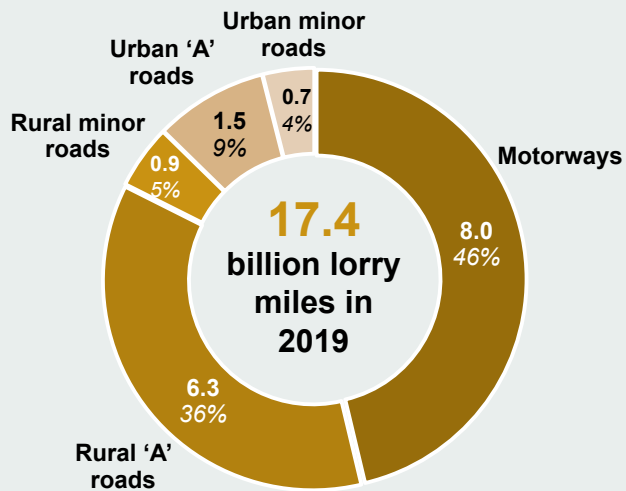




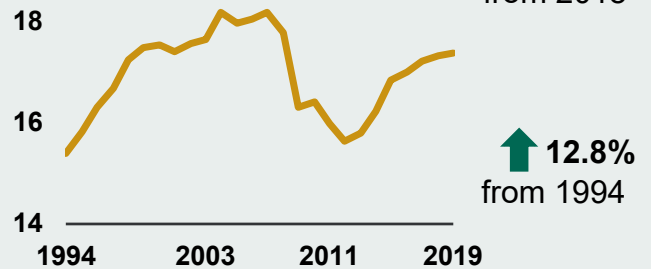
# Lorries (Heavy Goods Vehicles)

In 2019 lorries travelled 17.4 billion vehicle miles, remaining broadly stable (increasing slightly by 0.3%) compared with 2018.

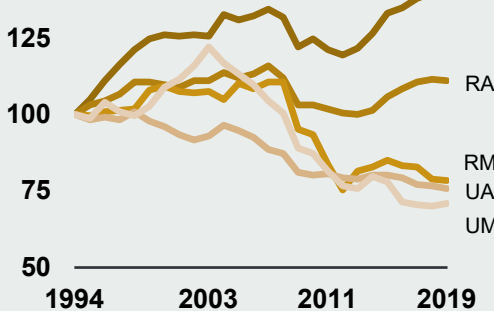


## 5% of motor vehicle traffic

20 Trend in lorry traffic, 1994 - 2019 (billion miles)



150 Index of lorry miles, by road type (1994 = 100)



Change in lorry 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	↑ 11.2%	↑ 9.8%	↓ -5.1%	↓ -5.6%	↓ -11.2%
From 10 years ago	↑ 15.4%	↑ 7.8%	↓ -17.3%	↓ -6.6%	↓ -20.5%

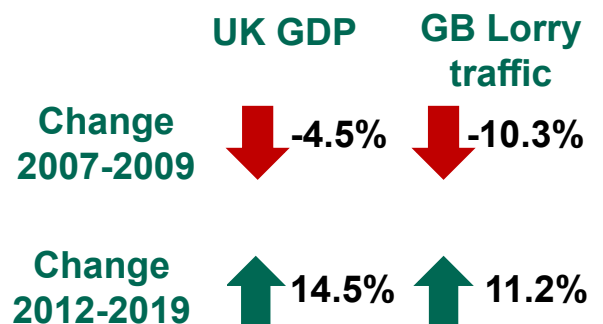
Lorry traffic remained broadly stable (increasing slightly by 0.3%) between 2018 and 2019.

Lorry traffic increased on motorways in 2019, was broadly stable on rural roads and decreased on all other road types, continuing the general trend in recent years. Lorry traffic on motorways reached a new peak in 2019, of 8.0 billion vehicle miles. Motorways carry 46% of all lorry traffic in Great Britain; together, motorways and rural 'A' roads carry 82% of lorry traffic.

## Factors affecting trends in Lorry traffic

In recent years, lorry traffic appears to be closely correlated with changes in the economy.

This can be seen in general terms by comparing the index of Gross Domestic Product (GDP) with lorry traffic (right). Both GDP and lorry traffic fell sharply during the 2008 recession, and have grown sharply since 2012.



