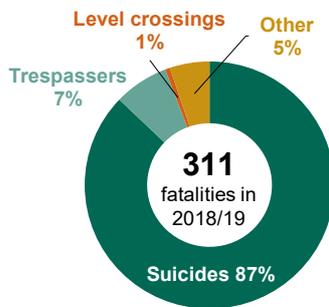
TSGB0805–0807

- Rail remains one of the safest modes of transport.
- Since 2001/02, **Non-suicide fatalities have fallen 51%**. This is despite passenger kilometres increasing by 73% over this period.
- In 2018/19, there were 40 non suicide fatalities reported (including 2 workforce, 13 passengers and 25 public).
- There have been **no workforce or passenger fatalities in train accidents since 2006/07**.

Fatalities on the national rail network: GB, 2001/02 to 2018/19



Fatalities on the National Rail network: GB, 2018/19



National Rail Passenger casualties by type: GB, 2018/19



A **passenger** is a person who intends to travel, is in the process of travelling, or has travelled.
A member of the **public** is neither a passenger or a member of the workforce, and includes trespassers and level crossing users.

- Overall, **casualties on the railway are at the lowest level** since the series began in 2001/02, with total injuries falling by 7.4% over this period.
- In 2018/19 there were 6,500 recorded passenger injuries, with fatalities making up 0.2% of these injuries.
- There was one passenger fatality for every 135 million journeys in 2018/19.

Signals Passed at Danger (SPADs)

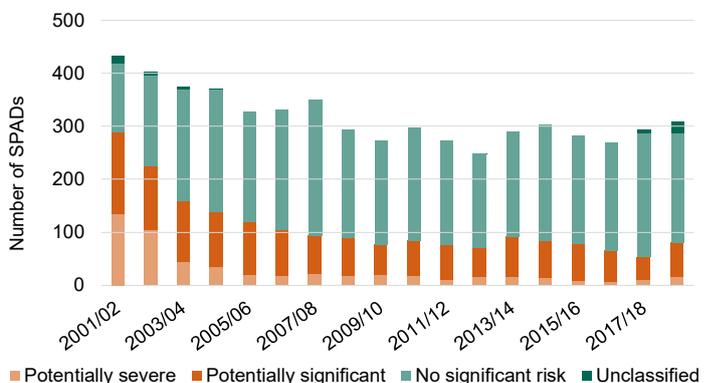
TSGB0808

A **SPAD** is when a train passes a stop signal without the authority to do so.

- There has been a long-term decline in SPADs seen over the last two decades.
- Since 2001/02, there has been a 29% fall in SPADs recorded, driven particularly by a fall in the number of SPADs classified as potentially severe/significant.
- However, more recently SPADs have increased slightly, with 5% more occurring in 2018/19 compared to the previous year.

In 2018/19: **309 SPADs**

SPADs on Network Rail controlled infrastructure



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Responsible Statisticians:

Nicholas Peluffo (Rail Safety)
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[Further information and detailed statistical tables](#)



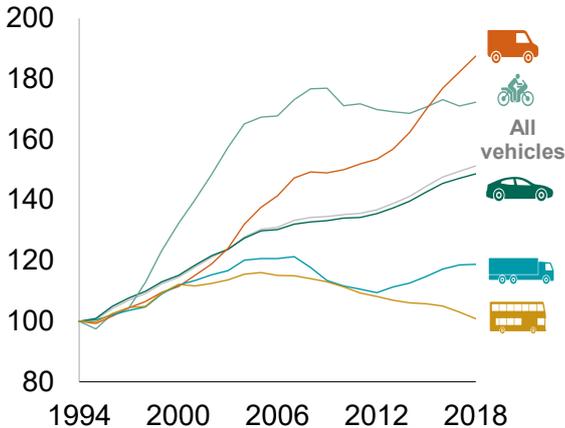
- Total vehicle stock increases steadily each year.
- Whilst cars make up the majority of the vehicle stock, light goods vehicle growth has been strongest for a number of years.
- More than three quarters of the households in England have access to at least one car or van, and the proportion of households with access to more than one has been increasing.

Licensed Vehicles

[TSGB0903](#)

Index of licensed vehicles at the end of the quarter by body type, Great Britain

Index: 1994 Q4 = 100



At the end of 2018, there were **38.2 million licensed vehicles in Great Britain**, of which 31.5 million were cars.

The total number of licensed vehicles has increased in all but one year (1992) since 1946 when there were only around 3 million vehicles. In more recent years, the total has increased by approximately 1 to 2% per year.

