

# Transport Statistics Great Britain 2014



Department  
for Transport



People travel on average over 6,500 miles per year



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



32.8 million visits to the UK by overseas residents



The UK relies on shipping for about 95% of its imports and exports in terms of tonnage



1.4 million people employed in the GB Transport and Storage sector

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## TABLE OF CONTENTS

2014 TSGB web table number	Alternate DFT Statistics table number	Page number
<b>Chapter summaries</b>		
Modal comparisons		7
Aviation		9
Energy and environment		11
Freight		13
Maritime		15
Public transport		17
Roads and traffic		19
Transport accidents and casualties		21
Vehicles		23
Walking and cycling		25
Transport and disability		27
Transport expenditure		29
<b>Tables</b>		
<b>Modal comparisons</b>		
		<b>31</b>
TSGB0101 Passenger transport: by mode		32
TSGB0102 Passenger journeys on public transport vehicles		33
TSGB0103 Average distance travelled by mode	NTS0305	34
TSGB0104 Average number of trips (trip rates) by purpose and main mode	NTS0409	35
TSGB0105 Average distance travelled by purpose and main mode	NTS0410	36
TSGB0106 People entering central London during the morning peak		37
TSGB0107 Passenger casualty rates by mode	RAS53001	38
TSGB0108 Usual method of travel to work by region of residence		39
TSGB0109 Usual method of travel to work by region of workplace		40
TSGB0110 Time taken to travel to work by region of workplace		41
TSGB0111 Average time taken to travel to work by region of workplace, usual method		42
TSGB0112 How workers usually travel to work by car by region of workplace		43
TSGB0113 Overseas travel: visits to and from the United Kingdom		44
TSGB0114 Overseas travel by air: visits to and from the UK: by purpose and area		45
TSGB0115 Overseas travel: visits and spending by mode, area and purpose of visit		46
TSGB0116 All in employment in transport related occupations and industries		47
<b>Aviation</b>		
		<b>49</b>
TSGB0201 Air traffic at UK airports	AVI0101	50
TSGB0202 Air traffic by type of service, operator and airport	AVI0102	51
TSGB0203 Punctuality at selected UK airports	AVI0103	54
TSGB0205 International passenger movements at UK airports by country of embarkation or landing	AVI0105	55
TSGB0206 Type of passenger at selected UK airports	AVI0106	56
TSGB0207 Mode of transport to selected UK airports	AVI0107	57
TSGB0208 Purpose of travel at selected UK airports	AVI0108	58
TSGB0209 UK airports (map)	AVI0109	59
TSGB0210 Main outputs for UK airlines by type of service	AVI0201	60
TSGB0211 Worldwide employment by UK airlines	AVI0203	61
TSGB0212 Traffic at major airports, worldwide	AVI0301	62
TSGB0213 Passenger traffic on major airlines, worldwide	AVI0302	63
TSGB0214 Casualties caused by aviation accidents	AVI0401	64
TSGB0215 Aircraft proximity (AIRPROX) number of incidents	AVI0402	65
<b>Energy and environment</b>		
		<b>67</b>
TSGB0301 Petroleum consumption by transport mode and fuel type: United Kingdom	ENV0101	68
TSGB0302 Energy consumption by transport mode and energy source: United Kingdom	ENV0102	69
TSGB0303 Average new car fuel consumption: Great Britain	ENV0103	70
TSGB0304 Average heavy goods vehicle fuel consumption: Great Britain	ENV0104	71
TSGB0305 Petrol and diesel prices and duties in April, United Kingdom	ENV0105	72
TSGB0306 Greenhouse gas emissions by transport mode: United Kingdom	ENV0201	73
TSGB0307 Carbon dioxide emissions by transport mode: United Kingdom	ENV0202	74
TSGB0308 Air pollutant emissions by transport mode: United Kingdom	ENV0301	75
TSGB0309 Average emissions from road vehicles in urban conditions	ENV0302	79
TSGB0310 Aircraft noise: population affected by noise around major airports	ENV0303	80
<b>Freight</b>		
		<b>81</b>
TSGB0401 Domestic freight transport: by mode		82
TSGB0402 Domestic freight moved: by commodity		83
TSGB0403 Domestic freight transport: by mode		84
TSGB0404 Goods lifted by type and weight of vehicle: annual 2004-2010, quarterly 2004-2011; by GB HGVs in UK	RFS0106	85
TSGB0405 Goods moved by type and weight of vehicle: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK	RFS0107	86
TSGB0407 Goods lifted and goods moved by mode of working: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK	RFS0108	87
TSGB0411 International road haulage by UK-registered vehicles: goods lifted by country of unloading, 2000 onwards	RFS0202	88
TSGB0412 International road haulage by UK-registered vehicles: goods lifted by country of loading, 2000 onwards	RFS0203	89
TSGB0413 International road haulage by UK-registered vehicles: goods moved by country of unloading, 2000 onwards	RFS0204	90
TSGB0414 International road haulage by UK-registered vehicles: goods moved by country of loading, 2000 onwards	RFS0205	91
TSGB0415 International road haulage by UK-registered vehicles: tonnes lifted by commodity group, 2004 onwards	RFS0206	92
TSGB0416 International road haulage by UK-registered vehicles: tonnes moved by commodity group, 2004 onwards	RFS0207	93
TSGB0417 Goods lifted from the UK by foreign-registered HGVs, by vehicle registration country, 2002 onwards	RFS0208	94
TSGB0418 Goods lifted to the UK by foreign-registered HGVs, by vehicle registration country, 2002 onwards	RFS0209	95
TSGB0419 Goods moved from the UK by foreign-registered HGVs, by vehicle registration country, 2002 onwards	RFS0210	96
TSGB0420 Goods moved to the UK by foreign-registered HGVs, by vehicle registration country, 2002 onwards	RFS0211	97
TSGB0421 Cabotage within the UK by country of registration of vehicle, 2004 onwards	RFS0212	98
TSGB0422 National Railways freight moved by commodity: 1996/97 onwards	RAI0401	99
TSGB0423 National Railways freight lifted by commodity: 1996/97 onwards	RAI0402	100
TSGB0424 Number of freight train movements, impacts on road haulage and Freight Performance Measure: 2005/06 onwards	RAI0403	101
TSGB0429 Average length of haul by type of vehicle: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK	RFS0105	102
TSGB0430 Goods lifted by commodity grouping: annual 1990-2004 and quarterly 2004-2011; by GB HGVs in the UK	RFS0103	103
TSGB0431 Goods moved by commodity: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK	RFS0104	104
TSGB0432 Goods moved and goods lifted: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK	RFS0101	105
TSGB0433 Summary of domestic and international road freight by UK HGVs: annual 2004-2010 and quarterly 2004-2011	RFS0144	106
TSGB0434 Road goods vehicles travelling to mainland Europe	RORO0101	107
TSGB0435 Powered goods vehicles by country of registration	RORO0201	108

