

Transport Statistics Great Britain 2013



Department
for Transport



People walk on average 181 miles per year



Rail passenger journeys have more
than doubled since privatisation 1994/95



The average journey to
work took 28 minutes



0.5 billion tonnes of freight handled by
UK sea ports, 200 times that of airports



1.4 million people employed in the
UK Transport and Storage sector

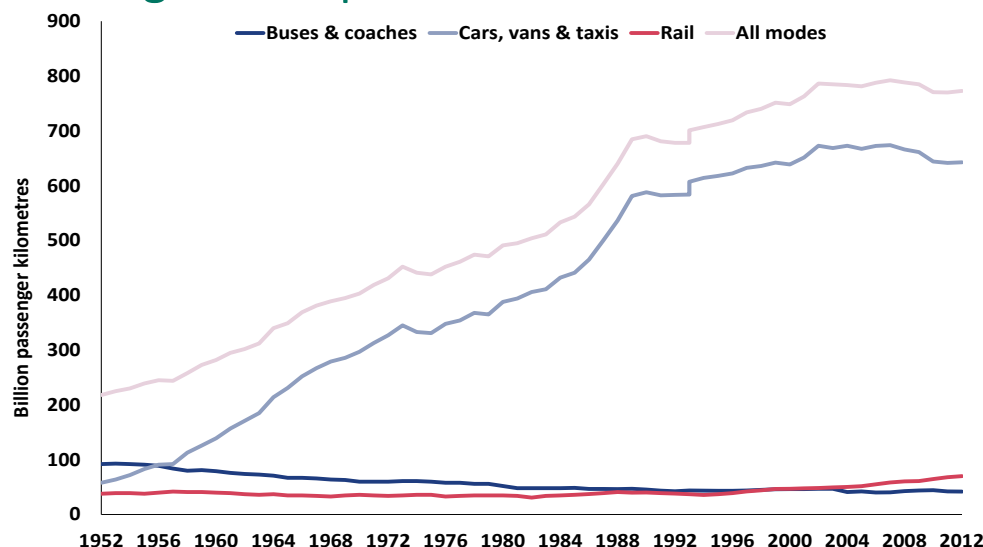
Transport Statistics Great Britain 2013

Modal Comparisons



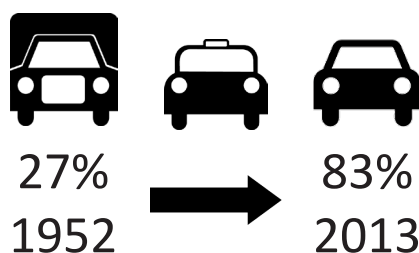
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Passenger Transport



- Long term increase in distance travelled across most modes.
- Mainly due to increased travel by cars, vans and taxis.
- Distance travelled has slowed in recent years and seen small falls since 2007.

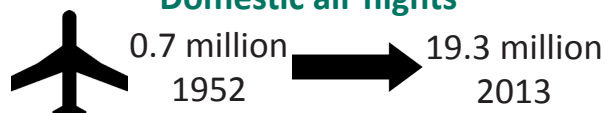
Proportion
of distance
travelled by
cars, vans &
taxis



Further information:

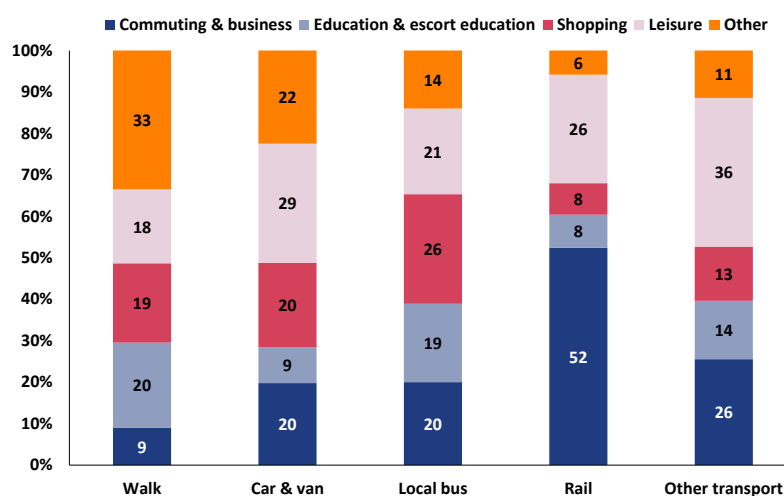
Statistical tables on **passenger transport** are available from [TSGB0101 to TSGB0102](#)

Domestic air flights

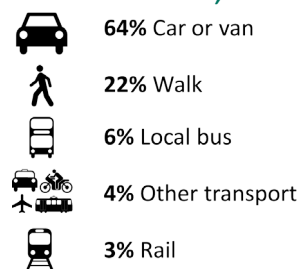


Personal Travel

Trips by main mode and purpose: GB 2012



How we travelled in 2012, of all trips:



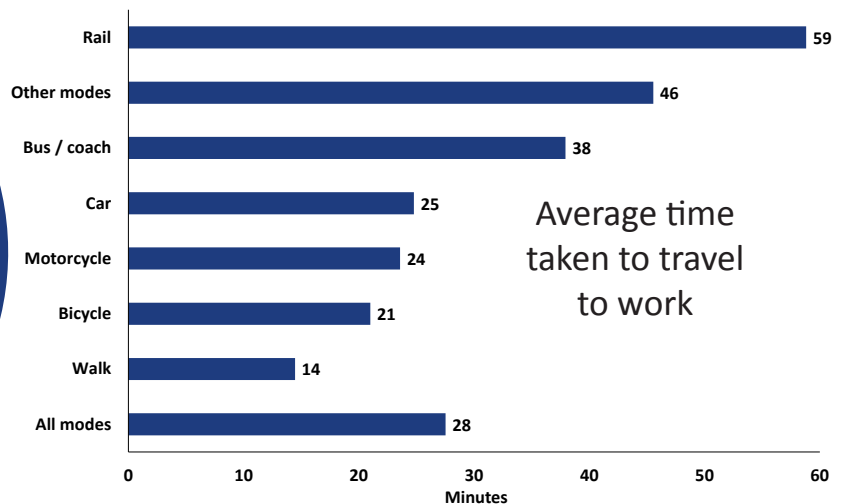
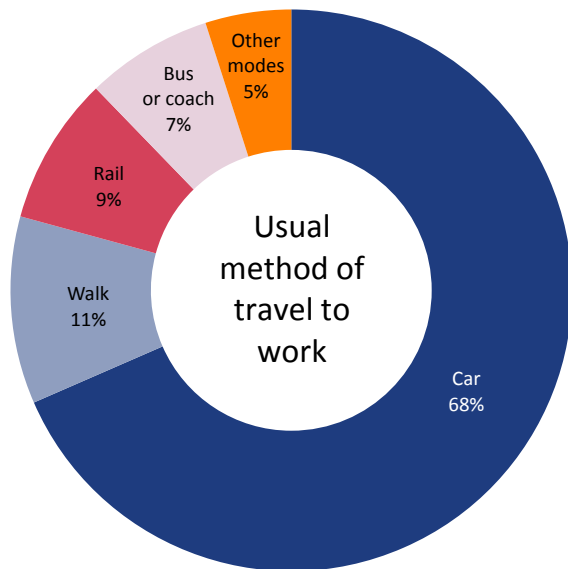
Further information:

Statistical tables on **personal travel** are available from: [TSGB0103 to TSGB0105](#). More detailed information can be found in the [National Travel Survey](#).

Further data are available on Modal comparisons, including:

- Passenger transport and personal travel: mode, distance, purpose, casualty rates and travelling in London during the morning peak: [TSGB0101-07](#)
- Travelling to work: [TSGB0108-12](#)
- Overseas travel: [TSGB0113-15](#)
- Transport related employment: [TSGB0116](#)

Travelling to work in Great Britain: October to December 2012

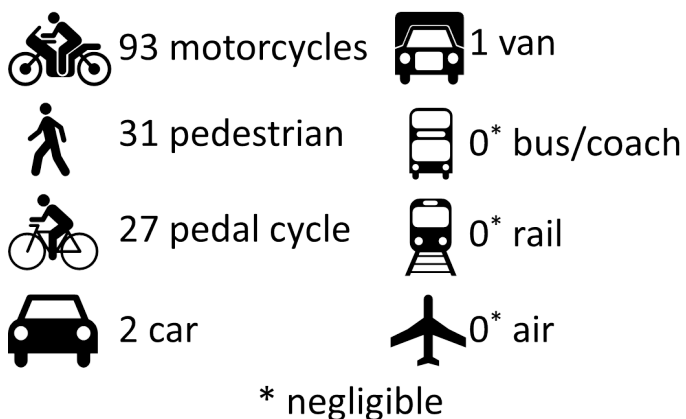


Further information:

Statistical tables on **travelling to work** from the **Office for National Statistics, Labour Force Survey** are available from: [TSGB0108 to TSGB0112](#)

Passenger Casualty rates

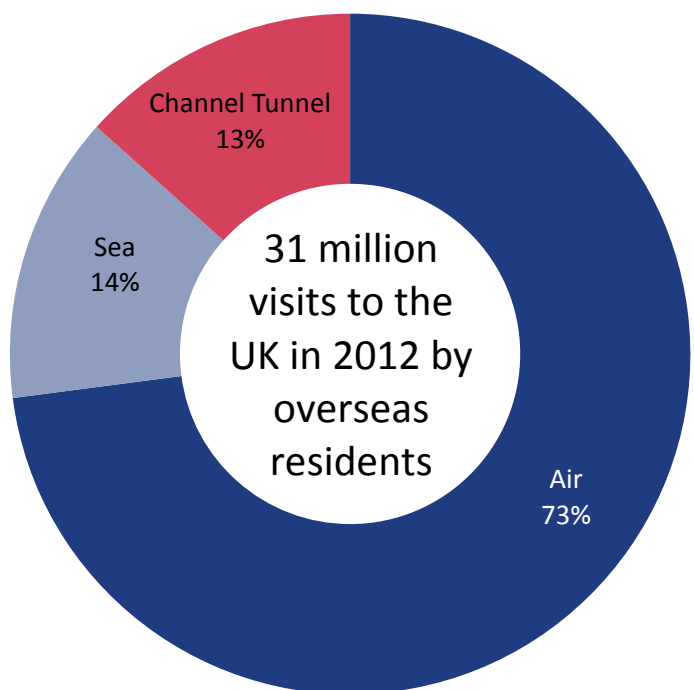
Fatality rates by mode per billion passenger kilometres: 2003 - 2012 average



Further information:

Statistical tables on **passenger casualty rates** are available from [TSGB0107](#)

Overseas Travel



Further information:

Statistical tables on **overseas travel** are available from [TSGB0113 to TSGB0115](#)

Further information and detailed statistical tables: Modal Comparisons statistics

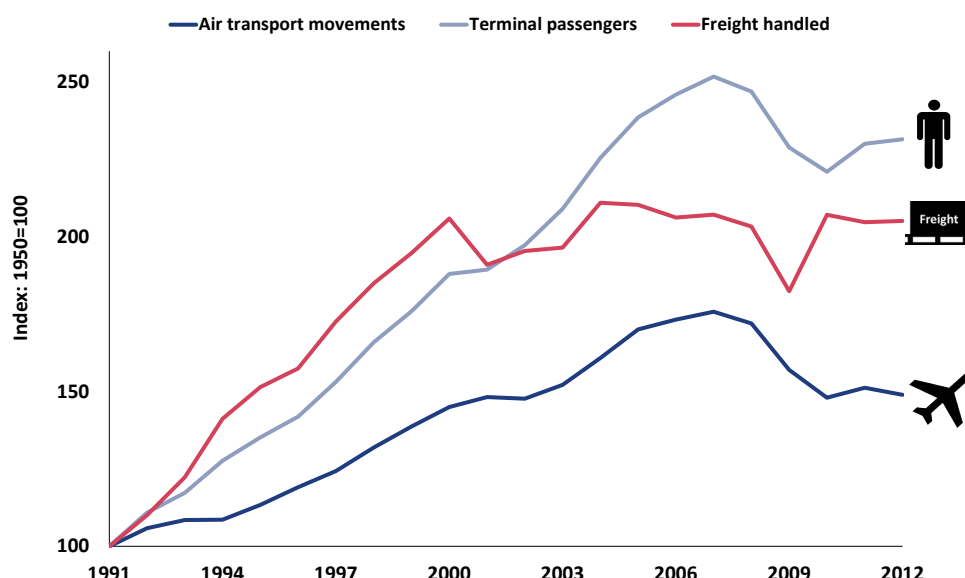
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Trends in air traffic at UK airports



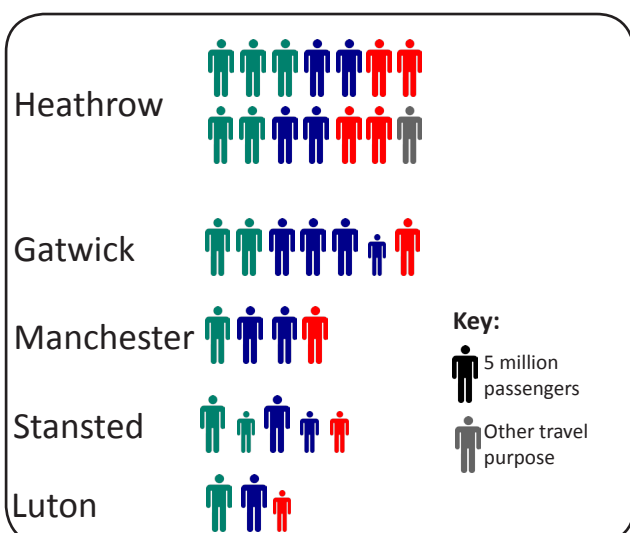
- Total air traffic at UK airports in 2012 was similar to 2011; passenger numbers increased by 0.6%, air transport movements fell by 1.5% and freight increased by 0.2%
- Passenger numbers are still 8% below the peak in 2007.