The number of licensed light goods vehicle (LGVs) has increased more quickly than other vehicle types over the last 20 years.

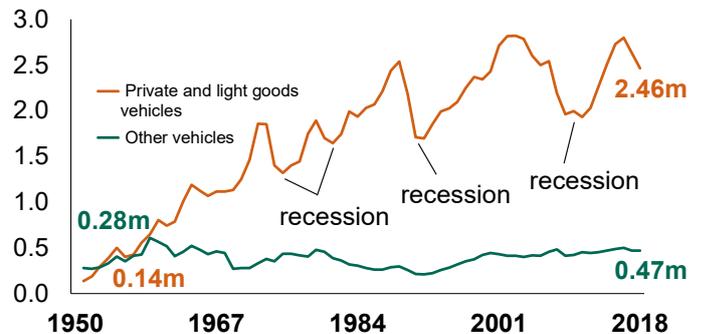
New Registrations

[TSGB0902](#), [TSGB0904](#)

During 2018, **2.9 million vehicles were registered for the first time** in Great Britain.

This was 5.5% lower than during 2017 and 11.0% lower than during 2016. However, it was similar to 2014 new registrations and still 23.7% higher than the most recent recession low point in 2009.

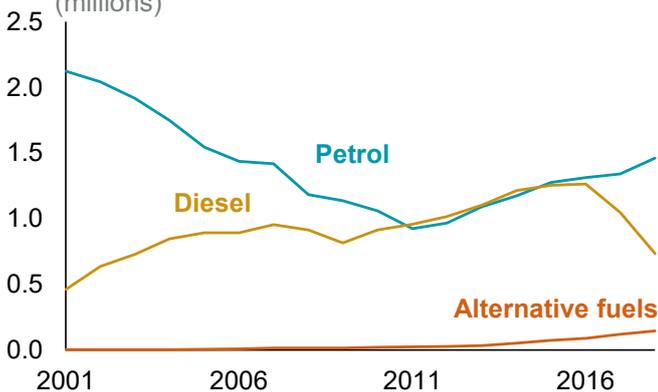
Vehicles registered for the first time by body type, Great Britain (millions)



Fuel Type

[TSGB0905](#)

Cars registered for the first time by fuel type (millions)



There was a **30% decline in the number of diesel cars being registered for the first time** in 2018 compared to 2017.

Alternative fuel vehicles have gained in popularity over the past few years.

In 2018, over 63 thousand ultra low emission vehicles (ULEVs) were registered for the first time in the United Kingdom, up 20% on 2017 and 53% on 2016 and now make up 2.2% of new car registrations.

Vehicles



MOT Tests

In 2017/18, **30.6 million MOT tests** were conducted.

The pass rates reflect all tests that resulted in a first time pass, or a pass rectified at the station (PRS).

[TSGB0908](#)

30.6 million
MOT tests

74%
Pass rate



90% motorcycle pass rate

74% car pass rate

65% van pass rate

Driving Tests and Licences

[TSGB0915](#), [TSGB0917](#)



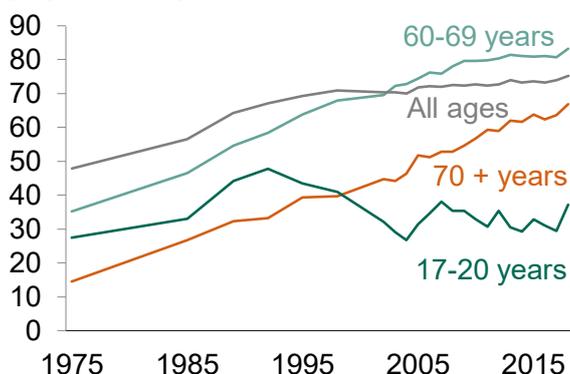
1.7 million practical car driving tests in 2017/18.

46% pass rate

43% pass

50% pass

Percentage of population holding a licence by selected age groups, England



1.7 million practical car driving tests were conducted during 2017/18, no change from 2016/17. Men pass the practical driving test at a higher rate than women, and both these rates are stable.

In 2018, there was an increase of around 8 percentage points in the proportion of men and women aged 17 to 20 who had a driving licence.

This is an unusually large year-on-year increase, but more years are required to see whether this is a developing trend of more younger people learning to drive and passing their test following decreases since the mid-1990s.