2014 TSGB web table number	Alternate DfT Statistics table number	Page number
<b>Maritime</b>		
		<b>109</b>
TSGB0501 UK major and minor port freight traffic, international and domestic by direction	PORT0102	110
TSGB0502 UK major port freight traffic by commodity and direction	PORT0104	111
TSGB0503 UK major and minor ports, all freight traffic, by port and direction	PORT0101	113
TSGB0504 UK major and minor ports all unutilised freight traffic, by type of freight unit	PORT0201	119
TSGB0505 UK major port unutilised traffic, international and domestic, by unit type	PORT0204	121
TSGB0506 Accompanied passenger vehicles by port	SPAS0401	123
TSGB0507 Accompanied passenger vehicles by route	SPAS0402	124
TSGB0508 Waterborne transport within the United Kingdom	DWF0101	125
TSGB0509 Map of principal ports, port groups and freight waterways		126
TSGB0510 Major inland waterway routes, goods lifted	DWF0207	127
TSGB0511 UK international short sea passengers movements by overseas country	SPAS0103	128
TSGB0512 UK international sea passengers movements by port and port area	SPAS0101	129
TSGB0513 UK and Crown Dependency registered trading vessels of 500gt and over	FLE0301	130
TSGB0514 UK and Crown Dependency registered trading vessels of 500gt and over by type	FLE0304	131
TSGB0515 United Kingdom owned trading vessels of 500gt and over by type number and tonnage	FLE0204	132
TSGB0516 United Kingdom shipping industry: international revenue and expenditure		133
TSGB0517 Marine accident fatalities and injuries reported		134
TSGB0518 UK HM Coastguard statistics, search and rescue operations		135
TSGB0519 All UK seafarers active at sea	SFR0110	136
<b>Public transport</b>		
		<b>137</b>
TSGB0601 Length of national railway route at year end, and passenger travel by national railway and London Underground	RAI0101	138
TSGB0602 National railways: passenger revenue	RAI0301	140
TSGB0603 Passenger kilometres and timetabled train kilometres on national railways	RAI0103	141
TSGB0604 National railways: route and stations open for traffic at end of year	RAI0104	142
TSGB0605 National railways: Public Performance Measure	RAI0105	143
TSGB0606 Average age of national rail rolling stock	RAI0106	144
TSGB0607 Passengers in excess of capacity (PiXC) on a typical autumn weekday on London and South East train operators' services	RAI0210	145
TSGB0608 Channel Tunnel: traffic to and from Europe	RAI0108	146
TSGB0609 London Underground statistics	LRT9901	147
TSGB0610 Glasgow Underground statistics	LRT9902	149
TSGB0611 Passenger journeys on light rail and trams by system: England	LRT0101	151
TSGB0612 Passenger miles on light rail and trams by system: England	LRT0104	152
TSGB0613 Vehicle miles on light rail and trams by system: England	LRT0106	153
TSGB0614 Number of stations or stops on light rail and trams by system: England	LRT0201	154
TSGB0615 Passenger carriages or tramcars on light rail and trams by system: England	LRT0202	155
TSGB0616 Route miles open for passenger traffic on light rail and trams by system: England	LRT0204	156
TSGB0617 Passenger revenue at 2013/14 prices on light rail and trams by system: England	LRT0301	157
TSGB0618 Passenger journeys on local bus services by metropolitan area status and country: Great Britain	BUS0103	158
TSGB0619 Vehicle miles and kilometres on local bus services by metropolitan area status and country: Great Britain	BUS0203	159
TSGB0620 Vehicle miles and kilometres on local bus services by metropolitan area status and country, and service type: Great Britain	BUS0205	161
TSGB0621 Local Bus Fares Index by metropolitan area status and country: Great Britain	BUS0405	163
TSGB0622 Estimated operating revenue for local bus services by revenue type and metropolitan area status: England	BUS0501	165
TSGB0623 Net government support for local bus services and concessionary travel by metropolitan area status and country: England	BUS0502	167
TSGB0624 Public service vehicle stock by type of vehicle: Great Britain	BUS0601	171
TSGB0625 Government support to the rail industry	RAI0302	172
TSGB0626 Private investment in the rail industry	RAI0303	173
TSGB0627 Concessionary travel passes and concessionary bus journeys by metropolitan area status: England	BUS0821	174
TSGB0628 Taxis, Private Hire Vehicles (PHVs) and their drivers: England and Wales	TAXI0102	175
<b>Roads and traffic</b>		
		<b>177</b>
TSGB0701 Road traffic (vehicle miles) by vehicle type in Great Britain	TRA0101	178
TSGB0702 Road traffic (vehicle kilometres) by vehicle type in Great Britain	TRA0201	179
TSGB0703 Motor vehicle traffic (vehicle miles) by road class in Great Britain	TRA0102	180
TSGB0704 Motor vehicle traffic (vehicle kilometres) by road class in Great Britain	TRA0202	182
TSGB0705 Road traffic (vehicle miles) by vehicle type and road class in Great Britain	TRA0104	184
TSGB0706 Road traffic (vehicle kilometres) by vehicle type and road class in Great Britain	TRA0204	185
TSGB0707 Forecasts of road traffic in England and vehicles in Great Britain	TRA9905	186
TSGB0708 Road lengths (kilometres) by road type in Great Britain	RDL0203	187
TSGB0709 Road lengths (miles) by road type in Great Britain	RDL0103	188
TSGB0710 Road lengths (kilometres) by road type and region and country in Great Britain	RDL0201	189
TSGB0711 Road lengths (miles) by road type and region and country in Great Britain	RDL0101	190
TSGB0712 Road lengths (kilometres) by road type and local authority in Great Britain	RDL0202	191
TSGB0713 Road lengths (miles) by road type and local authority in Great Britain	RDL0102	199
TSGB0714 Vehicle speeds on non-built-up roads by road type and vehicle type in Great Britain	SPE0101	207
TSGB0715 Vehicle speeds on built-up roads by speed limit and vehicle type in Great Britain	SPE0102	208
TSGB0717 Regional expenditure on roads	RDE0101	209
TSGB0718 Road construction tender price index	RDE0102	210
TSGB0720 New road construction and improvement: motorways and all purpose trunk roads	RDE0104	211
TSGB0721 Average vehicle speeds during the weekday morning peak on locally managed 'A' roads, England	CGN0205	212
<b>Transport accidents and casualties</b>		
		<b>217</b>
TSGB0801 Reported road accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type	RAS40001	218
TSGB0802 Reported road accident casualties by road user type and severity	RAS30069	220
TSGB0803 Reported accidents and accident rates by road class and severity, Great Britain, annual comparison of 1994-1998 average up to latest year	RAS10002	221
TSGB0804 Reported road accidents: breath tests performed on car drivers and motorcycle riders involved in injury accidents: Great Britain	RAS51014	223
TSGB0805 Railway accidents: casualties: by type of accident	RAI0501	224
TSGB0806 Railway movement accidents: passenger casualties and casualty rates	RAI0502	225
TSGB0807 Railway accidents: train accidents	RAI0503	226
TSGB0808 Signals Passed At Danger (SPADs) on Network Rail controlled infrastructure	RAI0504	227
TSGB0809 International comparisons of road deaths for selected OECD countries	RAS52002	228
TSGB0810 Reported roadside screening breath tests and breath test failures: England and Wales	RAS51016	229
TSGB0811 Motor vehicle offences: findings of guilt at all courts fixed penalty notices and written warnings: by type of offence: England and Wales	RAS61001	230

2014 TSGB web table number	Alternate DfT Statistics table number	Page number
<b>Vehicles</b>		<b>231</b>
TSGB0901 Licensed vehicles by tax class, Great Britain	VEH0103	232
TSGB0902 Vehicles registered for the first time by tax class, Great Britain	VEH0153	234
TSGB0903 Licensed vehicles by body type, Great Britain	VEH0102	236
TSGB0904 Vehicles registered for the first time by body type	VEH0152	237
TSGB0905 Licensed cars by propulsion/fuel type, Great Britain	VEH0203	238
TSGB0906 Licensed cars, by region, Great Britain	VEH0204	239
TSGB0907 Licensed heavy goods vehicles by weight (tonnes), Great Britain	VEH0506	241
TSGB0908 Road vehicle testing scheme (MOT) test results, Great Britain		242
TSGB0909 Road vehicle testing scheme (MOT): percentage of vehicles failing by type of defect, Great Britain		243
TSGB0910 Road passenger service vehicle testing scheme (PSV tests), Great Britain		244
TSGB0911 Goods vehicles over 3.5 tonnes testing scheme (HGV Motor vehicles and Trailers), Great Britain		245
TSGB0912 Trailer tests by axle type, Great Britain		246
TSGB0913 Household car availability	NTS0205	247
TSGB0914 Household car ownership by region and area type	NTS9902	248
TSGB0915 Full car driving licence holders by age and gender	NTS0201	249
TSGB0916 Annual mileage of 4-wheeled cars by type and trip purpose	NTS0901	250
TSGB0917 Car driving tests, Great Britain		251
<b>Walking and cycling</b>		<b>253</b>
TSGB1101 Proportion of residents who do any walking or cycling at least once per month: England	CW0102	254
TSGB1102 Proportion of residents who walk for at least 10 minutes at a given frequency: England	CW0122	255
TSGB1103 Proportion of residents who cycle any length or purpose at a given frequency: England	CW0112	256
TSGB1104 Where usually cycled in the last 12 months	NTS0315	257
TSGB1105 Bicycle ownership by age	NTS0608	258
TSGB1106 Bicycle trips by age and gender	NTS0609	259
TSGB1107 Average distance travelled by age, gender and mode	NTS0605	260
TSGB1108 Trips to and from school per child per year by main mode	NTS0613	261
<b>Transport and disability</b>		<b>263</b>
TSGB1201 Mobility difficulties by age and gender	NTS0622	264
TSGB1202 Travel by mobility status and main mode/mode	NTS0709	265
TSGB1203 Travel by mobility status and trip purpose	NTS0710	266
TSGB1204 Valid Blue Badges held by disabled people by category in England	DIS0101	267
TSGB1205 Valid Blue Badges held and population measures: England	DIS0102	268
TSGB1206 Number of disability accessible or low-floor buses used as Public Service Vehicles, local bus operators only: Great Britain	BUS0603	269
TSGB1207 Taxis, Private Hire Vehicles (PHVs) and their drivers: England and Wales	TAXI0102	270
TSGB1208 Concessionary travel passes by metropolitan area status and type of pass: England	BUS0820	271
<b>Transport expenditure</b>		<b>273</b>
TSGB1301 Public expenditure on transport		274
TSGB1302 Public expenditure on transport by country and spending authority	TSGB0117	275
TSGB1303 Public expenditure on transport by function	TSGB0118	277
TSGB1304 Total UK public corporation capital expenditure on transport	TSGB0119	278
TSGB1305 Public expenditure on specific transport areas: Great Britain	TSGB0120	279
TSGB1306 Household expenditure on transport	TSGB0121	280
TSGB1307 Retail and consumer prices indices: motoring costs	TSGB0122	281
TSGB1308 Retail prices index: transport components	TSGB0123	282
TSGB1309 Gross domestic produce and retail prices index deflators	TSGB0124	283
TSGB1310 Fuel and vehicle excise duty	TSGB0125	284
TSGB1311 Road taxation revenue	RDE0103	285