Further information:

Statistical tables on [air traffic at UK airports](#) are available from: [AVI0101-02](#)

Air passengers at UK airports

- In 2012, Heathrow handled 70 million terminal passengers, 32% of the total at all UK airports and more than twice as many as the next largest airport, Gatwick (34 million).
- It was also the busiest airport in the world in terms of international passengers.



- **Visiting friends/relatives** is the most common purpose of travel at Heathrow, Stansted and Luton
- **Holiday** is the most common purpose at Gatwick and Manchester.
- **Business accounts** for 30% of passengers at Heathrow, which handles more business passengers than the next 4 largest airports combined.

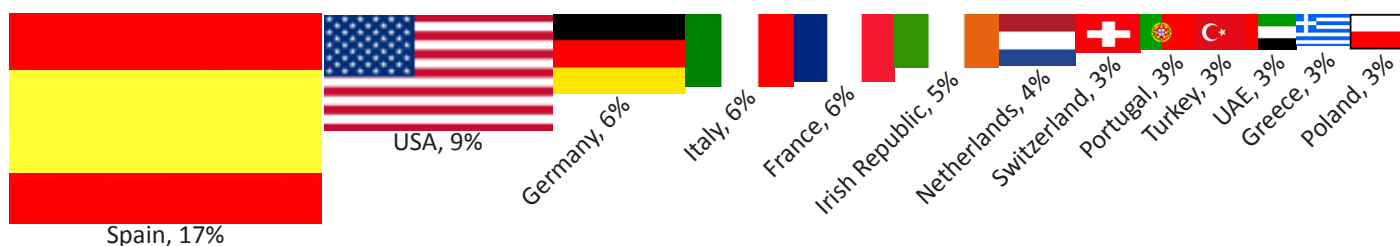
Further information:

Statistical tables on [passenger characteristics](#) are available from: [AVI0106-08](#)

Further data are available on Aviation, including:

- Activity at UK airports, including punctuality and passenger characteristics: [AVI01](#)
- Activity of UK airlines: [AVI02](#)
- Major airports and airlines worldwide: [AVI03](#)
- Casualties caused by aviation accidents and Air proximity incidents: [AVI04](#)

International passenger movements at UK airports, 2012



- In 2012, nearly three-quarters (72%) of international passenger movements at UK airports were to/from other European countries.
- Spain was the most popular country origin/destination for passengers at UK airports, accounting for 17% of international movements, followed by the USA (9%).

Further information:

Statistical tables on [international passenger movements](#) are available from: [AVI0105](#)

Trends in activity by UK airlines



- In 2012 UK airlines uplifted 134 million passengers worldwide, a record number and an increase of 25% compared to 2002.
- Average seat occupancy on UK airlines has increased slightly since the recession, from 79% in 2007-2008 to 83% in 2012.

Further information:

Statistical tables on [UK airlines](#) are available from: [AVI0201-02](#)

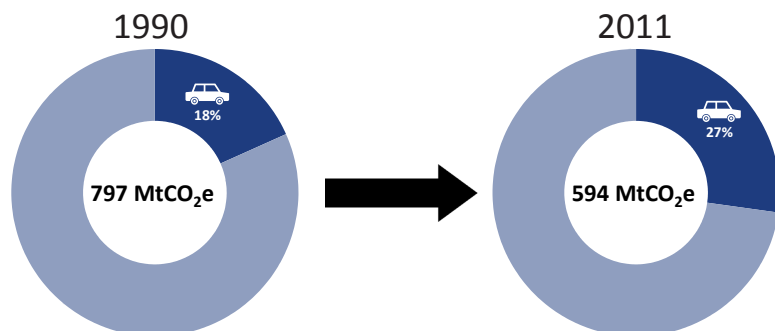
Further information and detailed statistical tables: Aviation statistics

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UK greenhouse gas emissions

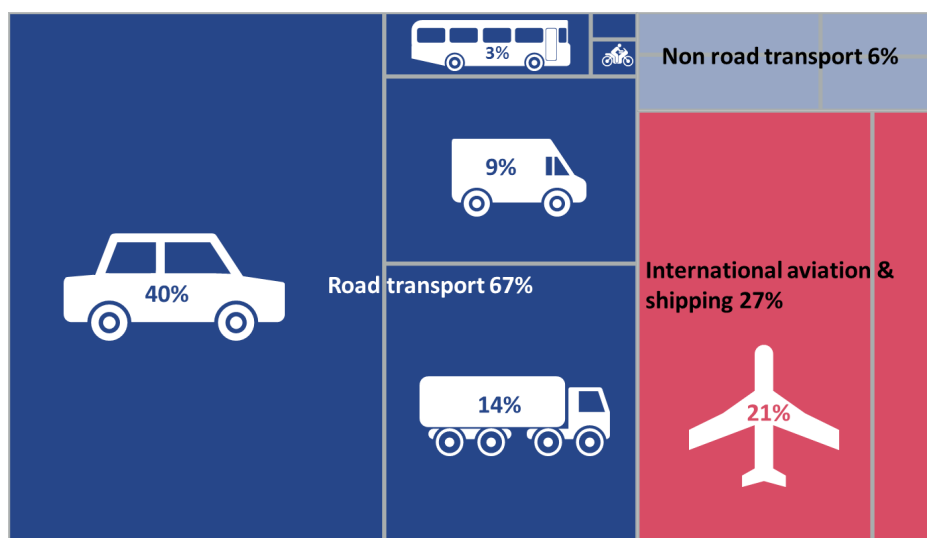


- In 2011, total UK greenhouse gas (GHG) emissions were 593.6 million tonnes of carbon dioxide equivalent (MtCO₂e), 26% lower than in 1990.
- Total transport GHG emissions were 161.3 MtCO₂e and made up 27% of the total.

Further information:

Statistical tables on total **greenhouse gas emissions from transport** are available from: [ENV0401](#)

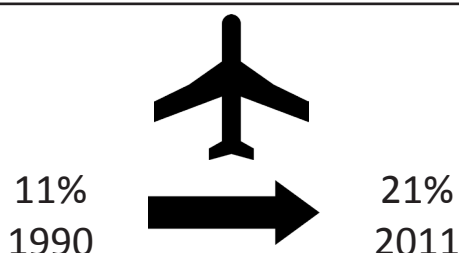
UK transport greenhouse gas emissions by mode: 2011



- In 2011, road transport was the largest contributor to total transport GHG emissions (67% of the total).
- Cars and taxis contributed the most of any transport mode (40% of total).

*Non road transport consists mainly of domestic aviation and shipping and rail.

International aviation's share of transport emissions



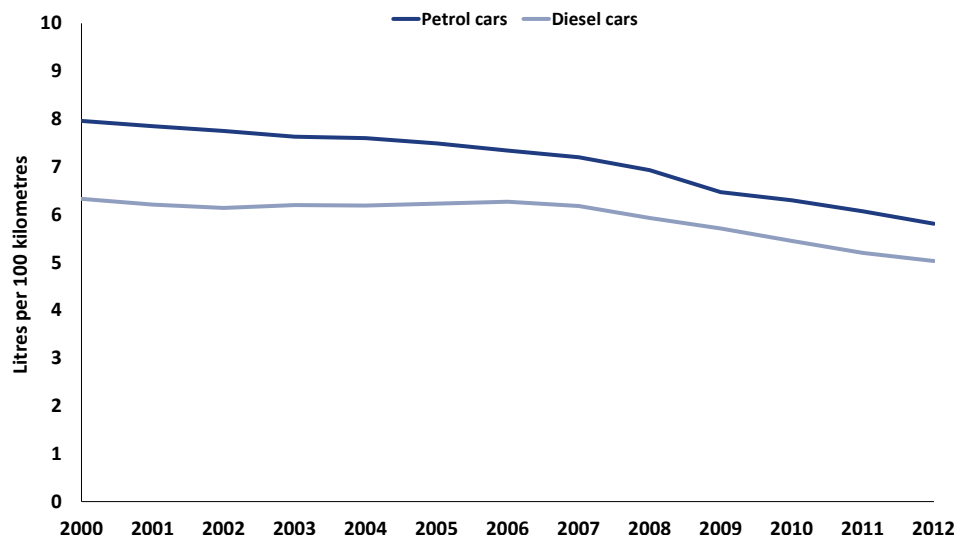
Further information:

Statistical tables on **greenhouse gas emissions by transport mode** are available from [ENV0201](#) and [ENV0202](#)

Further data are available on Energy and Environment, including:

- Transport energy consumption: [ENV0101](#) - [ENV0105](#)
- Greenhouse gas emissions from transport: [ENV0201](#) - [ENV0202](#)
- Local pollution from transport including aircraft noise: [ENV0301](#) - [ENV0303](#)

New car fuel consumption, Great Britain

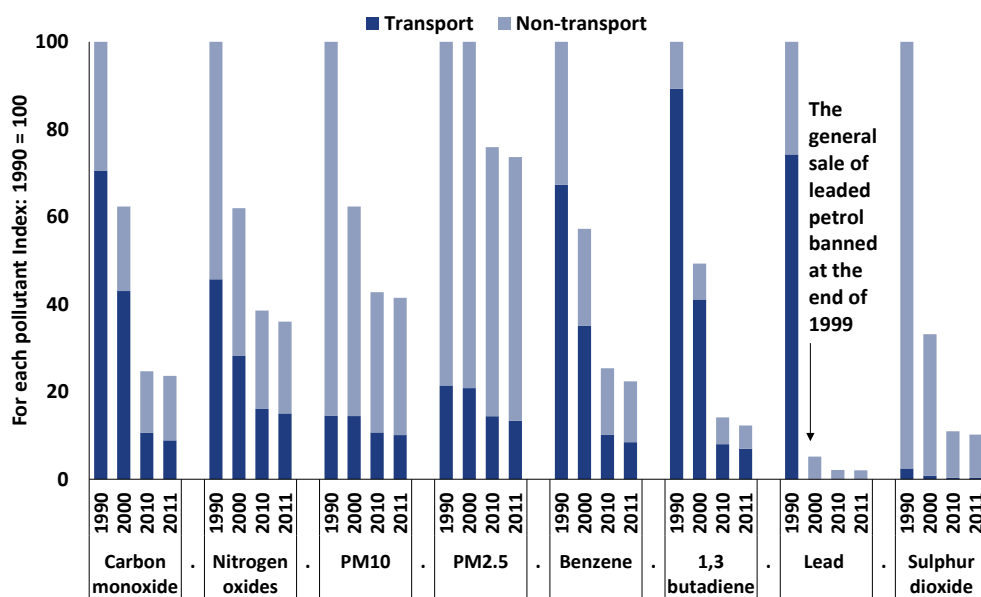


- Long term decrease in new car fuel consumption due to the increased manufacture of more fuel efficient cars.
- In 2012, new diesel cars consumed approximately 5 litres of fuel per 100km.
- New petrol cars consumed 6 litres of fuel per 100km.

Further information:

Statistical tables on **transport energy consumption** are available from [ENV0101 - ENV0105](#)
 Related information can be found in the Digest of UK Energy Statistics ([DUKES](#))

UK air pollution emissions



Further information:

Statistical tables on **air pollutant emissions from transport** are available from: [ENV0301](#)



In 1990 transport made up 74% of total UK lead emissions.

Due to the ban on the sale of leaded petrol in 1999 it accounted for only 3% in 2011.



Sulphur dioxide emissions from transport decreased by 87% between 1990 and 2011.

This was largely due to the removal of sulphur from fuel.