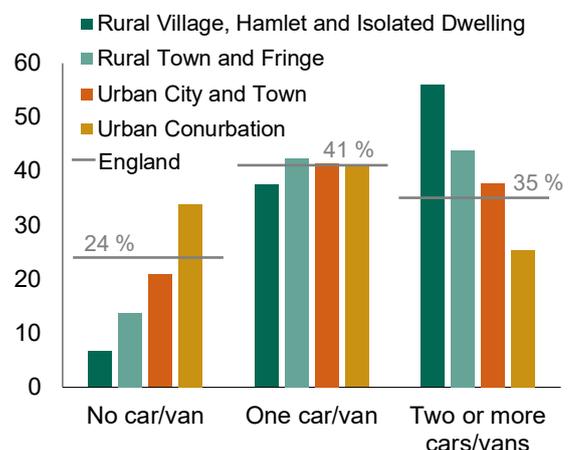
Car Ownership

[TSGB0914](#)

76% of households have access to at least one car. Furthermore the percentage of households with access to more than one car/van has increased from 8% to 35% since the early 1970s.

The cost of purchasing a motor vehicle is lower than 20 years ago, contributing to increased car ownership. The Consumer Prices Index shows that in 2018, the cost of purchasing a motor vehicle was 9% less than in 1998 in real terms.

Percentage of households with access to a car or van by rural/urban classifications: England 2017/18



[Further information and detailed statistical tables](#)

Responsible statistician: Stephen Reynolds
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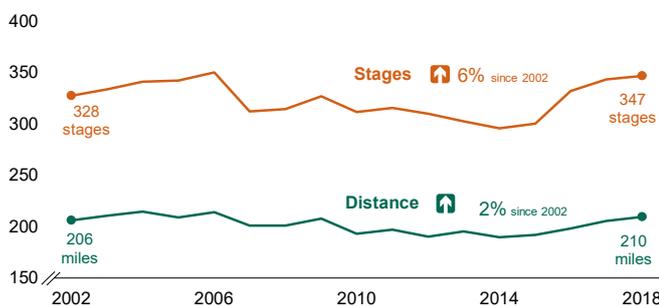


- People have walked more often and further distances over the last three years, following a period of decline.
- Nearly all (97%) local authorities had at least 60% of their adult population walking at least once per week.
- The average number of miles cycled has generally increased over time, but the number of cycling trips has remained flat over the same period.

Walking trips and distance

[TSGB1109](#)

Average number of stages and miles walked per person per year: England, 2002 to 2018



In 2018:

347 walking stages were made on average per person, an increase of 6% since 2002.

210 miles was the average distance a person walked. This was 2% higher than in 2002.

The proportion of adults walking at least once per week in England increased from 68% in 2015-16 to 70% in 2017-18

Stages: Trips consist of one or more stages. A new stage is defined when there is a change in the mode of transport.

Cycle trips and distance

[TSGB1109](#)

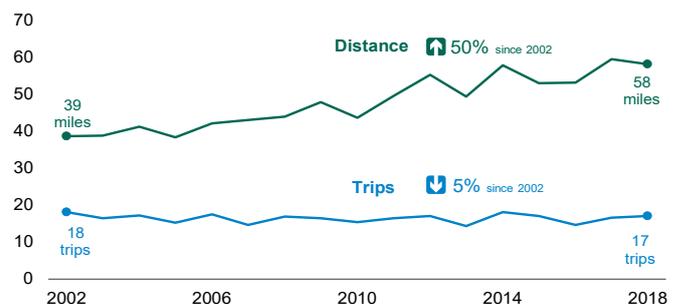
In 2018:

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

58 miles was the average distance people cycled. This was 50% higher than in 2002.

The proportion of adults cycling in England at least once per week fell slightly from 12% in 2015-16 to 11% in 2017-18

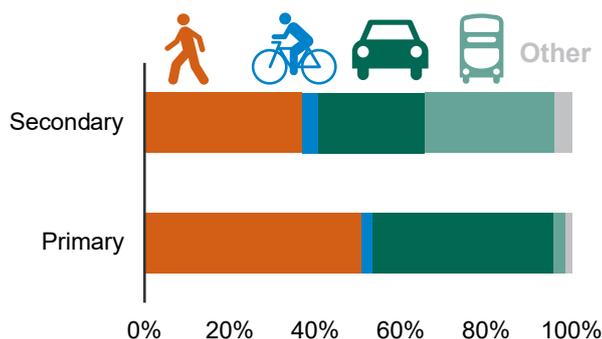
Average number of trips and miles cycled per person per year: England, 2002 to 2018



Travel to school

[TSGB1108](#)

Usual mode of travel to school by age group: England 2018



In 2018, 51% of primary school children usually walked to school, similar to previous years, while 37% of secondary school children did so, a decrease from 45% in 2002.