# TSGB: 2014

## Symbols and conventions



Department  
for Transport



Unless otherwise stated, tables refer to **Great Britain**.

**Metric units** are generally used.

### Conversion factors:

1 kilometre	= 0.6214 mile
1 kilogram	= 2.2 lb
1 tonne (1,000kg)	= 0.9842 ton
1 tonne-km	= 0.6116 ton-mile
1 billion	= 1,000 million
1 (imperial) Gallon	= 4.546 litres
1 litre	= 0.220 (imperial) gallons

**Rounding of figures.** In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

**Symbols.** Symbols used throughout are defined below:

- .. = not available
- . = not applicable
- = Negligible (less than half the final digit shown)
- 0 = Nil
- \* = Sample size too small for reliable estimates
- ow = of which
- { = subsequent data is disaggregated
- } = subsequent data is aggregated
- | = break in the series
- P = provisional data
- F = forecast expenditure
- e = estimated outturn
- n.e.s. = not elsewhere specified
- R = Revised data

# Transport Statistics Great Britain 2014

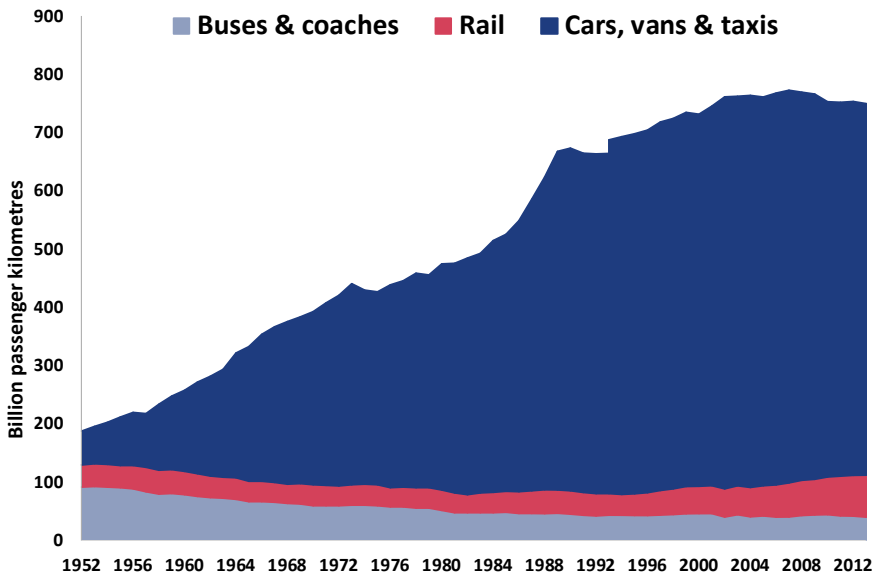
## Modal Comparisons



Department for Transport

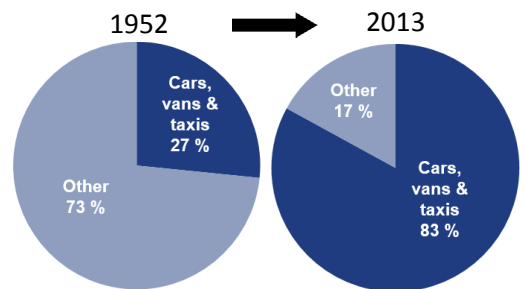
### Passenger Transport

Passenger kms by mode: Great Britain 1952 to 2013



- Long-term increase in distance travelled across most modes - mainly due to increased travel by cars, vans and taxis.
- Rail passenger miles have increased by 51% since 2001.
- Overall distance travelled has slowed in recent years and seen small falls since 2007.

Proportion of distance travelled, Great Britain 1952 and 2013



#### Further information:

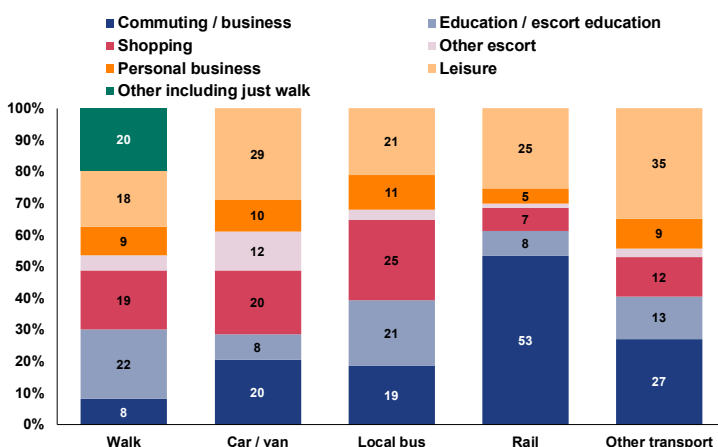
Statistical tables on **passenger transport** are available from [TSGB0101 to TSGB0102](#)

Domestic air flights: Great Britain 1952 to 2013

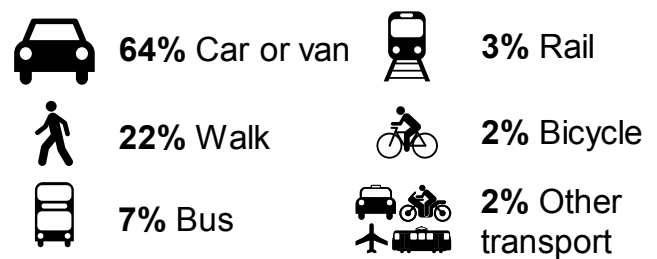


### Personal Travel: 2013

Trips by main mode and purpose: England 2013



How we travelled: England 2013, Mode share of 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 2013

## Usual method of travel to work: Great Britain

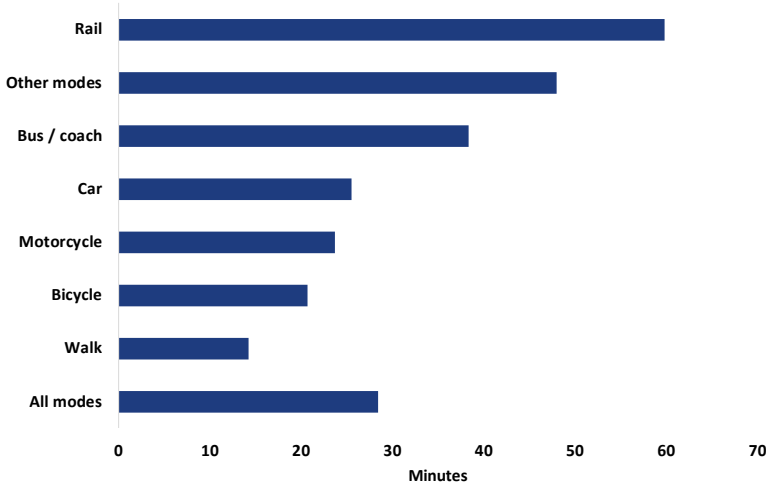


- 68 per cent of people travel to work by car.
- 1 in 10 people walk to work.