## Longer term trends

A key factor in understanding trends in lorry traffic over the longer term is that lorries comprise of a wide range of differently sized vehicles, able to carry differing quantities of goods.

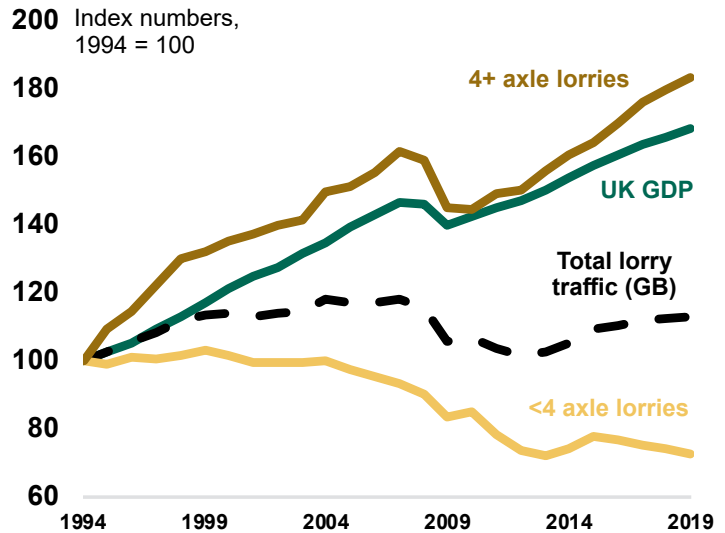
Between 1994 and 2019 trends in lorry traffic differed markedly between different vehicle sizes. Traffic of lorries with four or more axles was 83% higher in 2019 than 25 years ago, whereas for lorries with less than four axles it had fallen by 28%.

The statistics from DfT's annual freight survey show a similar trend, presenting freight transport by gross vehicle weight. Between 1994 and 2019, heavier lorries (weighing >33 tonnes) moved an increasing proportion of goods by road (77% in 2019 compared to 60% in 1994).

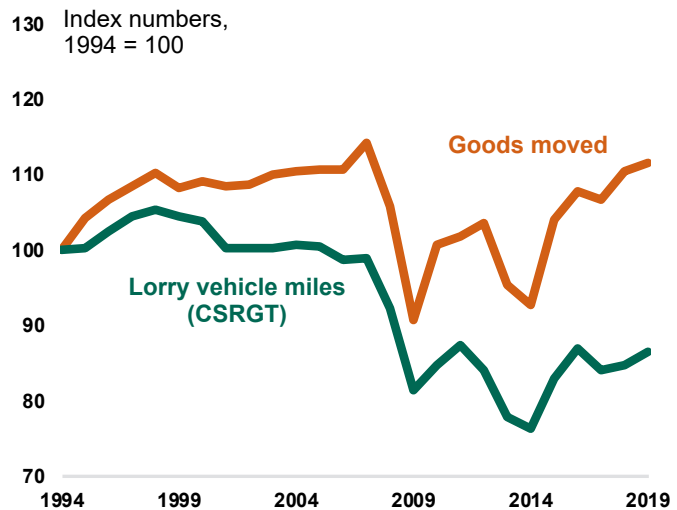
As a result, road freight in lorries is now more concentrated in heavier lorries than in the past, and fewer vehicle miles are being driven to transport the same weight of goods.

It could also partly explain the different trends in lorry traffic by road types. Freight is likely moved more efficiently by larger lorries on major roads, than on narrow or busy minor and urban roads. It is also possible that vans are being used to perform work previously carried out by smaller lorries (see page 9).

Indices of Gross Domestic Product (GDP) and lorry traffic, 1994-2019



Goods moved and vehicle miles travelled by GB registered lorries in the UK, 1994 - 2019



### Lorry Definition



**Heavy Goods Vehicle (HGV; a.k.a. lorry)** Goods vehicles over 3.5 tonnes gross vehicle weight, including both articulated and rigid body types.

### Goods lifted and goods moved

**Goods lifted** refers to the total weight of freight transported in a load, measured in **tonnes**.

**Goods moved** is defined as the weight of goods in each load multiplied by the distance the load is transported, measured in **tonne miles** or **tonne kilometres**.

### Data Source

The figures for HGV activity on this page come from DfT's [Continuing Survey of Road Goods Transport](#) (CSRGT) for British registered HGVs. It provides information on weight of goods lifted and moved by vehicle type and commodity type.