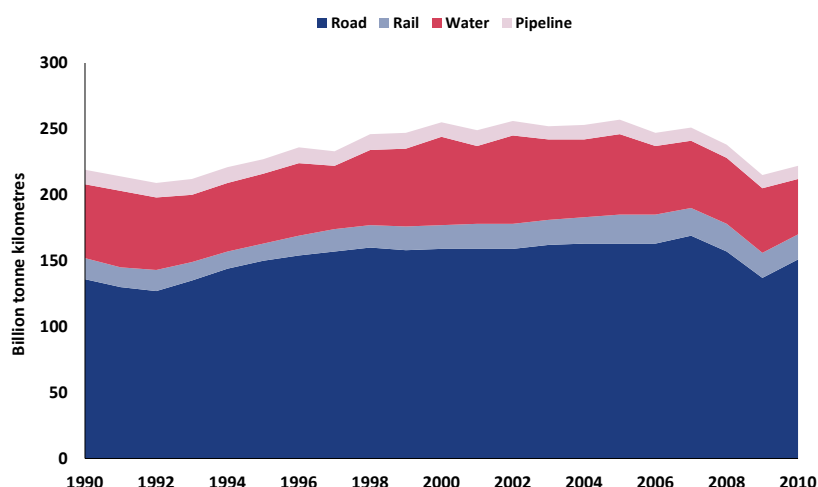
Further information and detailed statistical tables: Energy and Environment statistics

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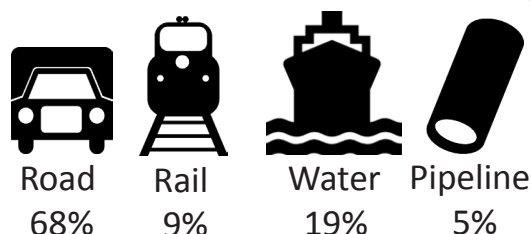
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Domestic freight: goods moved



- 222 billion tonne kilometres of domestic freight was moved within GB in 2010
- This is broadly the same level as 1990, though a decrease of 14% from the 2005 peak

Proportion of freight goods moved by mode: 2010

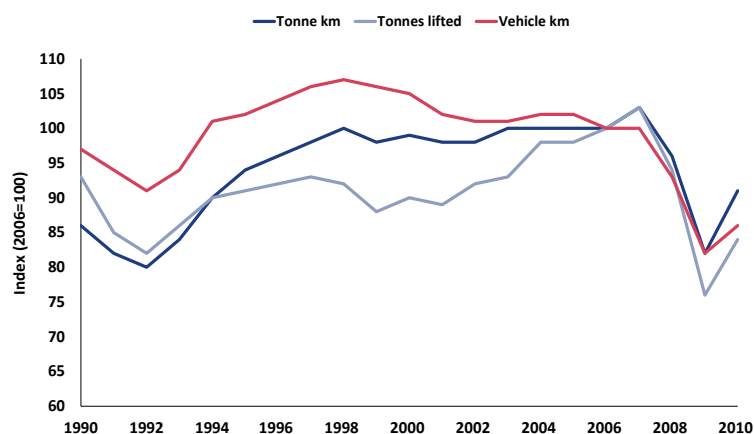


Further information:

Statistical tables on **domestic freight mode** are available from [TSGB0401 - TSGB0403](#)

Road freight activity

GB registered vehicles operating in the UK



In 2010:

- Goods moved - 139 billion tonne kilometres (↑6% since 1990)
- Goods lifted - 1,489 million tonnes (↓9% since 1990)
- Vehicle distance - 18,769 million kilometres (↓11% since 1990)

Further information:

Statistical tables on **domestic and international road freight activity** are available from [RSF0106 - RSF0144](#)



EU-27 registered vehicles operating in the UK: 2010

31.5 million tonnes loaded and unloaded (similar to 2009)

Further information and detailed statistical tables: Road freight statistics

Julie Sullivan

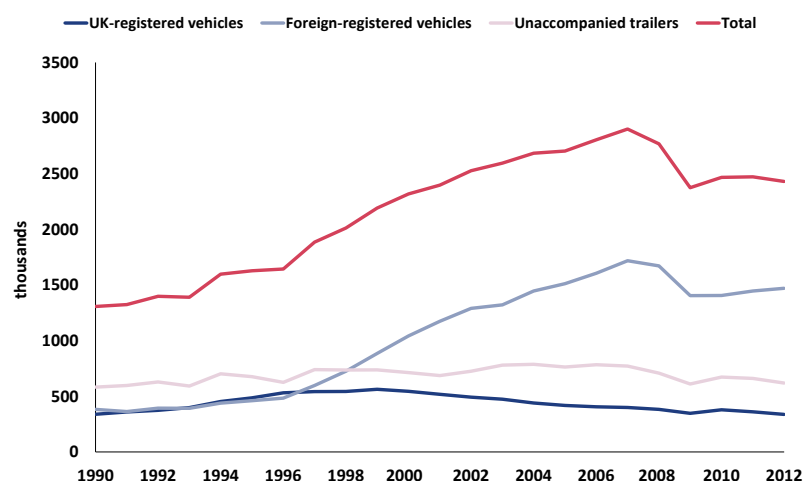
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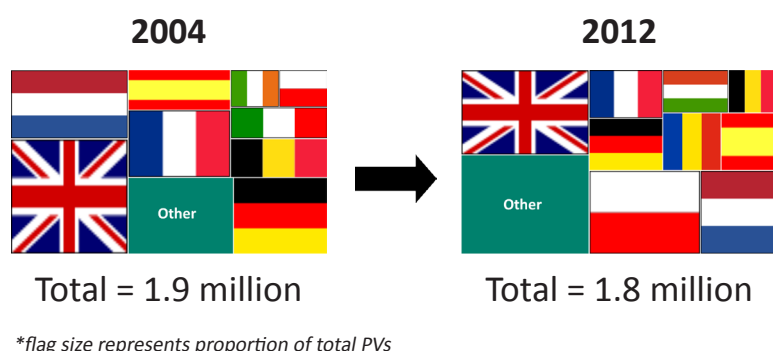
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Road goods vehicles travelling to mainland Europe



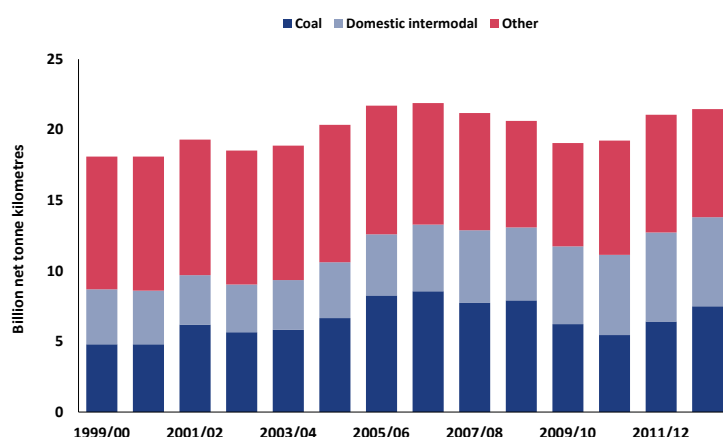
- In 2012, a total of 2.4 million goods vehicles travelled from GB to mainland Europe (↓2% compared to 2011 and ↓16% on 2007 peak).
- Of these good vehicles, 1.8 million were powered vehicles (similar level to 2011, ↑150% compared to 1990).
- 0.6 million were unaccompanied trailers (↓6% compared to 2011 and ↑6% since 1990).

Share of total powered vehicles by country of registration



Further information:
Statistical tables on **road goods vehicles travelling to mainland Europe** are available from [RORO0101](#) and [RORO0201](#)

Goods moved by rail, by commodity

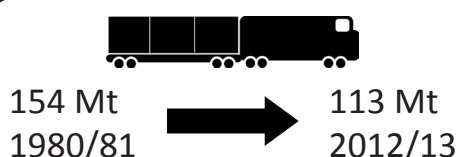


- In 2012/13, 21.5 billion net tonne kilometres of freight were moved by rail (↑2% on 2011/12).
- In 2012/13, coal accounted for 35% of goods moved by rail and domestic intermodal commodities 29%.

Further information:

Statistical tables on **rail freight activity** are available from [RAI0401 - RAI0403](#)

Weight of goods lifted by rail

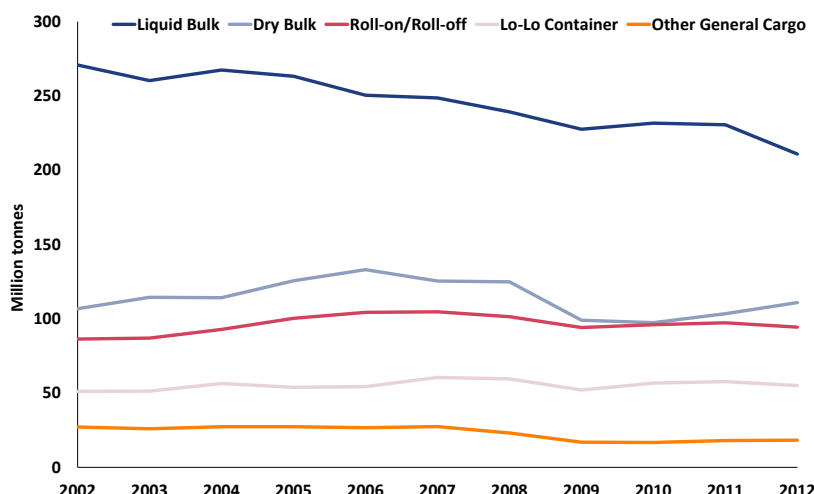
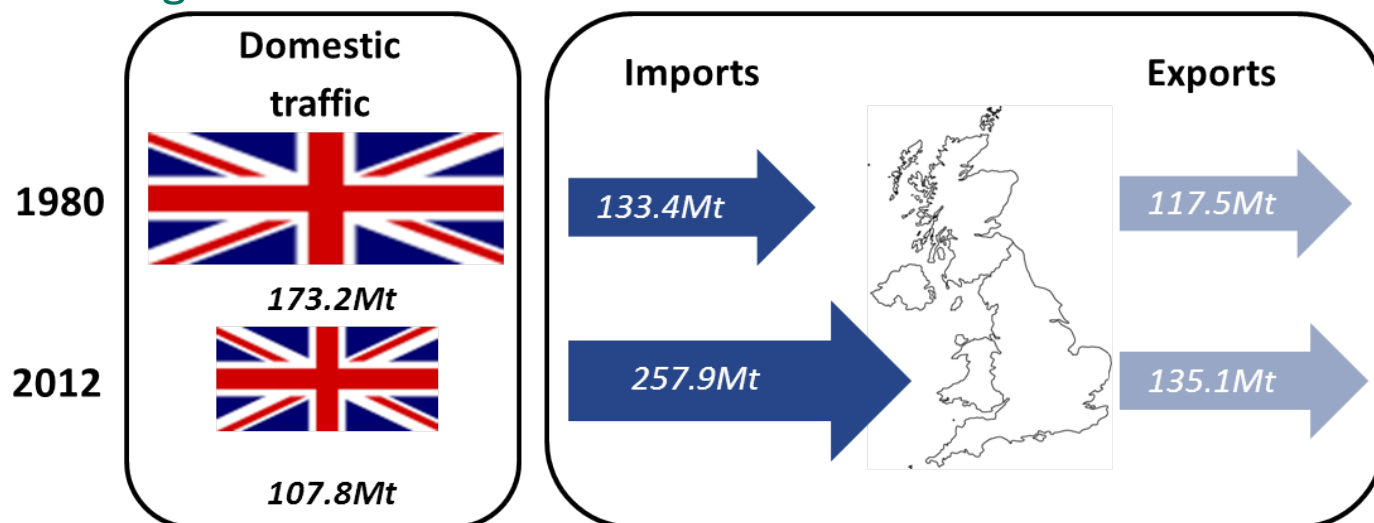


Further information and detailed statistical tables: Freight statistics

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Port freight

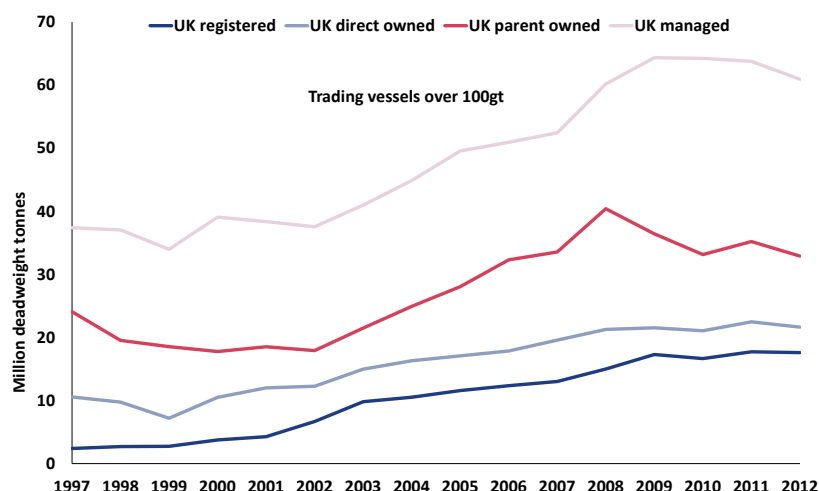


- 2/3rds of UK foreign freight traffic are imports.
- Over 50% of UK major port freight traffic is bulk fuels.
- Dry bulk has increased recently due to coal traffic.

Further information:

Statistical tables on **port freight** are available from [TSGB0501-TSGB0510](#)

Shipping fleet



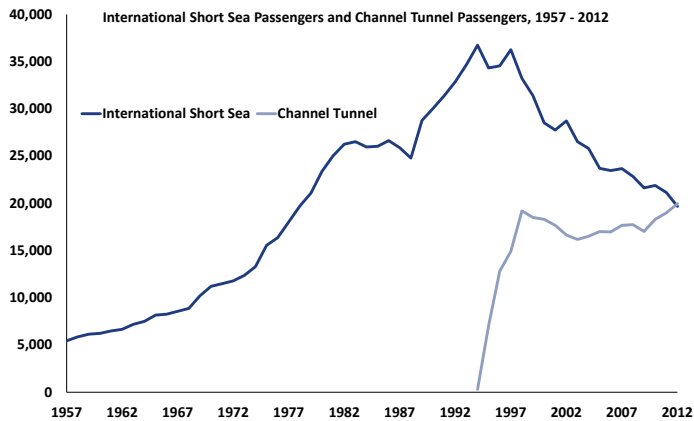
The UK ship register is nearly 6 times the size, in terms of deadweight tonnage, than it was in 1999.