### Further information:

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

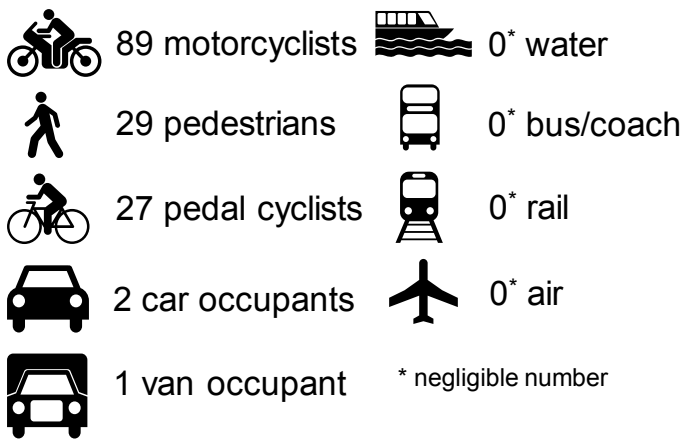
## Average time taken to travel to work: Great Britain



- The average rail trip to work took one hour.
- The average walk to work took 14 minutes.

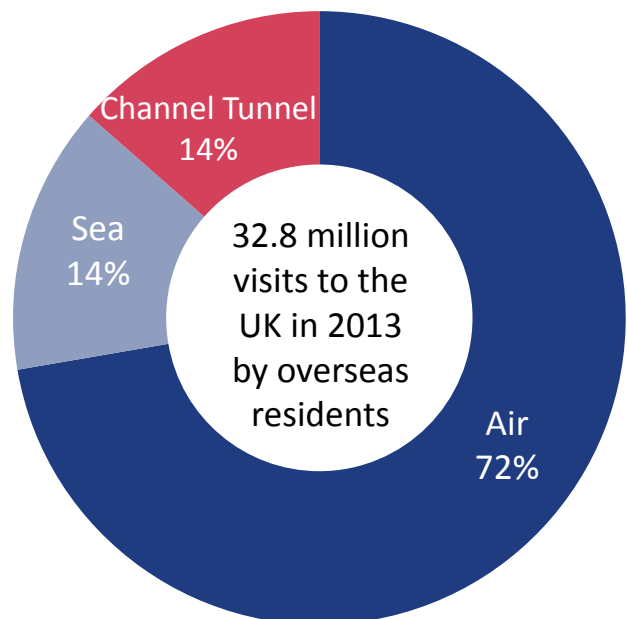
## Passenger Casualty rates

### Fatalities per billion passenger kilometres by mode: 2004 - 2013 average



## Overseas Travel

### Visits to and from the United Kingdom by mode: 2003-2013



### Further information:

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

### 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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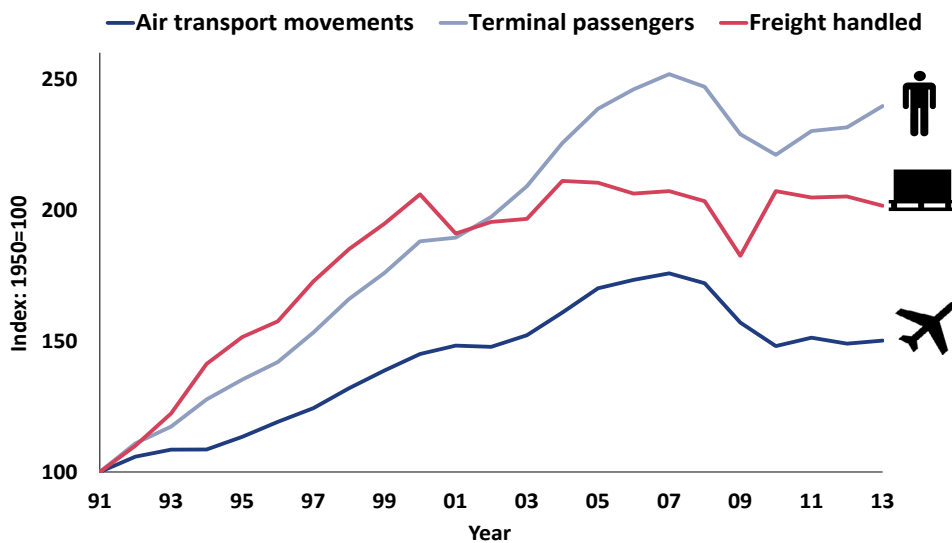
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## Trends in air traffic at UK airports



- There were 228 million terminal passengers (arrivals and departures) at UK airports in 2013, an increase of 3.5% compared to 2012.
- This was the highest level since 2008 but still around 5% below the peak in 2007.

## Share of air traffic at UK airports: 2013



- Heathrow is easily the largest airport in the UK, accounting for twice as many passengers and [air transport movements](#) (ATMs) as the next largest airport, Gatwick. East Midlands handles the most air freight after Heathrow.
- Despite capacity constraints, the number of passengers at Heathrow increased by 2 million (3%) in 2013.
- The 5 London airports combined accounted for 48% of ATMs, 61% of passengers and 78% of freight tonnes in 2013.

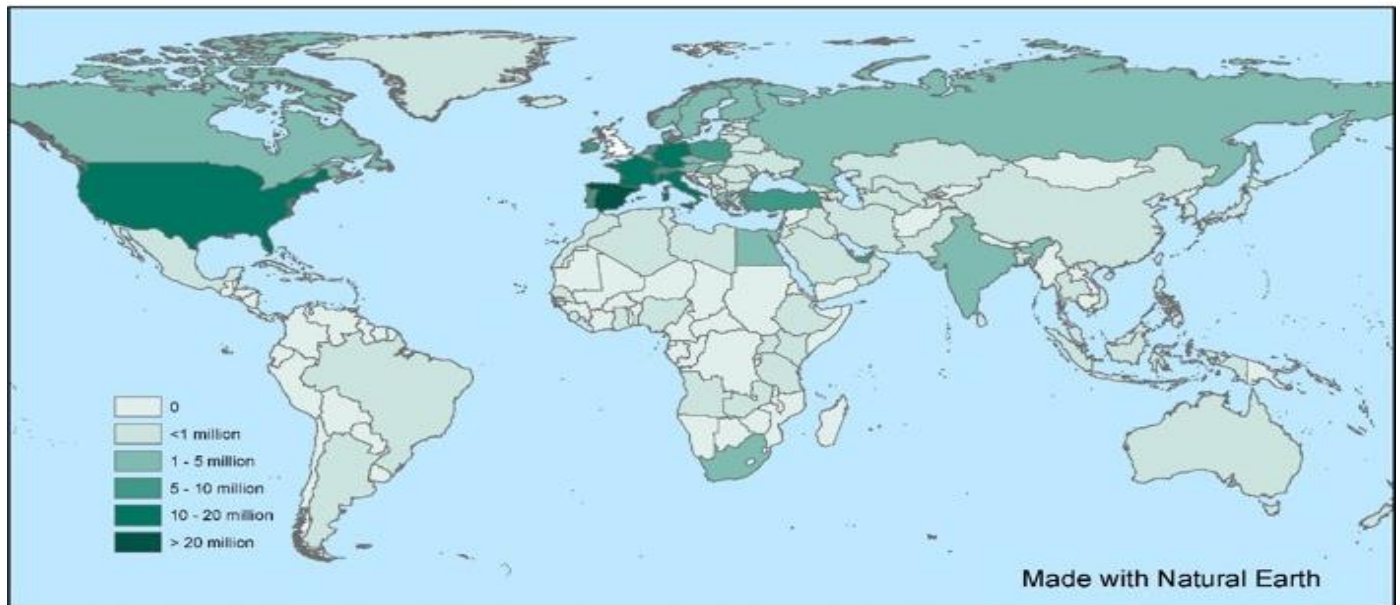
### Further information:

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

### 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: 2013

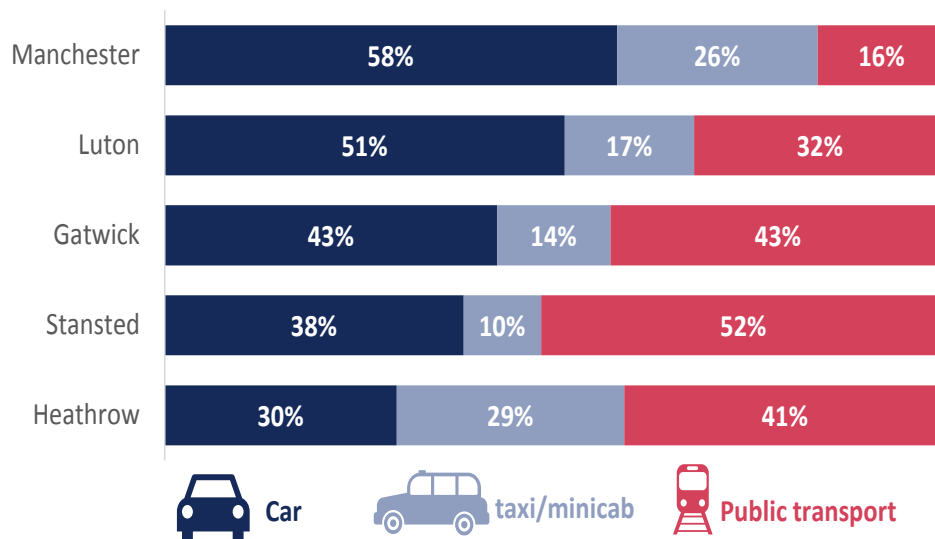


- In 2013, nearly three-quarters (72%) of international passenger movements at UK airports were to/from other European countries.
- Spain was the most popular country origin/destination for passengers at UK airports, accounting for 17% of international movements, followed by the USA (9%).

### Further information:

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

## Mode of travel to selected UK airports: 2013



- Over half of terminating passengers at Stansted travelled to the airport by public transport in 2013, compared to 41% at Heathrow and 16% at Manchester.
- At Heathrow, a similar proportion of passengers travel by car and taxi.

### Further information:

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

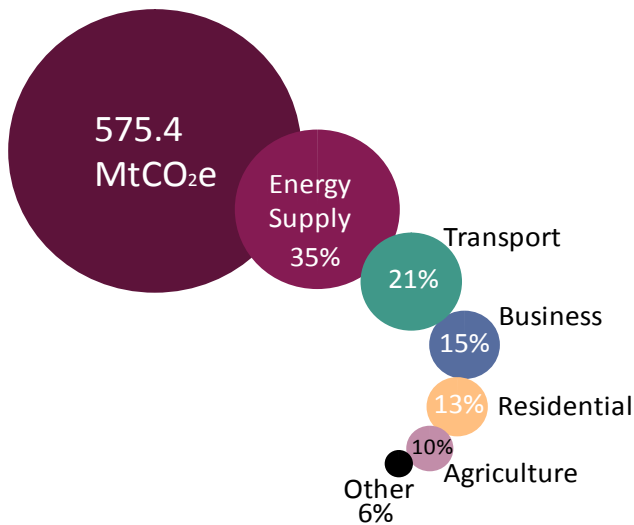
Further information and detailed statistical tables: Aviation statistics

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## UK greenhouse gas emissions: 2012



- In 2012, 21% of UK domestic greenhouse gas (GHG) emissions were from transport at 118MtCO<sub>2</sub>e. Total net domestic emissions from all sources was at 575.4 MtCO<sub>2</sub>e.
- Transport comprises 26% of total GHG emissions when both domestic and international emissions are included.

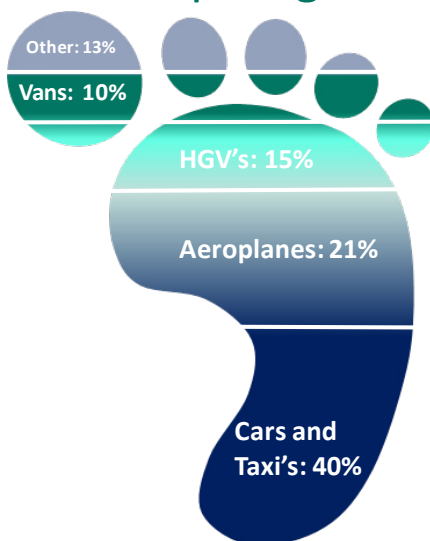


In 2012, emissions from international aviation have more than doubled since 1990. Air transport movements have increased by 72% over the same period.

### Further information:

Statistical tables on total **greenhouse gas emissions from transport** are available from: [ENV0201](#)

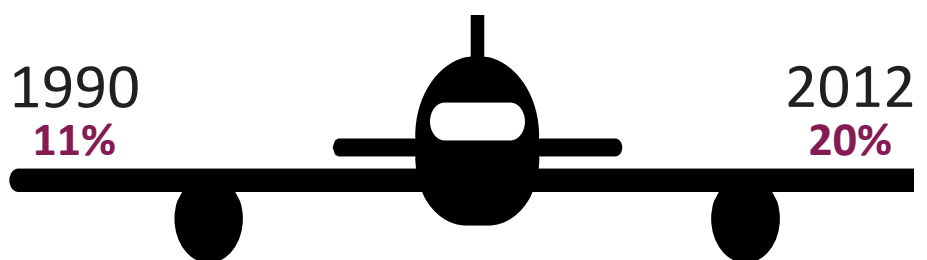
## UK transport greenhouse gas emissions by mode: 2012



- In 2012, road transport was the largest contributor to total transport GHG emissions (68%).
- Cars and taxis contributed the most of any transport mode (40%). Emissions from cars and taxis have declined by 11% since 1990.

*\*other consists mainly of shipping, rail, buses and coaches and motorcycles/mopeds.*

### International aviation's share of transport emissions



### Further information:

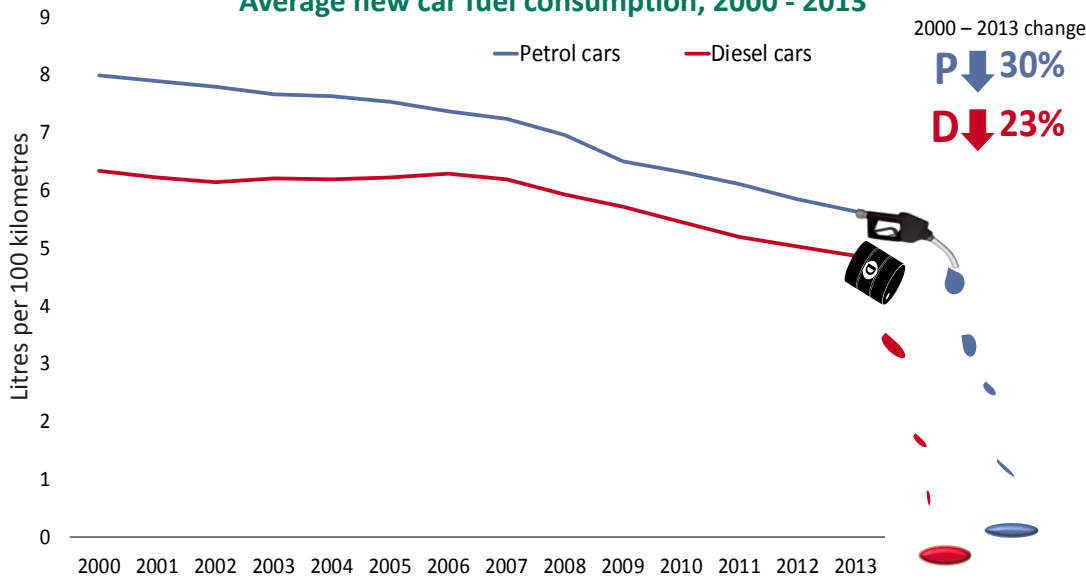
Statistical tables on **greenhouse gas emissions by transport mode** are available from [ENV0201](#) and [ENV0202](#)

### 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

Average new car fuel consumption, 2000 - 2013



- There has been a long term decrease in new car fuel consumption due to more fuel efficient cars.
- In 2013, new diesel cars consumed approximately 5 litres of fuel/100km compared to around 6 litres for petrol cars.