3% of children cycled to school, this proportion has remained between 2% and 3% since 2002. Secondary children cycled to school more: 4% compared to 3% for primary school children.

Walking and Cycling



Walking frequency

Nearly all local authorities had at least 60% of their adult population walking at least once a week in 2017/18.

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* (83%) and Richmond upon Thames (83%).

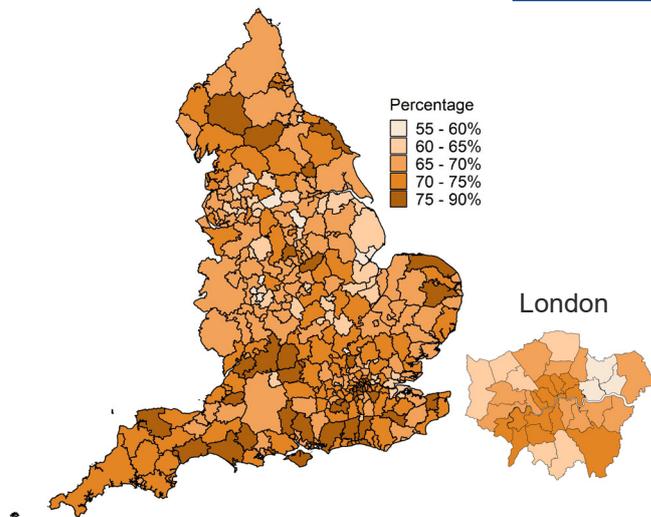
55% of adults in Pendle

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.

Proportion of adults walking at least once a week by Local Authority: England 2017/18

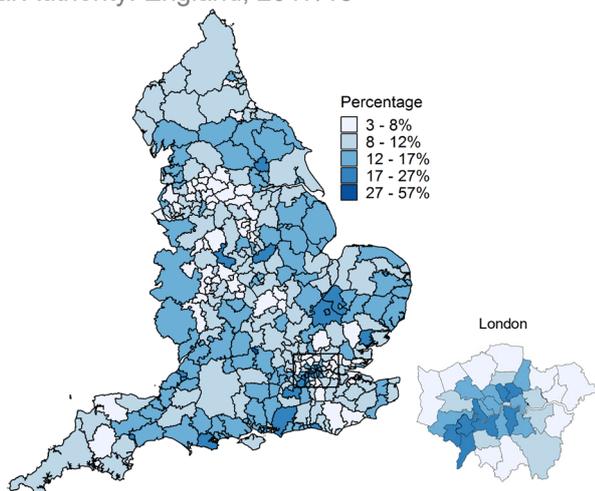
[TSGB1112](#)



Cycling frequency

Proportion of adults cycling at least once a week by Local Authority: England, 2017/18

[TSGB1111](#)



Nearly all local authorities had less than 20% of their adult population cycling at least once a week in 2017/18. Only 15 authorities had more than 20%.

57% of adults in Cambridge cycled at least once a week - by far the highest rate in England. This was followed by Oxford (39%) and Isles of Scilly* (35%).

3% of adults in Havering cycled 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

[TSGB1110](#)

In 2018:

456 pedestrian deaths

Fatalities remained broadly constant between 2010 and 2018.

99 pedal cycle deaths

Fatalities are similar to the levels seen since 2008.

6,793 pedestrians killed or seriously injured* (KSIs)

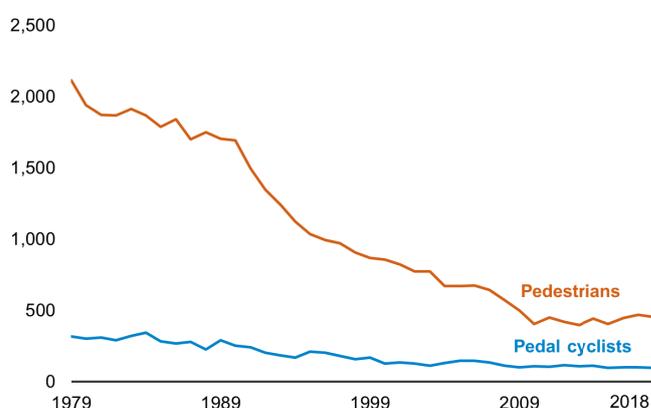
which is 23% of all KSIs*.

4,205 pedal cycle KSIs*

which is 14% of all KSIs*.