Further information: Statistical tables on **shipping fleet** are available from [TSGB0513 – TSGB0515](#)

Further data are available on Maritime and shipping, including:

- Shipping industry revenue and expenditure: [TSGB0516](#)
- Marine Accidents and injuries: [TSGB0517](#)
- HM Coastguard search and rescue operations: [TSGB0518](#)

Sea Passengers



France 14.4 million

Other Countries 5.3 million



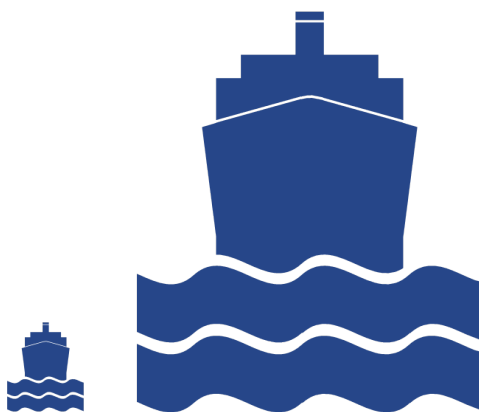
2012 was the **first** year with more Channel Tunnel passengers than international short sea.



Nearly **3/4th** of all international short sea passengers are travelling to or from France.

1982

2012



86 thousand

1,737 thousand

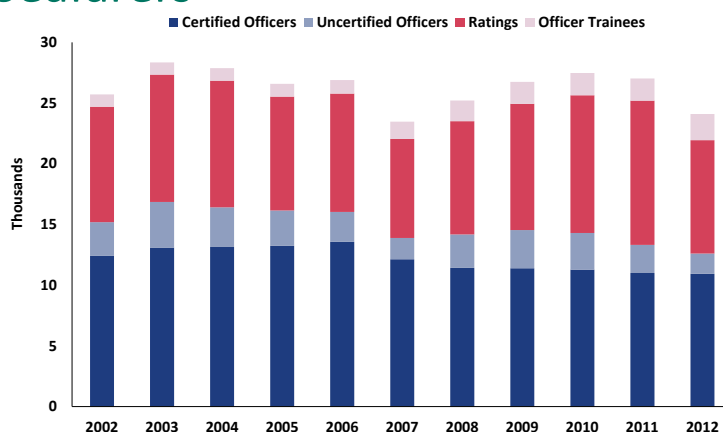
Cruise Passengers



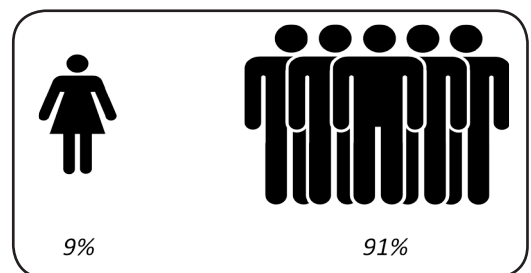
- Cruises have been growing in popularity.
- In 2012, there were over **20 times** more passengers starting or ending a cruise at UK ports than 30 years previously.

Further information: Statistical tables on **sea passengers** are available from [TSGB0511 – TSGB0512](#)

Seafarers



UK officers



- There are more men than women in **both** the officer and ratings professions.
- Over **60%** of certified officers are over 40.
- In 2012 officer cadets peaked at 2,160, more than **100%** than in 2002.

Further information:
Statistical tables on **Seafarers** are available from [TSGB0519](#)

Further information and detailed statistical tables: Maritime

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Transport Statistics Great Britain 2013

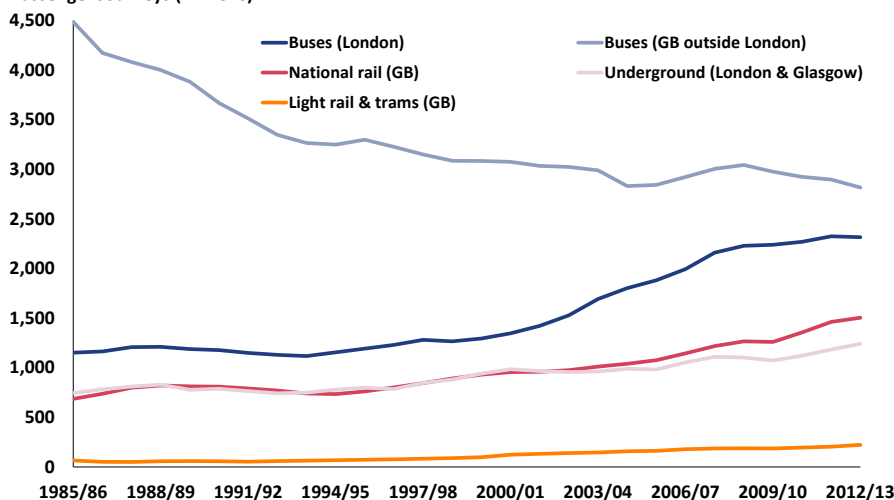
Public Transport



Department
for Transport

Passenger journeys

Passenger Journeys (Millions)



- Rail passenger journeys have more than doubled since privatisation in 1994/95.
- In 2012/13 bus passenger journeys in London levelled off after a decade of growth while outside London journeys continue downward trend.
- Light rail and underground passenger journeys highest ever in 2012/13.

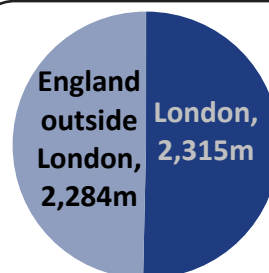
Further information on passenger journeys:

Bus: [BUS0103](#)

Rail and London Underground: [RAI0101](#)

Glasgow Underground: [LRT9902](#)

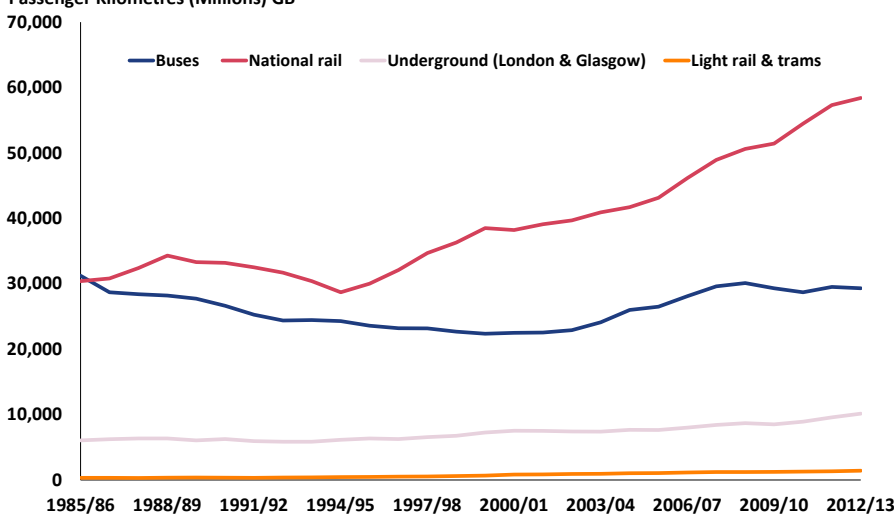
Light rail: [LRT0101](#)



London accounted for over half of all bus passenger journeys in England in 2012/13.

Passenger kilometres

Passenger Kilometres (Millions) GB



- Bus passenger kilometres have remained roughly constant since 2006/07.
- Rail passenger kilometres continue to follow a steady upward trend.

Further information on passenger kilometres:

Bus: [BUS0302](#)

Rail and London

Underground: [RAI0101](#)

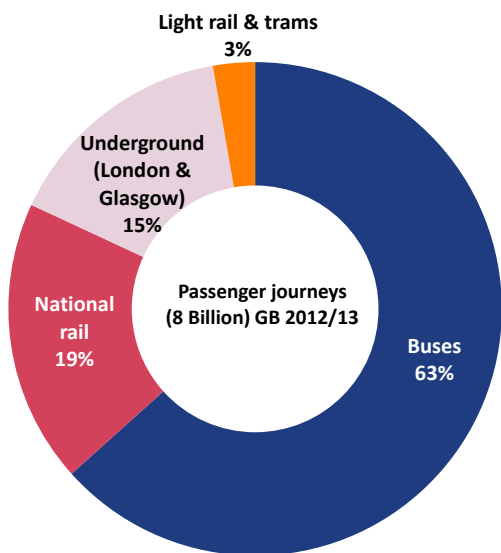
Glasgow Underground:

[LRT9902](#)

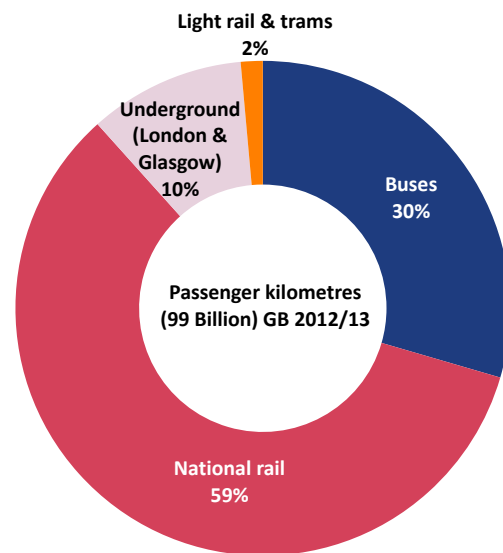
Light rail: [LRT0103](#)

Further data are available on Public transport, including:

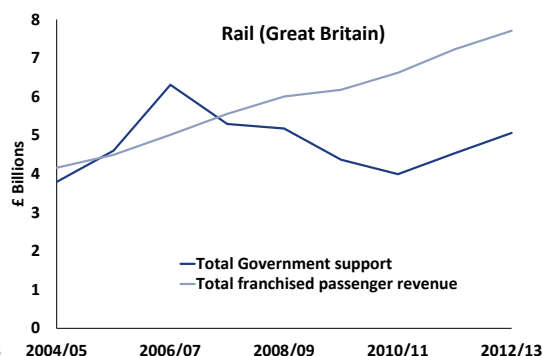
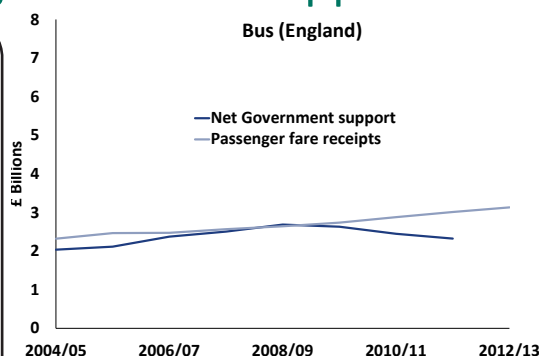
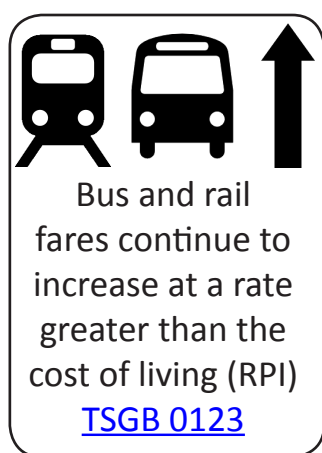
- Rail: [RAI0101](#) (length of national railway), [RAI0106](#) (age of rolling stock), [RAI0108](#) (Channel Tunnel Traffic), [RAI0106](#) (timetabled train kms)
- Bus: [BUS0601](#) (public service vehicle stock), [BUS0203](#) (vehicle miles)
- Light rail: [LRT0202](#) (passenger carriages/tram cars), [LRT0201](#) (vehicle miles)



Buses account for the majority of passenger journeys but rail accounts for the majority of passenger kilometres.



Revenue and government support



Since 2009/10 bus revenue from fares and government support have been diverging, with government support falling and revenue from fares increasing. For rail, since 2010/11 both government support and passenger revenue have increased.

Further information: Statistical tables on [passenger revenue and government support](#) are available from [BUS05](#) and [RAI03](#)

Further data available on public transport:

There were 9.7 million [concessionary travel](#) pass holders, making an average of 105 trips a year in 2012/13.

[BUS0821](#)



Peak overcrowding in London: 3% of standard class rail passengers were in excess of the capacity on their train service, a level that has remained fairly constant over the last decade.