## Further information:

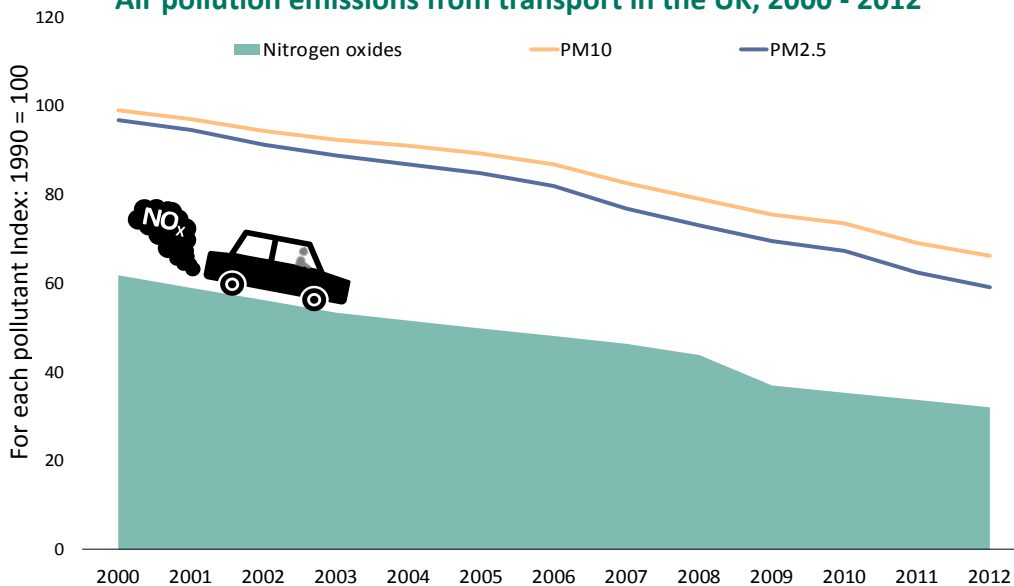
Statistical tables on **transport energy consumption** are available from [ENV0101 - ENV0105](#)  
 Related information can be found in the Digest of UK Energy Statistics ([DUKES](#))

# UK air pollution emissions



On average, most air pollutants have more than halved since 1990 (except particulate matter, which is measured by PM10 (less than 10 micrometres in diameter) and PM2.5 (less than 2.5 micrometres)).

Air pollution emissions from transport in the UK, 2000 - 2012



- Sulphur dioxide emissions from transport decreased by 88% between 1990 and 2012.



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

In 1990 transport made up 76% of total UK lead emissions.



Due to the ban on the sale of leaded petrol in 1999 it accounted for only 3% in 2012.

## Further information:

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

Further information and detailed statistical tables: Energy and Environment statistics

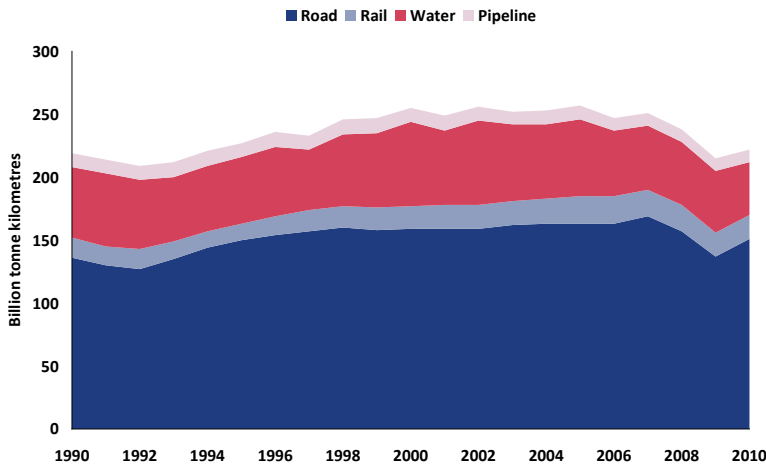
Dorothy Anderson  
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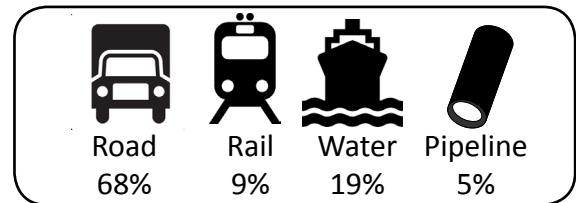
### Domestic freight

#### Domestic freight: goods moved, 2010



- 22 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

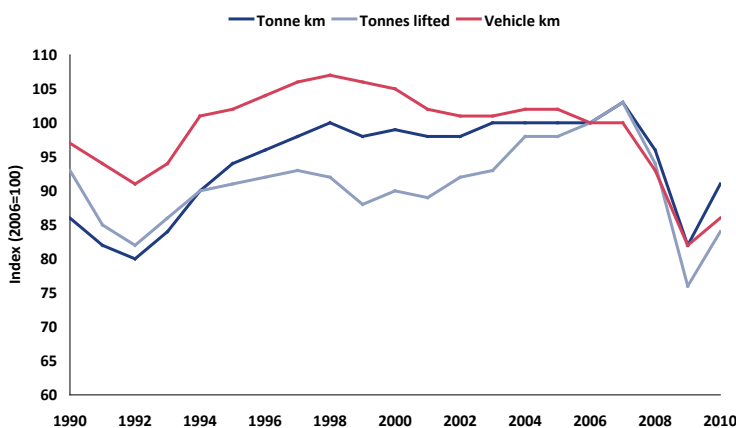


#### Further information:

Statistical tables on **domestic freight mode** are available from TSGB0401

### Road freight activity

#### GB registered vehicles operating in the UK, 2010



- 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 TSGB0404 - TSGB0433



#### 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

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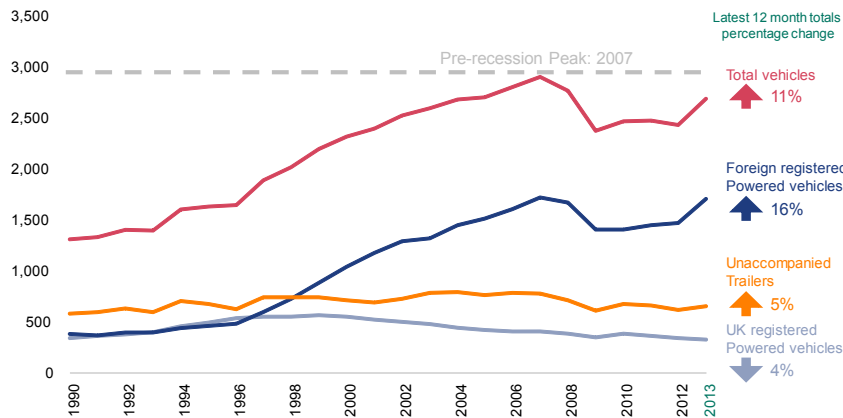
roadfreight.stats@dft.gsi.gov.uk

Darren Williams  
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roadfreight.Stats@dft.gsi.gov.uk

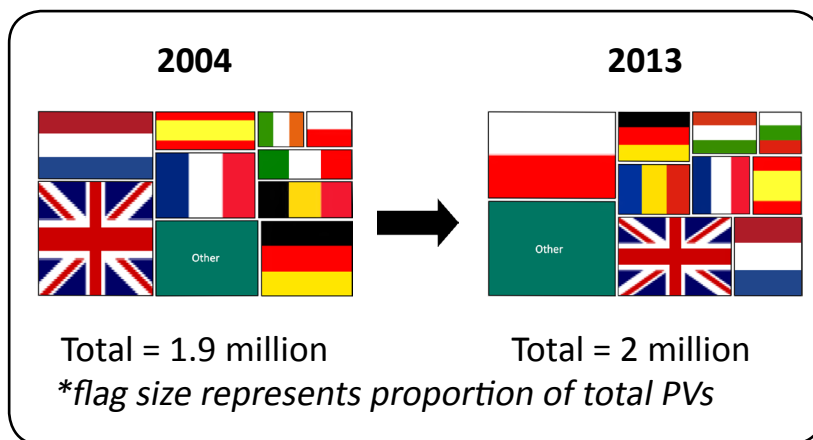
# Road goods vehicles

## Road goods vehicles travelling to mainland Europe, 2013



- In 2013, a total of 2.7 million goods vehicles travelled from GB to mainland Europe (+11% compared to 2012 and -7% on 2007 peak).
- Of these good vehicles, 2 million were powered vehicles (+13% compared to 2012, +181% compared to 1990).
- 0.7 million were unaccompanied trailers (+5% compared to 2012 and +12% since 1990).