*adjusted

Reported fatalities: Great Britain 1979 to 2018



[Further information and detailed statistical tables](#)

Responsible statisticians:

Pat Kilbey / Julie Sullivan

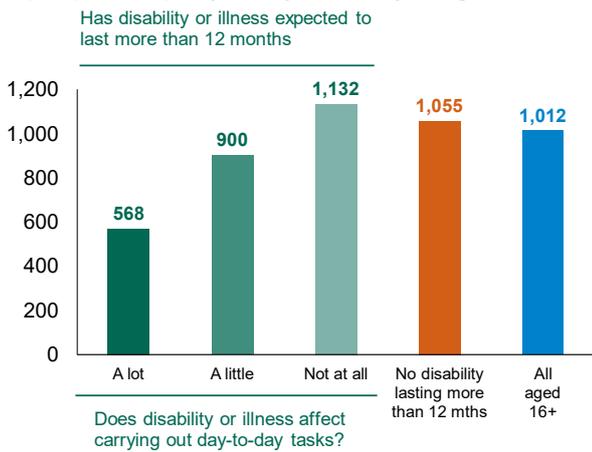
subnational.stats@dft.gov.uk, 020 7944 3077



- In 2018, the average number of trips per year made by adults was lower for disabled people than for non-disabled people.
- Disabled people were more likely to be a passenger in a car for their trips than non-disabled people. They were also less likely to be a car driver.
- There were 2.29 million Disabled Parking Badges (Blue Badges) held in March 2019, and 930,000 disabled concessionary bus passes.
- 99% of local buses were disability accessible in March 2018.

Travel by people with disabilities

Trips per person per year by disability: England, 2018



In 2018:

[TSGB1201](#)

The average number of trips made by adults was lower for disabled people than for non-disabled people.

568 trips per adult per year were made by people with a disability expected to last more than 12 months and that affected their ability to carry out day-to-day tasks a lot.

1,055 trips per adult were made by people without a long-term disability.

Travel mode by people with disabilities

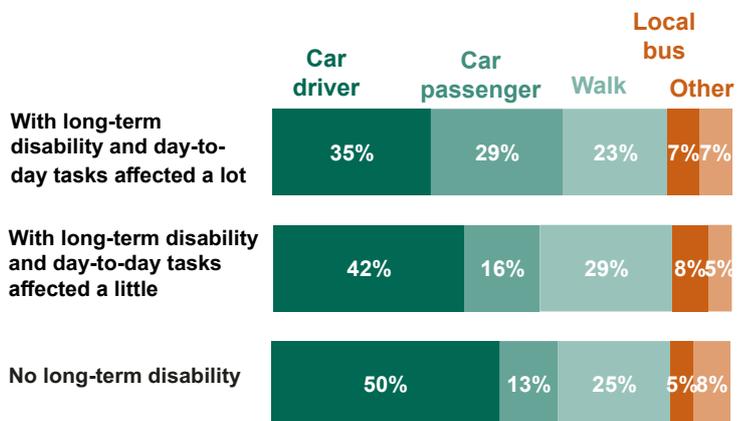
In 2018:

[TSGB1201](#)

50% of trips by people with no long-term disability were as a car driver, compared to 35% of trips by people with a long-term disability that affected day-to-day tasks a lot.

A higher proportion of trips by disabled people were as a car passenger. Overall though, disabled and non-disabled people made a similar proportion of their trips by car.

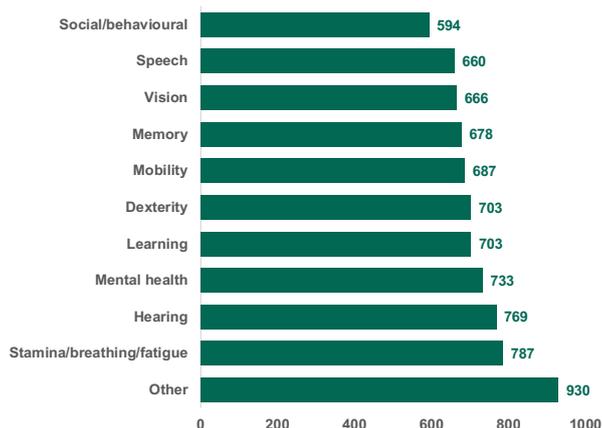
% of all trips by different modes of travel: England, 2018



Travel by people with different impairments

Trips per person per year by impairment, England: 2018

[TSGB1202](#)



In 2018:

594 trips per adult per year were made by people with a social or behavioural impairment.

This compares to 687 trips per person by people who had a mobility impairment and 787 trips per person per year by people who had stamina or breathing impairments.