[RAI0210](#)

4.1 [taxis and private hire vehicles](#) per 1000 people in England and Wales. Further taxi statistics are available from [TAXI01](#)

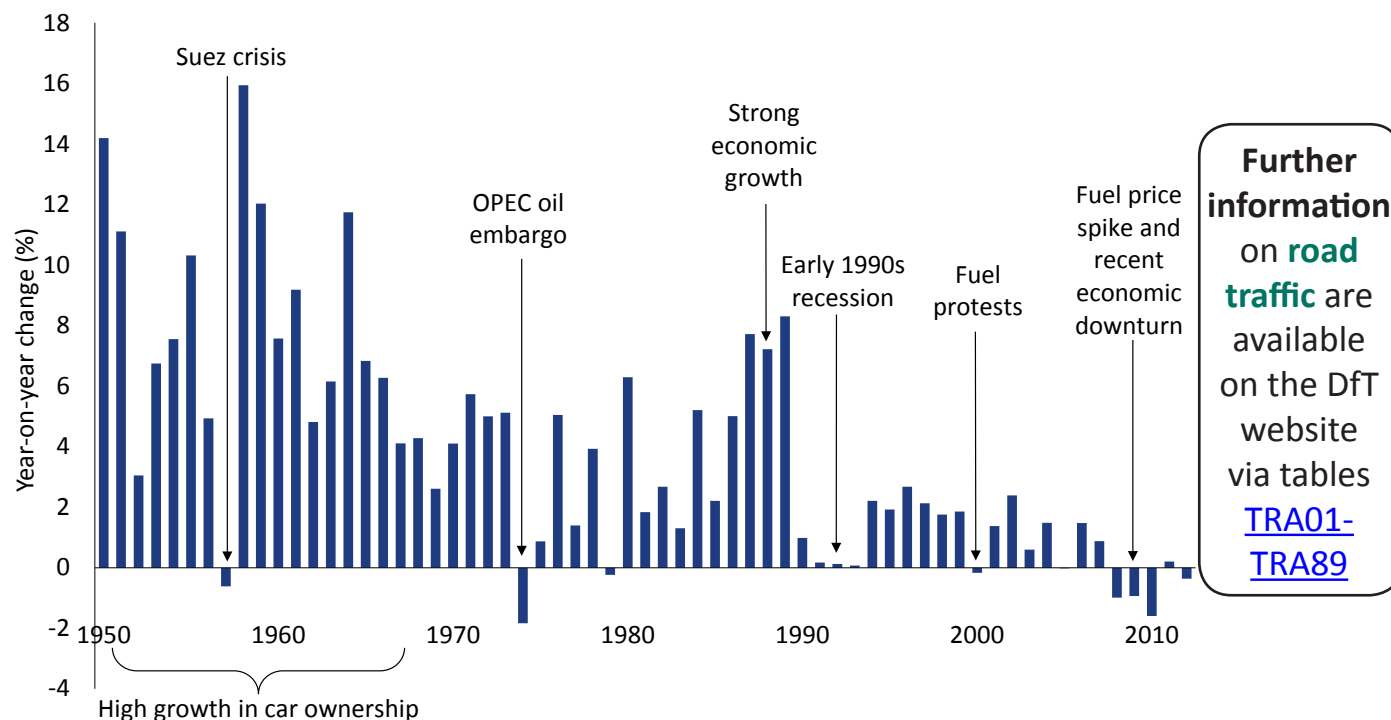


Further information and detailed statistical tables: Public transport

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Road Traffic: Stabilisation in motor vehicle traffic



In 2012, the overall motor traffic volume in Great Britain was 302.6 billion vehicle miles. This extends a relative period of stabilisation in traffic volumes since 2010.

Road Length, Condition and Expenditure

The total length of road in Great Britain in 2012 was estimated to be **245.4 thousand miles**.

[RDL01 – RDL02](#)

In 2011/12 £7.1 billion was spent on roads in England.



The proportion of the Highways Agency's motorway network likely to require planned maintenance within one year **reduced** from 6% in 2003 to 3% in 2012

[RDC0201](#)

Of this total £2.2 billion was spent on the construction and maintenance of local roads.

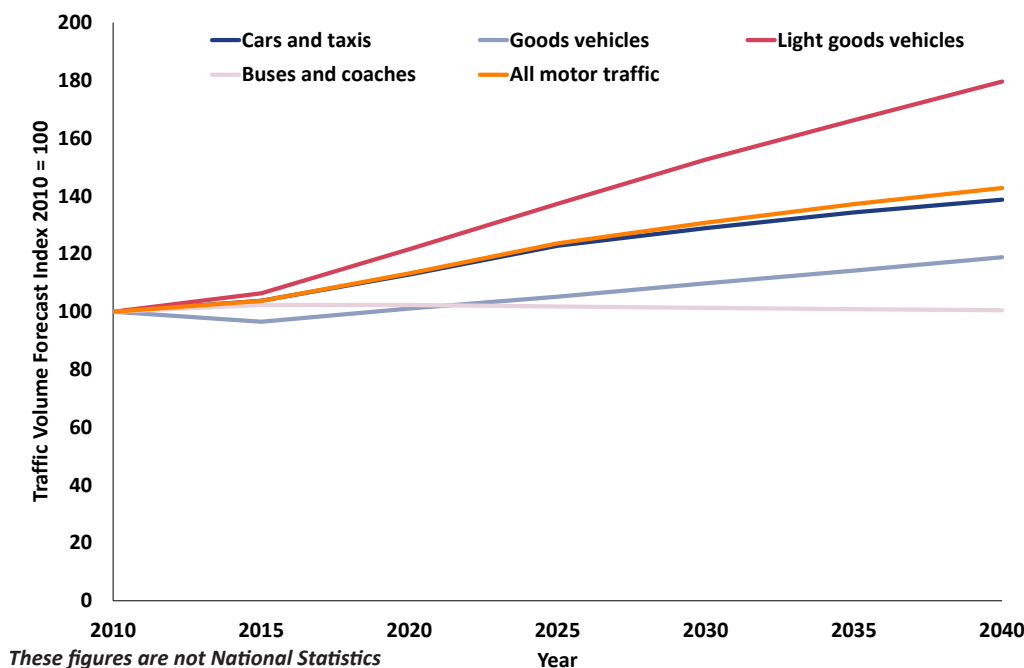
And £4.9 billion was spent on the construction and improvement of motorways.

[RDE01](#)

Further data are available on Roads and Traffic, including:

- Road traffic: [TSGB0701-06](#)
- Road lengths: [TSGB0708-0713](#)
- Road construction and expenditure: [TSGB0717-0720](#)
- Road traffic forecasts: [TSGB0707](#)
- Road speeds: [TSGB0714-16](#)

Road Traffic Forecasts



DfT forecasts suggest that traffic volumes will experience a continual long term increase.

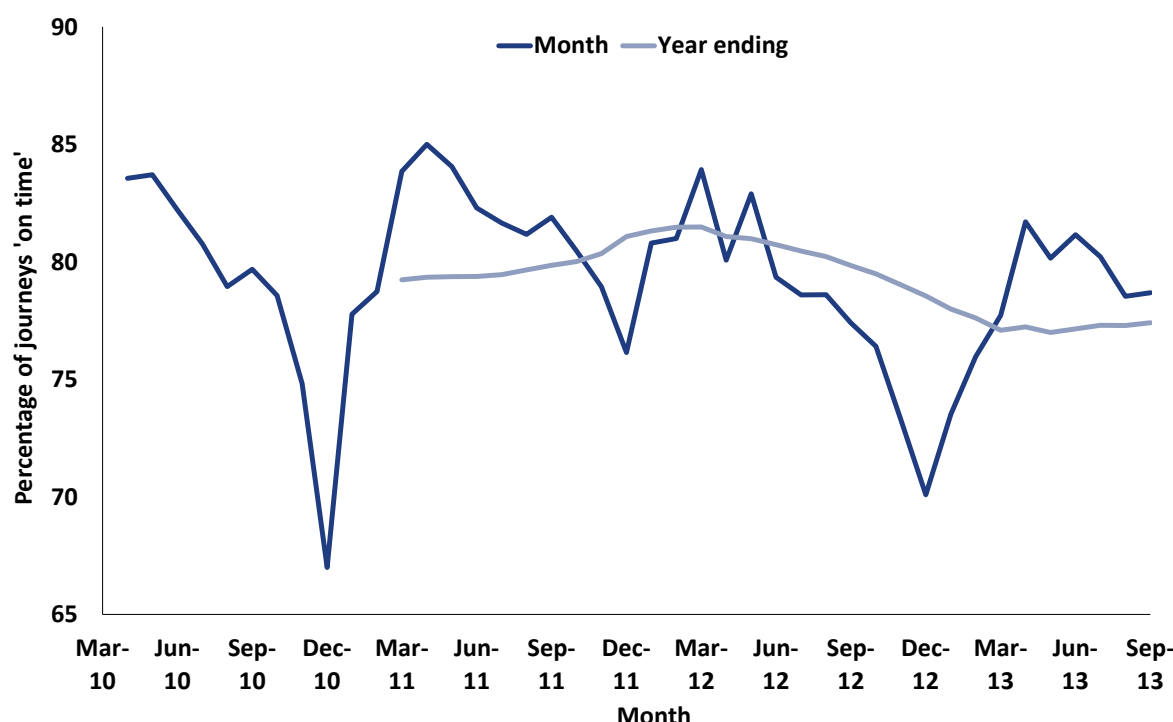
Further information on **traffic forecasts** are available from [TRA9905](#). The latest forecasts are published at www.gov.uk/government/publications/road-transport-forecasts-2013



LGVs: 80 per cent increase to 2040

The National Transport Model central forecast suggests that all motor vehicle traffic in 2040 will be 43 per cent higher than in 2010. The greatest growth forecast is in Light Goods Vehicles (LGVs) traffic.

Reliability of journeys on Highways Agency roads



Further information: This and more data on **reliability** together with data on **congestion on local authority 'A' roads** are [available on the DfT website](#)

77.4% of journeys on Highways Agency roads were completed 'on time' in the year ending September 2013 compared with **79.8%** of journeys 'on time' in the year ending September 2012.

Further information and detailed statistical tables: Roads and Traffic

Road traffic and speeds

Road congestion and reliability

Road length, condition and expenditure
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0207 944 5383/4427

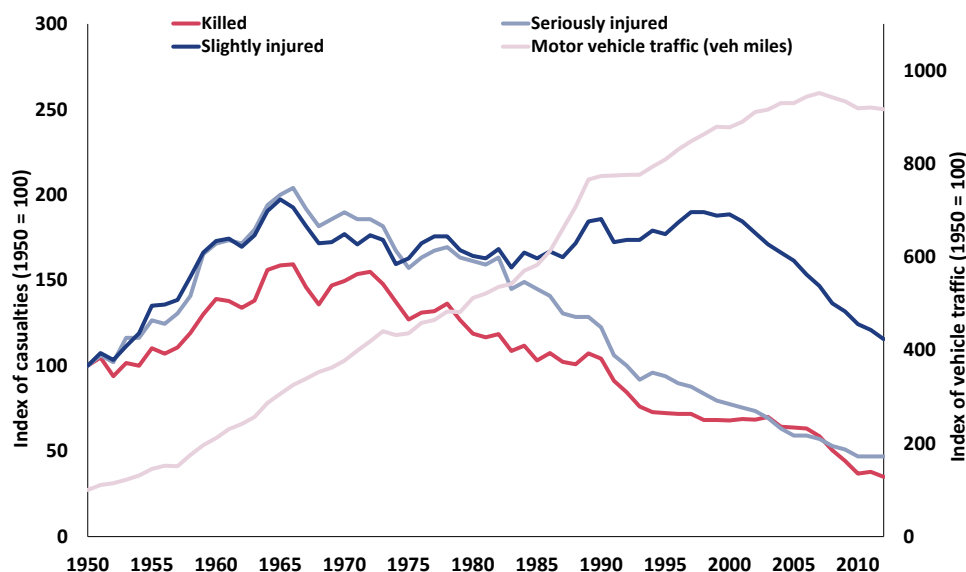
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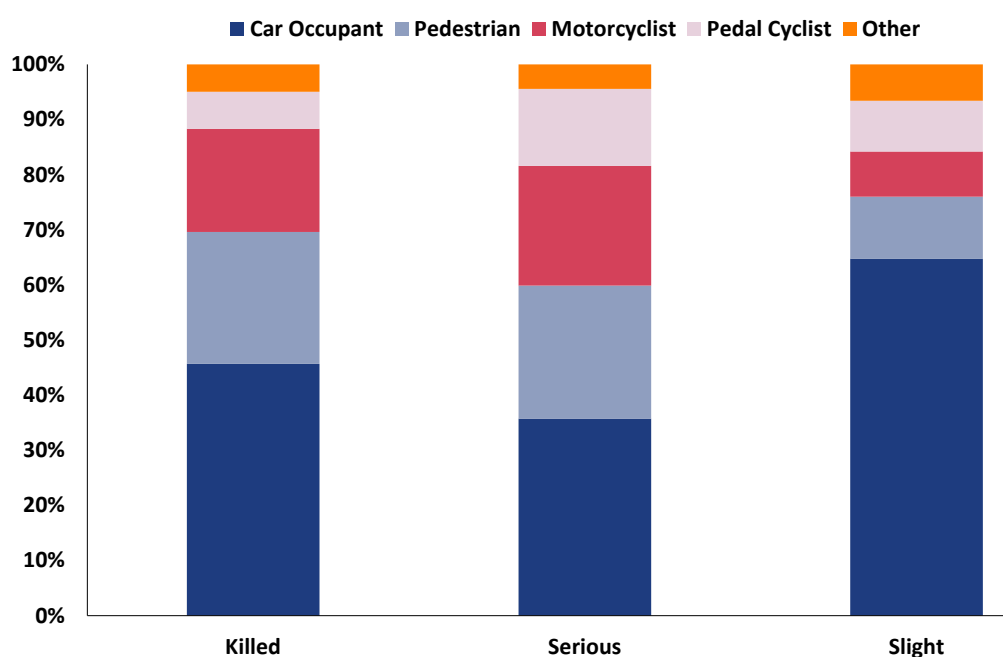
road.length@dft.gsi.gov.uk

Reported road casualties and traffic



- Despite the fact that **road traffic has increased** almost ninefold since 1950, the total number of **casualties has decreased** significantly.
- A total of **1,754 people were killed** in reported road accidents in 2012, almost **80% lower** than our worst peacetime toll of 7,985 in 1966.

Reported road casualties by road user type and severity: 2012



- Vulnerable road users** (pedestrians, pedal cyclists and motorcyclists) accounted for almost 60% of all killed or seriously injured (KSI) casualties in 2012.
- In 1996, **vulnerable road users** only accounted for 45% of all KSI casualties. This figure has increased each year since.