## Share of total powered vehicles by country of registration

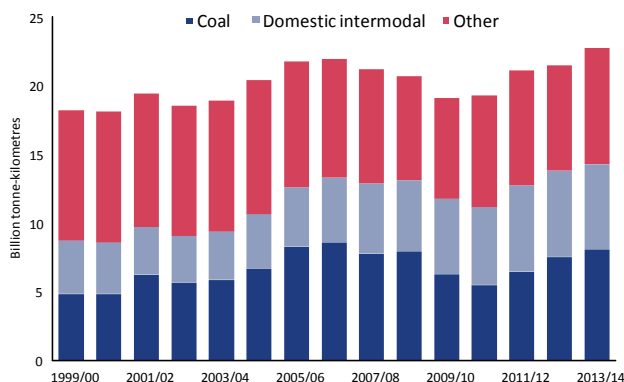


### Further information:

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

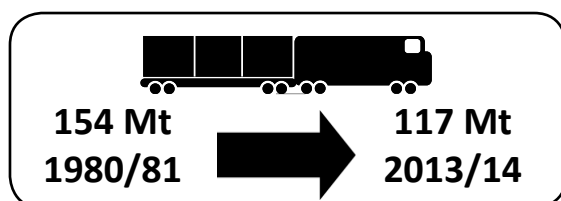
# Rail

## Goods moved by rail, by commodity, 2013/14



- In 2013/14, 22.7 billion net tonne kilometres of freight were moved by rail (+5% on 2012/13)
- In 2013/14, coal accounted for 36% of goods moved by rail and domestic intermodal commodities 27%

## Weight of goods lifted by rail



### Further information:

Statistical tables on **rail freight** activity are available from TSGB0422, TSGB0423 and TSGB0424

## Further information and detailed statistical tables:

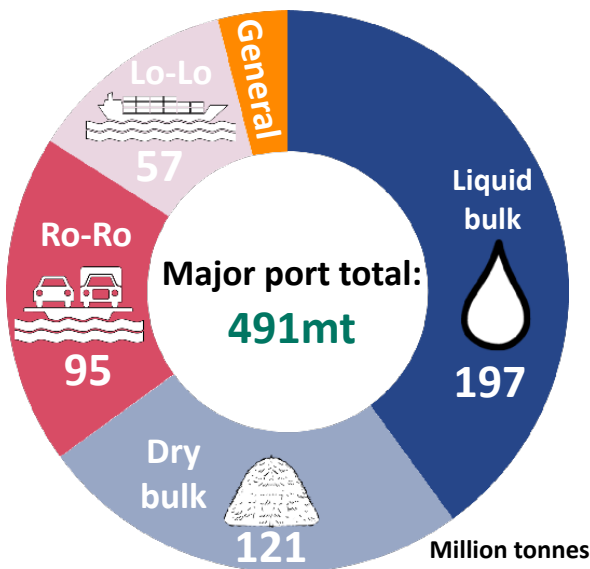
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Roll-on roll-off international freight  
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### Port freight

- In 2013 4 out of every 5 tonnes of freight handled by UK ports were imported or exported.

### UK port freight: 2013 503 million tonnes...



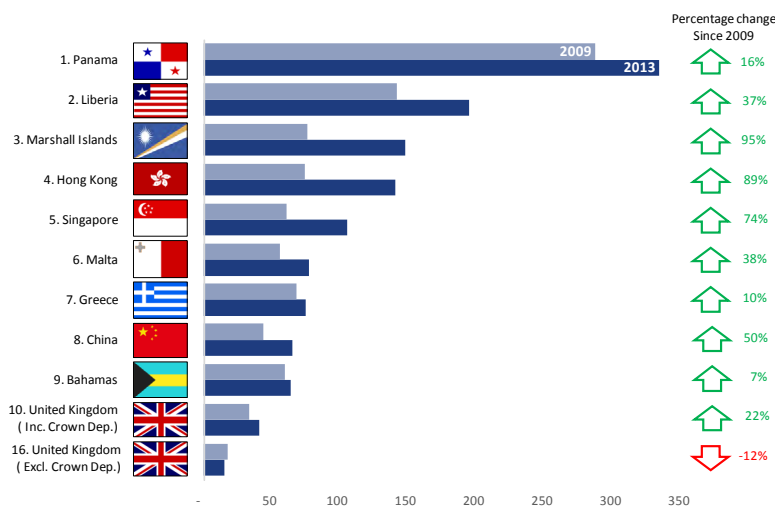
- Major ports handle 98% of total port traffic.
- Liquid bulk (40%) has been steadily declining due to large decreases in crude oil.
- Dry bulk (25%) has been steadily increasing largely due to increases seen in coal.

**Further information:**

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

### Shipping fleet

#### Top 10 nations: registered trading vessels



- In 2013 the top 10 nations held 77% of the total **deadweight** tonnage.
- The UK's deadweight tonnage, excluding Crown Dependencies, decreased by 12%.
- The UK's top 10 position relies heavily on the vessels registered to Crown Dependencies.

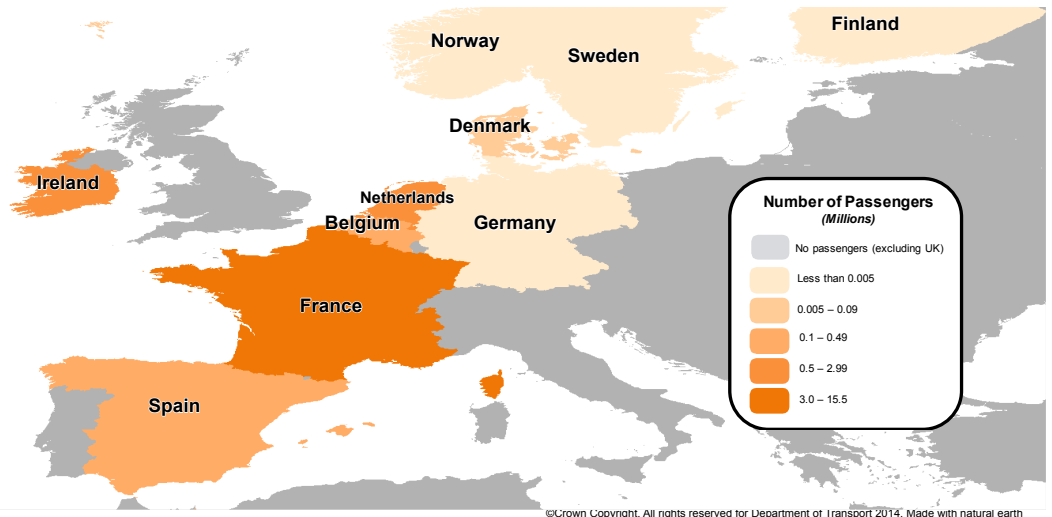
**Further information:** Statistical tables on **shipping fleet** are available from [TSGB0513 – TSGB0515](#)

**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](#)

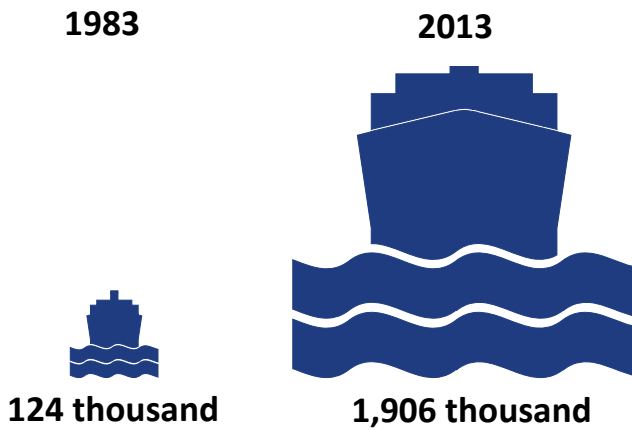
# Sea Passengers

- In 2013, there were 20.5 million international short sea passenger journeys to and from the UK...
- ...journeys to and from France accounted for 3 out of every 4 of these.