Transport and Disability



Disabled parking badges (Blue Badges)

[TSGB1204](#)

In 2019:

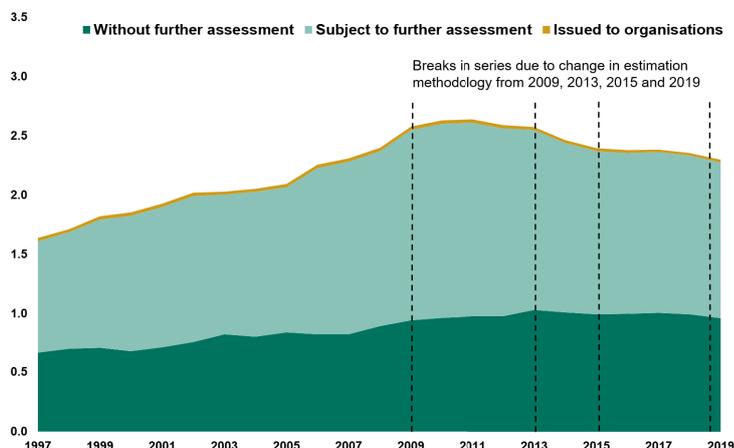
2.29 million Blue Badges held in England as at 31 March, a decrease of 59,000 Blue Badges (2.5%) since 2018.

4.1% of the population held a Blue Badge, similar to the previous year.

There were 1,432 prosecutions for misuse of Blue Badges between April 2018 and 31 March 2019, an increase of 17.9%

The number of Blue Badges held at 31 March 2019 may be a slight underestimate due to changes to the Blue Badge Improvement database.

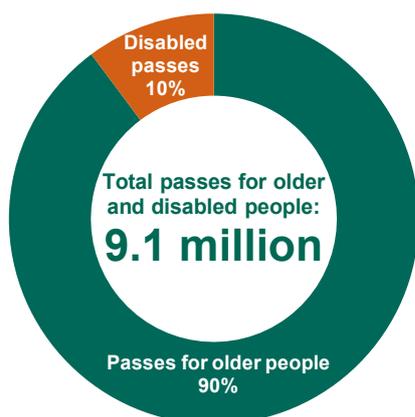
Blue badges held (millions): England, annually since 1997



Concessionary older and disabled bus passes

[TSGB0627](#), [TSGB1208](#)

Passes on issue: England 2019



2018/19:

9.1 million older and disabled concessionary travel passes held in London and metropolitan areas.

930,000, 10% of total passes were disabled passes. In London and metropolitan areas, the proportion of disabled passes was higher (15% and 13% respectively). In non-metropolitan areas, it was lower (8%).

861 million older and disabled concessionary journeys, 94 per pass.

Public transport: accessibility for disabled people, in 2018/19:

[TSGB1206](#), [TSGB1207](#)

56% of taxis¹ in England and Wales were wheelchair accessible.

99% of local buses in Great Britain were disability accessible.

88% of rail units in Great Britain were accessible.

1. Excludes Private Hire Vehicles

Percentage fully accessible vehicles: Great Britain (buses, trains); England and Wales (taxis)



56% March 2019

^ 2 percentage points since 2005



99% March 2018

^ 71 percentage points since 2005



88% December 2018

^ 10 percentage points since 2017

[Further information and detailed statistical tables](#)

Responsible statisticians:

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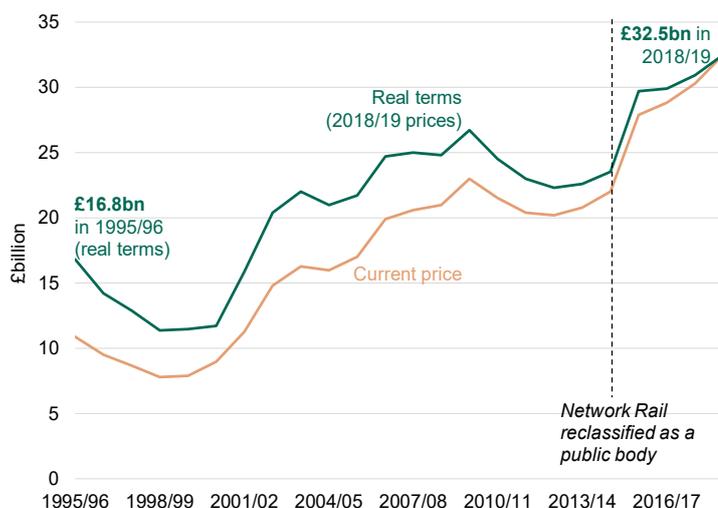


- In real terms, public sector expenditure on transport is at the highest level since the time series began, with recent spend on HS2 driving year-on-year increases.
- Meanwhile, weekly household expenditure on transport has fallen slightly, though it continues to make up the largest category of household spend, exceeding housing, fuel and power, and recreation and culture.
- Despite the fall in weekly household expenditure, the price of transport to the consumer continues to grow faster than the overall cost of goods and services.