Further information:

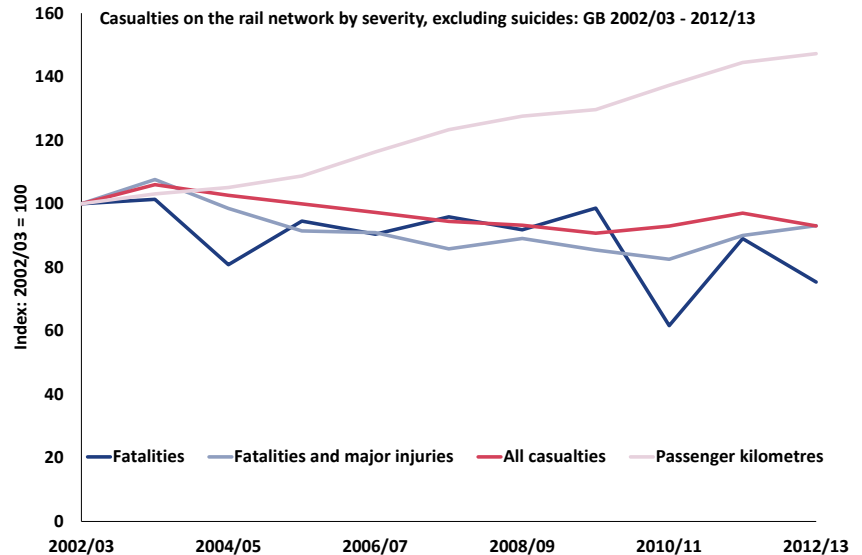
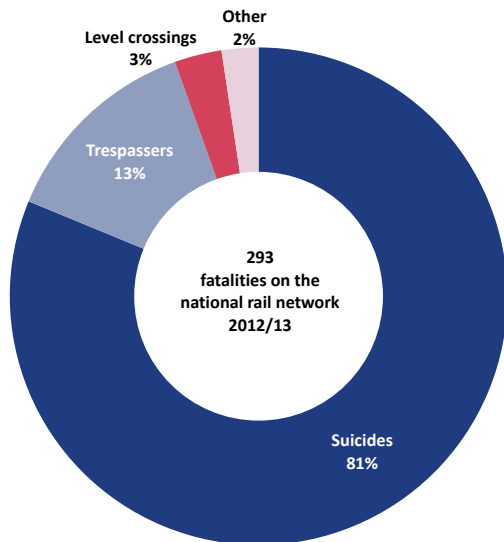
Statistical tables on **reported road casualties** are available from: [RAS30](#)

Further data are available on reported Road accidents and casualties, including:

- Total number of reported road accidents and casualties by severity: [TSGB0801](#)
- Number of reported casualties by road user group: [RAS30069](#)
- Reported accidents and accidents rates by road type: [RAS10002](#)
- Breath tests and failures of drivers and riders in reported accidents: [TSGB0804](#)

Rail accidents and casualties

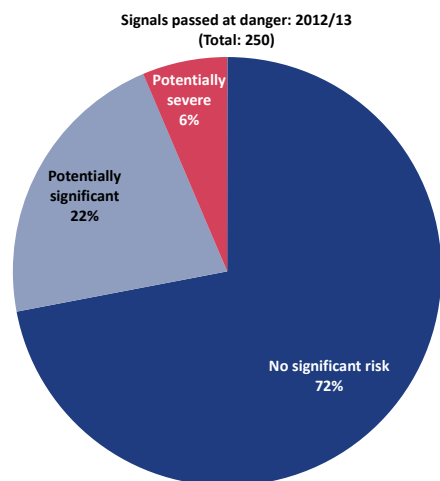
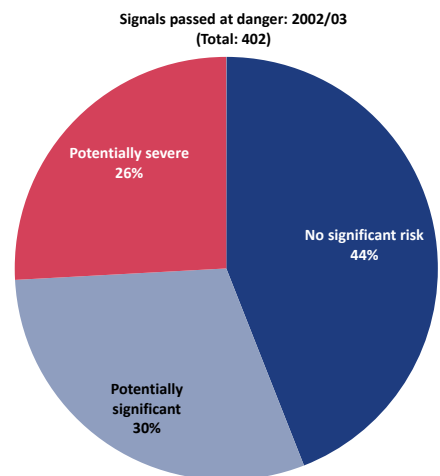
- There were **293 fatalities** in **2012/13** on the national rail network, the majority of which were suicides (81%).
- Trespassers accounted for 13% and fatalities at level crossings accounted for 3%.
- Since 2005/06, only **one passenger has been killed** in a train accident.



Signals passed at danger (SPADs)



- The number of **signals passed at danger** has **fallen gradually over the last decade**, from 402 reported incidents in 2002/03 to 250 in 2012/13.
- The largest falls have been in the most serious cases, with the number of cases where a SPAD could potentially have led to a severe accident **falling by 85% in the last 10 years**.



Further information:

Statistical tables on **rail accidents and safety** are available from [RAI05](#)
Further statistics are published by the [Rail Safety and Standards Board](#)

Further information and detailed statistical tables: Transport accidents and casualties

Road accidents and casualties

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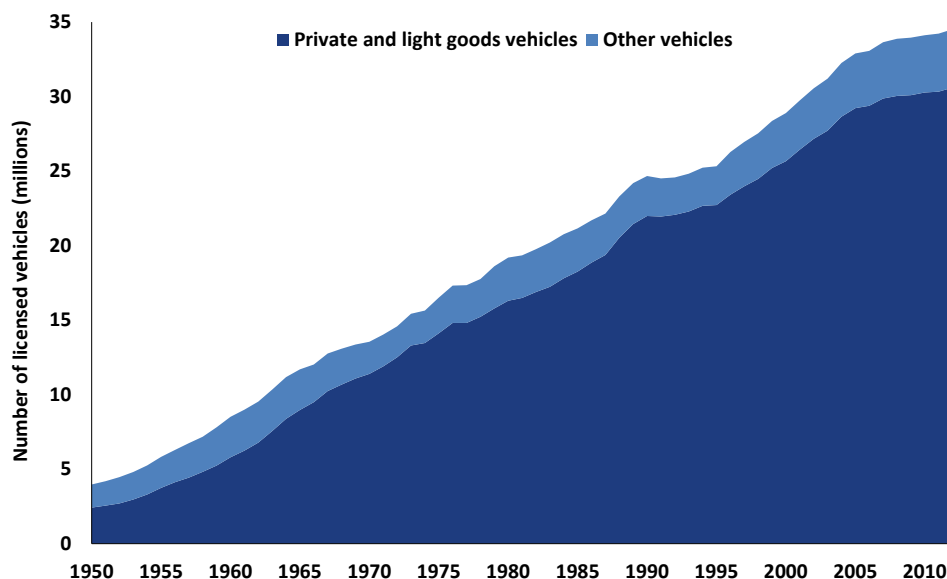
Transport Statistics Great Britain 2013

Vehicles



Department
for Transport

Licensed Vehicles



- The number of licensed vehicles in Great Britain has increased in every year since 1950, except for 1991.
- The rate of increase since 1950 has averaged 3.6% a year, although it has been below 2% a year since 2005.

Licensed vehicles in Great Britain

1909

143,000 vehicles
40 million people



1950

4 million vehicles
49 million people

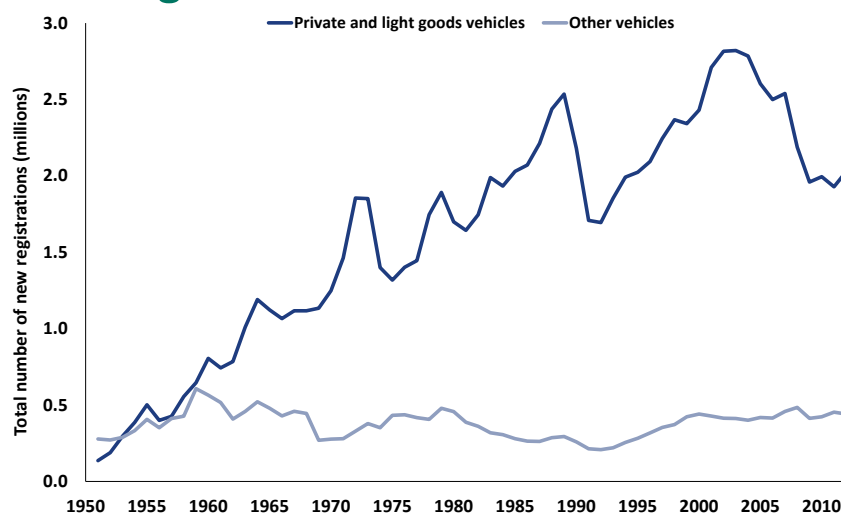


2012

34 million vehicles
62 million people



New registrations



The largest number of new registrations in a single year was 3.2 million, in 2003.

Further information:

Statistical tables on **vehicle licensing** are available from [TSGB0901 to TGSB0907](#)

Many more **vehicle licensing statistics** can be found in the [Vehicles statistics](#) series

Further data are available on Vehicles, including:

- Licensed vehicles, by tax class, body type, engine type and region: [TSGB0901-07](#)
- MoT and other roadworthiness testing statistics: [TSGB0908-12](#)
- Personal motoring: Household car availability, driving licence holding, driving tests and annual mileages: [TSGB0913-17](#)

MOT tests in 2012/13



MOT tests conducted:
28 million

Final pass rate: 71%



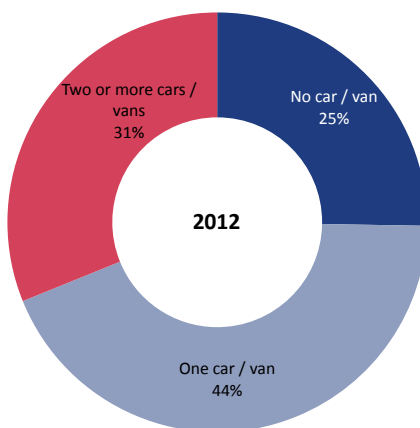
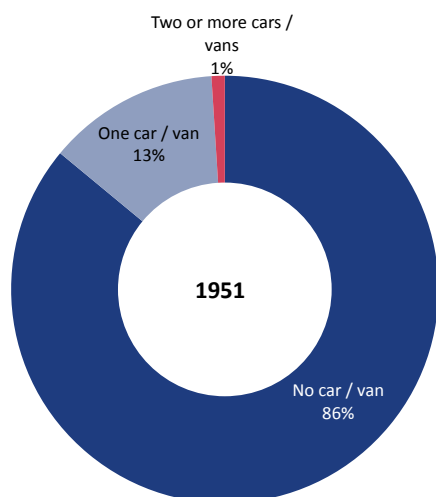
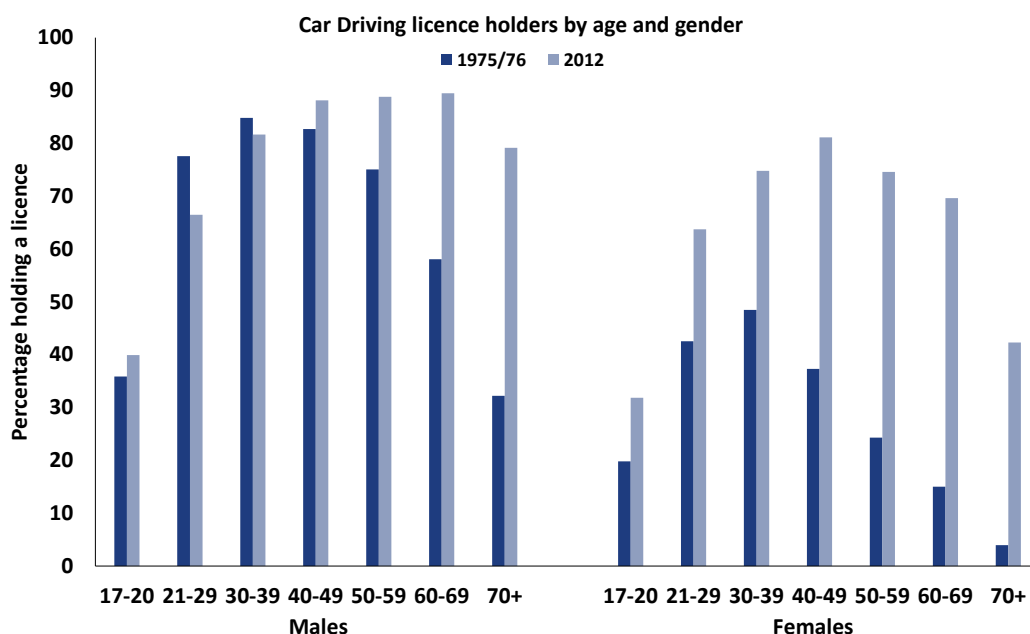
Further information:

Statistical tables on **road worthiness tests**: [TSGB0908 to TSGB0912](#)

Other experimental statistics derived from **MOT** data are available from: [Vehicles statistics](#)

Private motoring

- The proportion of the eligible population holding a full driving licence rose from 48% in 1975/6 to 73% in 2012.
- In 2012, 80% of men and 66% of women held a licence.



- The proportion of households with access to a car or van rose from 14% in 1951 to 75% in 2012.
- There are more households with access to 2 or more cars than without any access at all.

Driving tests in 2012/13



Practical car tests
taken: 1.4 million

Pass rate: 47%



Further information:

Statistical tables on **private motoring**: [TSGB0913 to TSGB0917](#)

More related statistics available from: [National Travel Survey](#) and [Driving Test and Instructor Statistics](#)

Further information and detailed statistical tables: Vehicles statistics

Vehicle licensing
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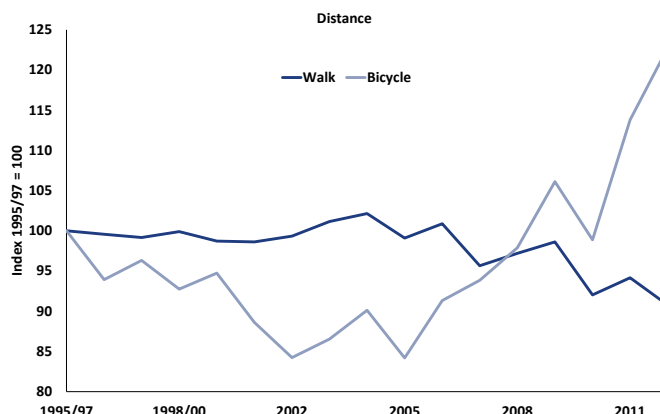
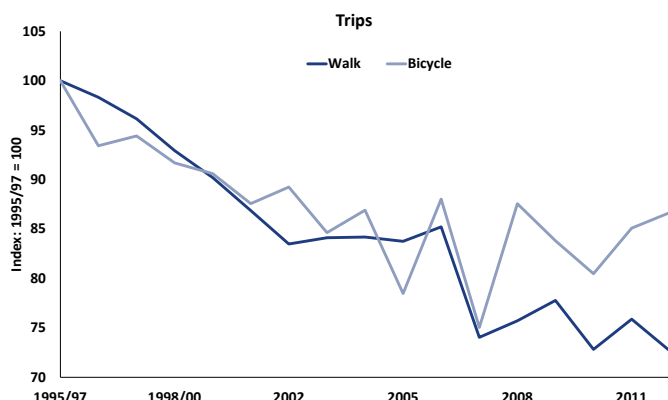
vehicles.stats@dft.gsi.gov.uk

MOT & driving tests
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National Travel Survey
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0207 944 3097

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Number of trips and trip distance



- 22% of trips are made by walking. Both walking and cycling **trips** have declined since 1995/97, but the number of cycling trips has been increasing again since 2007 ([NTS0303](#))
- The **distance** people cycle has increased since 2005, and is now 23% greater than in 1995/97 (53 miles per year) ([NTS0305](#))



24 trips

Average cycle trips in 2012 ([NTS0609](#))



9 trips

Further information on **trips or distance travelled**:

Walks of 20 minutes or more, by age [NTS0312](#)

Travel by household income quintile & main mode [NTS0705](#)

Travel by household type and main mode [NTS0706](#)

Time taken to walk to nearest bus stop, by area type [NTS0801](#)

Cycling is the main mode of transport for:

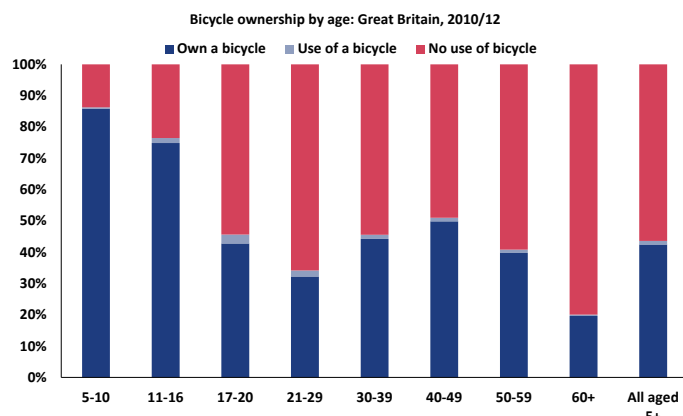
31% of people in the Netherlands



7% for EU27 average



2% of people in the UK



Less than 50% of people (aged 5+) own a bicycle.



Further data are available on Walking and Cycling, including:

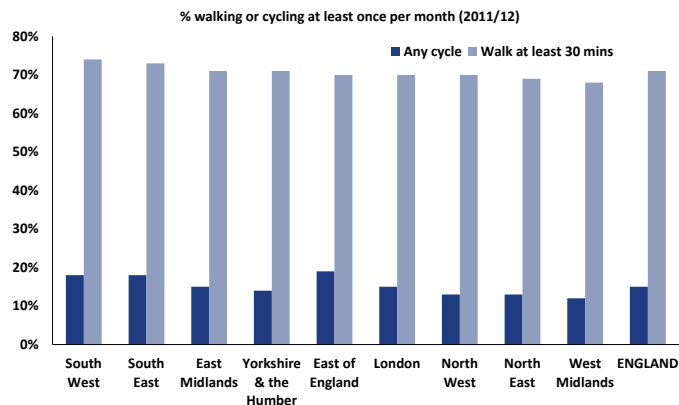
- By English local authority and region [CW01-CW09](#)
- For utility/recreational purposes, by region [CW0801](#), [CW0802](#)
- Travel to work [CW0901](#) & ([Census QS701EW](#))
- Accessibility to key services by cycling or walking [ACS0101](#)

Adults cycling at least once per week

- England average 10%
- Cambridge, 47%
- Oxford, 28%
- 6 LAs, more than 20%
- 3 LAs, fewer than 5%

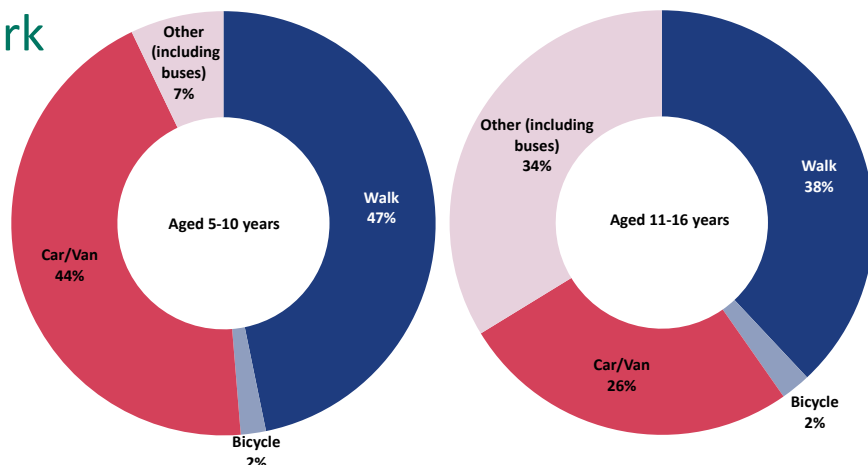
London,

- Highest: Richmond, 19%
- Lowest: Enfield & Redbridge, 4%

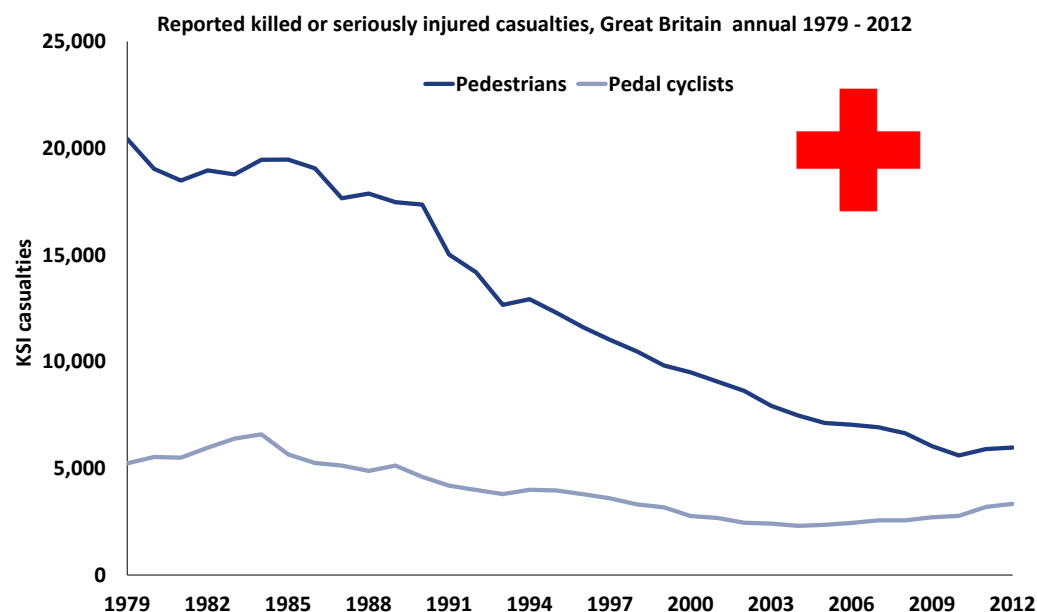


Transport to school/work

- Walking is the main mode of transport to school.
- Walking decreases for secondary pupils, as the use of buses increases.
- Cycling is unchanged.
- 2% aged 16-74 cycle to work.



Road accidents



- Numbers of **cyclists or pedestrians** killed or seriously injured have increased slightly in the last few years, but the trend has been steadily down since the mid 1980s.

- The UK had 7.4 **pedestrian** deaths per million population in 2011 (ranks 6th in OECD) ([RAS52001](#))

Further information on road safety:

Vehicle accident numbers and rates by severity, GB 2002-2012 [RAS20001](#)

Tables on reported road casualties [RAS30](#)

Emergency admissions for falls in the street, England 2011 [RAS55016](#)

Perceived danger cycling on roads, GB 2011-12 [ATT0322](#)

Further information and detailed statistical tables: Walking and Cycling

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Transport Statistics Great Britain 2013

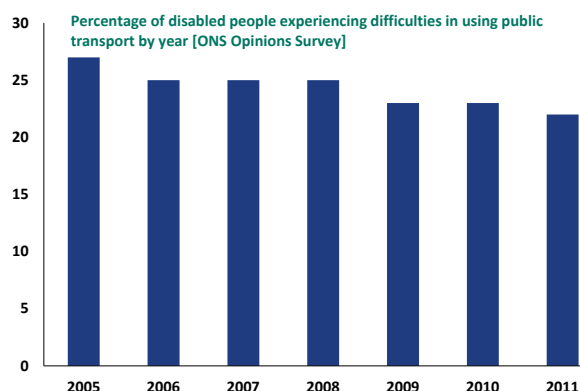
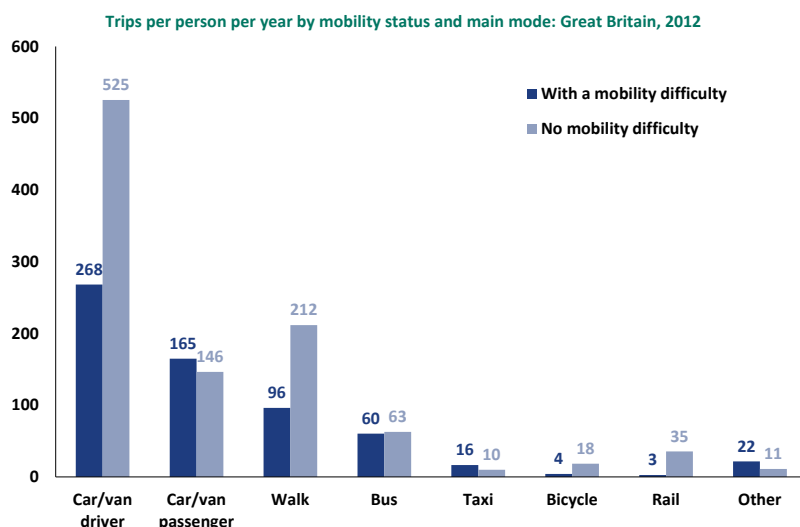
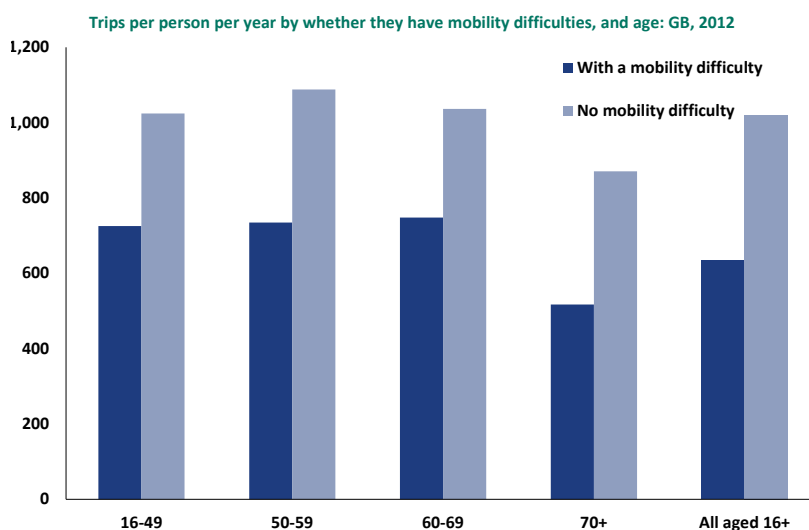
Transport and Disability



Department
for Transport

Travel by people with mobility difficulties

- Overall 11% of adults reported having a mobility difficulty* in 2012; this proportion was much higher for older people (39% for 70+ year olds)
- Those reporting mobility difficulties make fewer trips on average, across all age groups (table [NTS0622](#)). This is largely due to fewer trips as a car/van driver or by walking (table [NTS0709](#))
- People with mobility difficulties make fewer commuting, education or leisure trips on average, partly reflecting the age profile (table [NTS0710](#))



The proportion of disabled people experiencing difficulties using public transport has fallen in recent years ([Office for Disability Issues](#) indicator)

Further information on travel by people with **mobility difficulties** can be found in the [National Travel Survey](#)

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

Further data are available on Transport and Disability:

- Travel by people with mobility difficulties (National Travel Survey): [NTS0622](#), [NTS0709-10](#)
- Office for Disability Issues: [Disability Equality Indicators](#)
- Disabled parking badges, England: [DIS0101](#) (number) and [DIS0102](#) (per head)
- Disability accessible buses and taxis: [BUS0603](#) (buses) and [TAXI0102](#) (taxis)
- [List of rail vehicles built or refurbished to modern accessibility standards](#)
- Disabled concessionary bus passes issued, England: [BUS0820](#)

Disabled parking badges



- An estimated 2.6 million valid blue badges (parking badges for disabled people) were held by people in England at end March 2012 ([DIS0101](#)).
- This is a decrease of 1.1% from the previous year, and the first year to experience a decline since 1997.
- 5% of the English population held a valid Blue Badge ([DIS0102](#)).