Total public sector transport expenditure

[TSGB1301](#)

Public sector transport expenditure: UK, 1995/96 to 2018/19



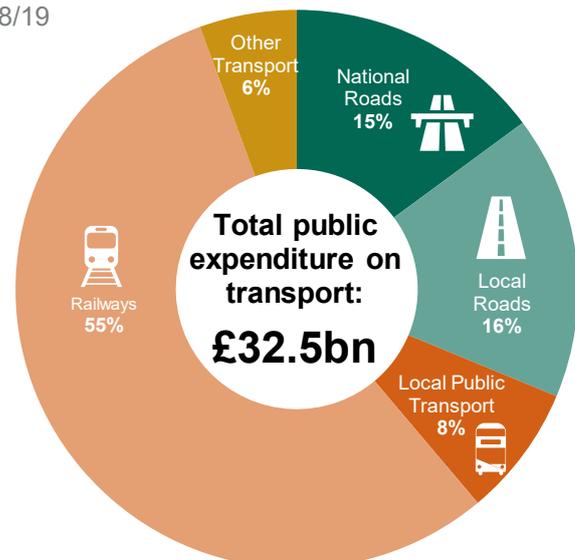
- In real terms, public sector expenditure on transport in the UK has almost doubled since 1995/96.
- In 2018/19, **£32.5bn of public expenditure** was spent on transport.
- Public spend on transport **increased by £1.6bn in real terms** compared to 2017/18. This represents a 5% increase.
- Two thirds of public sector transport expenditure is Central Government spend, with the remaining spend being made by Local Governments and Public Corporations.

Public sector transport expenditure by mode

[TSGB1302–1304](#)

- Spend on railways made up the largest proportion of all public sector transport spend.
- In 2018/19, there was **£18.1bn of public expenditure on railways**, an increase of 12% (£1.9bn) nominally compared to 2017/18. This was driven particularly by increasing HS2 spend.
- **Spend on roads totalled £10.2bn** (including both national and local road spend) in 2018/19. This represent a slight nominal increase of £0.1bn compared to the previous year.
- Public spend on transport is primarily capital spend (almost two thirds), reflecting the large proportion of infrastructure investment.
- However, current (resource) expenditure saw a large increase in the latest year, driven by increased Central Government support to rail services.

Public sector transport expenditure by mode: UK, 2018/19



Public sector transport expenditure by type: 2018/19



Transport Expenditure

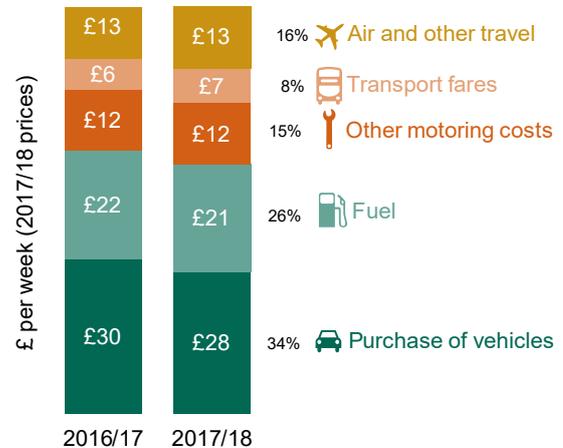


Average UK household expenditure on transport

[TSGB1306](#)

- In 2017/18, spend on transport made up **14% of all weekly household expenditure**, making it the largest category of spend.
- The average UK household spent **£81 per week on transport** in 2017/18, three quarters of which were costs associated with motoring.
- Compared to 2016/17, weekly household expenditure on transport has fallen slightly in real terms (by £2), driven by a 5% fall in motoring spend.