Blue badges held: England, annually from 1997 (thousands)



There were 1.3 million vehicles in the disabled tax class at end 2012 (email Vehicles.stats@dft.gsi.gov.uk for further details).

Further information can be found in the [Disabled Parking Badges Statistics](#)

Public transport: accessibility to disabled people

% fully accessible vehicles



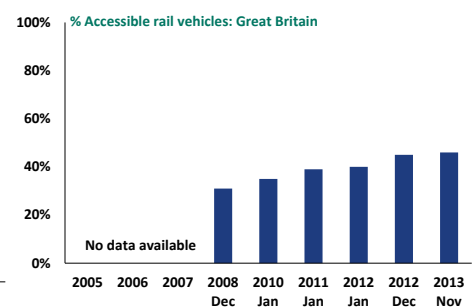
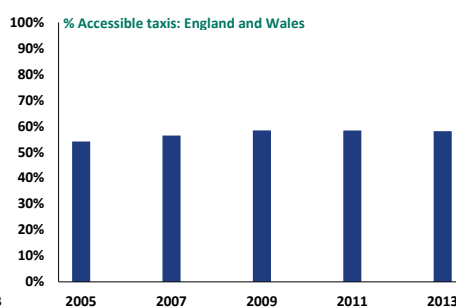
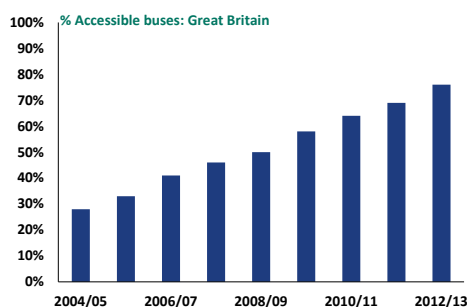
76% Mar 2013
28% Mar 2005
Table [BUS0603](#)



58% Mar 2013
54% Mar 2005
Table [TAXI0102](#)



46% Nov 2013
31% Dec 2008
railvehicleaccess@dft.gsi.gov.uk



853 thousand disabled concessionary bus passes in England in 2012/13

Further information

[Concessionary travel](#) bus passes

[BUS0820](#)

[Disabled Transport notes and definitions](#)

Further information and detailed statistical tables: TSGB Transport and Disability

National Travel Survey
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Disabled parking badges
Nicola George
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Buses, taxis and concessionary travel
Darren Stillwell
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Bus.statistics@dft.gsi.gov.uk

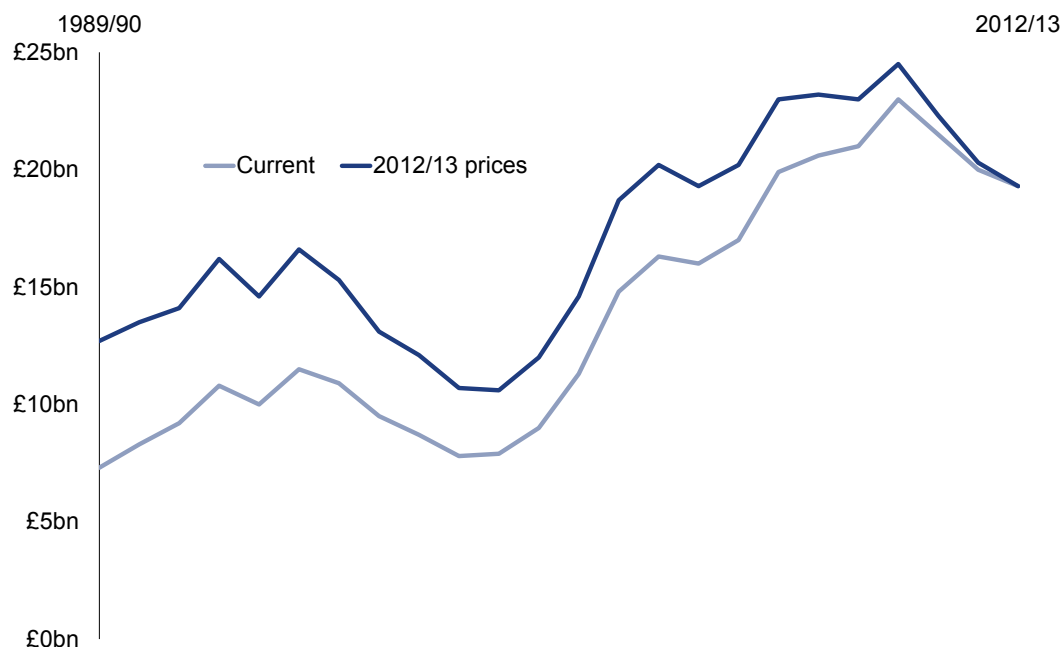
Transport Statistics Great Britain 2013

Transport Expenditure

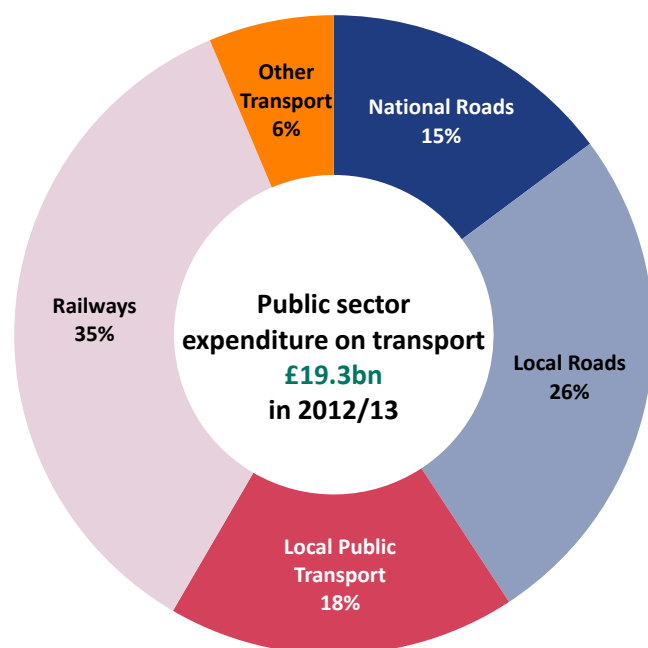


Department
for Transport

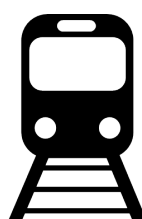
Public sector expenditure on transport



- The peak in public sector expenditure on transport was £23 billion in 2009/10, three times the £7.3 billion in 1998/99.
- In 2012-13 prices, expenditure doubled over the same period.



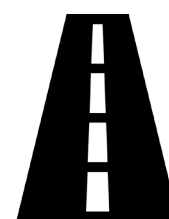
Total UK public sector expenditure on transport in the UK (including capital spend by public corporations), in 2012/13 was £19.3 billion:



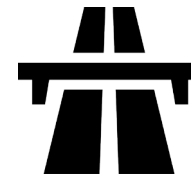
Railways
35%



Local
public
transport
18%



Local Roads
26%



National
Roads 15%

Further information:

Statistical tables on **public sector expenditure on transport** are available from:
[TSGB1301 to TSGB1305](#)

Further data are available on Transport expenditure, including:

- Transport expenditure and costs: Public expenditure by mode & area [TSGB1301-TSGB1305](#)
- Household expenditure on transport: [TSGB1306](#)
- Retail and consumer prices: transport indices & deflators: [TSGB1307-TSGB1309](#)
- Government revenue from vehicle taxes: [TSGB1310](#)

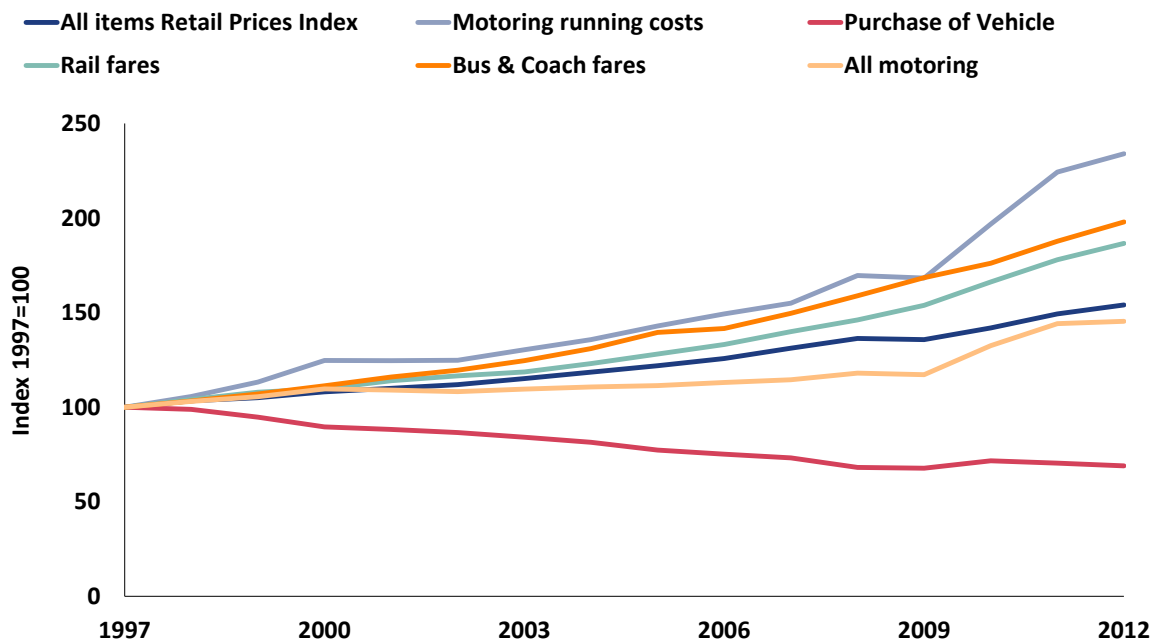
The cost of transport and living



Total cost of motoring has risen more slowly than the cost of living (RPI)

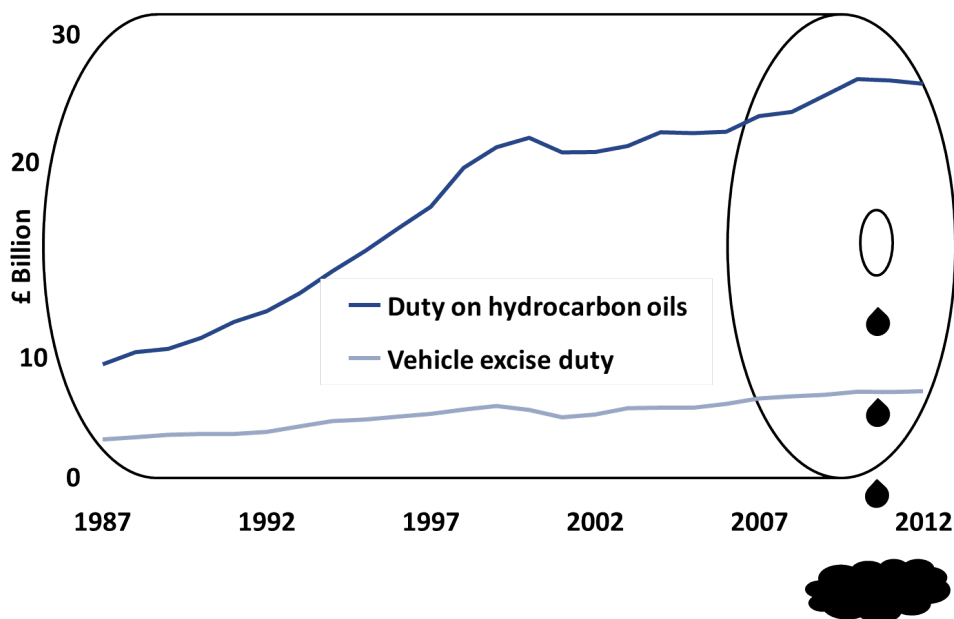


While public transport fares have risen faster than the cost of living (RPI)



Further information:
Statistical tables on **the costs of living and the costs of Transport** are available from:
[TSGB1307 to TSGB1308](#)

Government revenues: Vehicle excise and fuel duty



Further information:
Statistical tables on **Government revenues from vehicle and excise duty** are available from:
[TSGB1310](#)



Fuel duty revenue has **tripled** since 1987, earning £26.7bn in 2011 alone.

This was more than the government spent on transport in the same year.



Vehicle excise duty generated £5.9bn in 2012.

This was more than twice as high as in 1987.

Further information and detailed statistical tables: Transport Expenditure

Government revenue
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