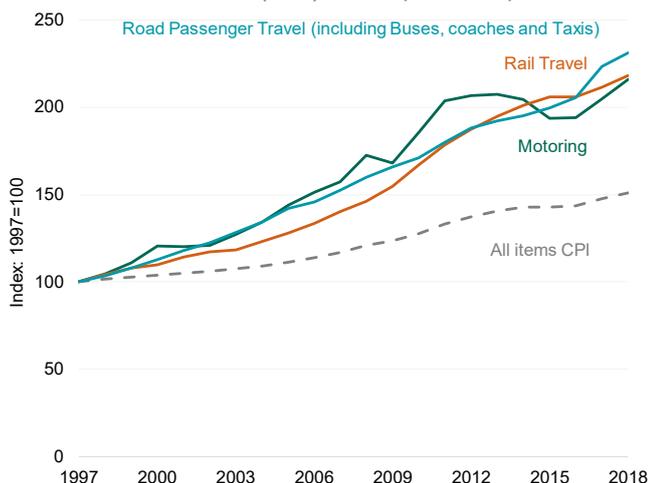
Household transport expenditure: UK, nominal prices



The price of travel

[TSGB1307–1309](#)

Consumer Price Index (CPI): Transport components



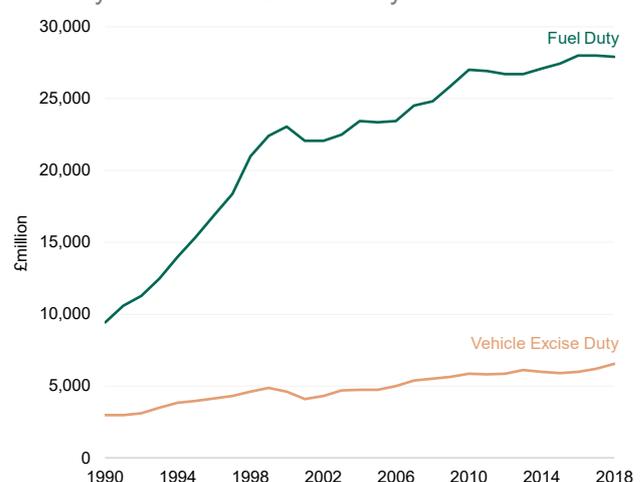
- Since 1997, the **cost of travel across all modes has risen faster than the overall cost** of goods and services.
- The cost of passenger transport by road (which includes buses, coaches and taxis) has increased most, by 131% since 1997.
- Increases in motoring costs over the last two decades have been particularly driven by increases in the cost of fuel and maintenance, whilst the cost of purchasing a vehicle has fallen slightly.

Transport taxes

[TSGB1310–1311](#)

- Between 1990 and 2010, **total fuel duty almost tripled**. In the years since, growth has slowed and since 2016 fuel duty has fallen slightly.
- This recent trend has been driven by a slowdown in growth of diesel fuel duty, whilst revenue from petrol fuel duty has fallen each year since 2009.
- Reaching £6.5 billion in 2018, **Vehicle Excise Duty has grown steadily over the last three decades**.

Fuel Duty and Vehicle Excise Duty: 1990 to 2018



[Further information and detailed statistical tables](#)

Responsible statistician: Nicholas Peluffo
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Transport Statistics Users Group

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

- Traffic calming
- Active travel
- Aviation emissions
- The regulation of statistics
- Freight statistics
- High speed rail

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

CLIP Transport Statistics

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 representatives from Local Authorities (Combined Authorities, Shire Counties and Unitary Authorities) and DfT.

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.

Membership of the group:

Julie Sullivan/Pat Kilbey (job-share)
(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)

Steve Berry (Local Roads, Light Rail
and Cableways)

Dave Gillet (Local Economics)

Lee Sambrook (Local Transport
Funding & Investment Strategy)

Hannah Bishop (Buckinghamshire)

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)

Christopher Storey (Transport For The North)

David Kinloch (Leeds)

For further information contact:

Paul Syron, DfT (Secretary) 020 7944 3077

Scottish Government - Transport Scotland

Transport Publications

Scottish Transport Statistics

Transport and Travel in Scotland

Reported Road Casualties Scotland

Key Reported Road Casualties Scotland

Available from: <https://www.transport.gov.scot/our-approach/statistics>

General enquires on Scottish Transport Statistics:

Transport Statistics Branch

Transport Scotland

Victoria Quay

Edinburgh

EH6 6QQ

Phone: +44 (0)131 244 7256

E-mail: transtat@transportscotland.gov.uk

Internet: <https://www.transport.gov.scot/our-approach/statistics>

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

Welsh Government

Cathays Park

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E-mail: stats.transport@gov.wales

Internet: <https://statswales.gov.wales>

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Department for Infrastructure

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BT2 8GB

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E-mail: ASRB@nisra.gov.uk

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