# Cruise passengers

- In 2013, there were over 15 times more passengers starting or ending a cruise at UK ports than 30 years previously.



# Domestic passengers

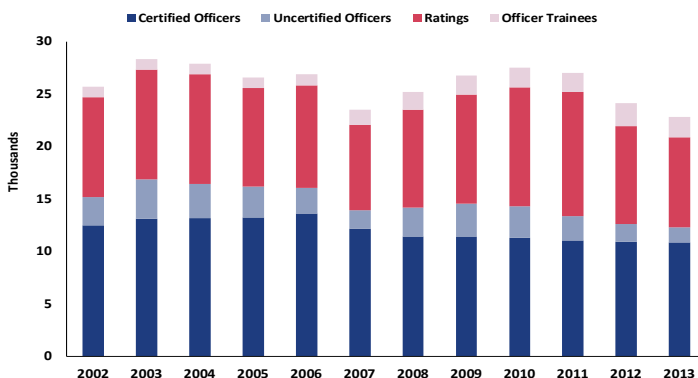
- There were 43.3 million domestic passengers in 2013, around half were on river ferries.

	Number of passengers (millions)	% of total
Inter-Island	18.5	43%
River ferries	21.1	49%
Domestic sea crossings	3.6	8%

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

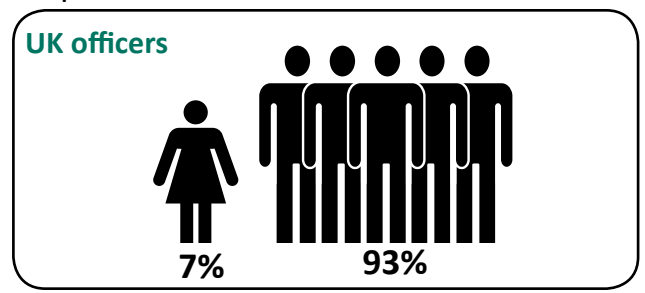
# Seafarers

## UK Seafarers active at sea, 2013



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

- The UK has an ageing seafarer population.
- Over 60% of certified officers are over 40.
- There are significantly more men than women in both the officer and ratings professions.



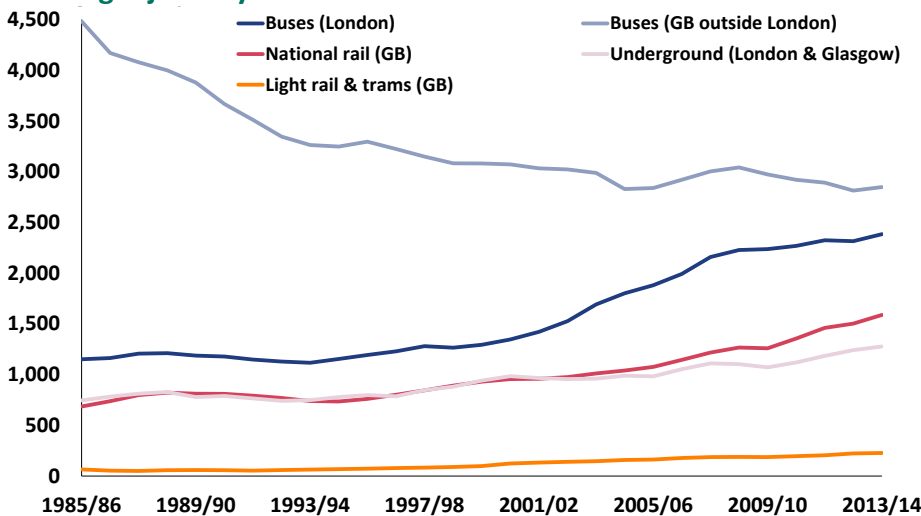
**Further information and detailed statistical tables: Maritime**

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### Passenger journeys

#### Passenger journeys in Great Britain



- Rail passenger journeys have more than doubled since privatisation in 1994/95.
- In 2013/14 bus passenger journeys increased both inside and outside London.
- Light rail and underground passenger journeys were both at the highest levels ever recorded in 2013/14.

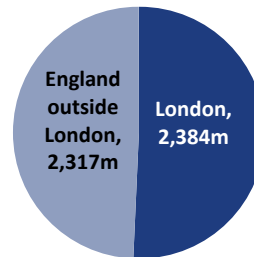
#### Further information on passenger journeys:

Bus: [BUS0103](#)

Rail and London Underground: [RAI0101](#)

Glasgow Underground: [LRT9902](#)

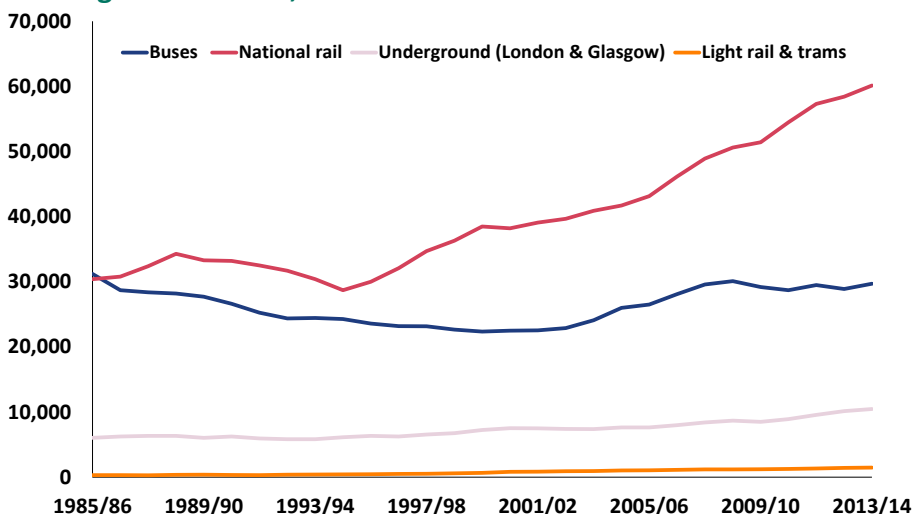
Light rail: [LRT0101](#)



London accounted for over ½ of all bus passenger journeys in England in 2013/14.

### Passenger kilometres

#### Passenger Kilometres, Great Britain



- 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](#)

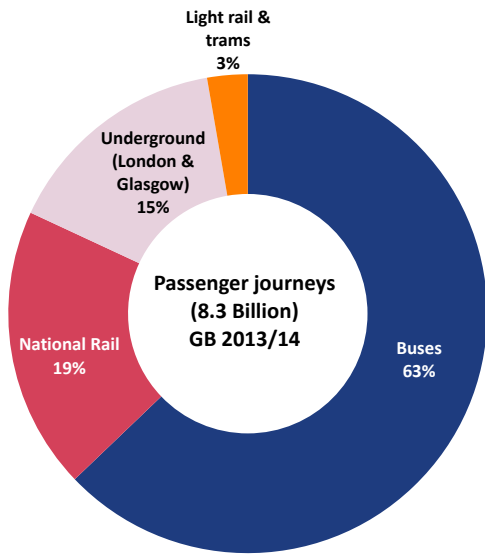
Glasgow Underground:

[LRT9902](#)

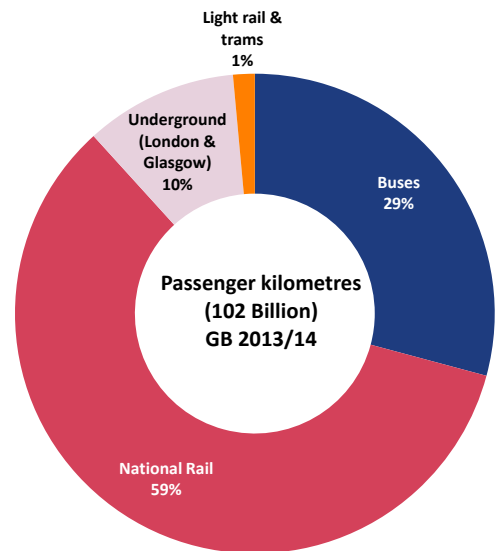
Light rail: [LRT0103](#)

#### Further data are available on Public transport, including:

- Rail: [TSGB0601](#) (length of national railway), [TSGB0603](#) (timetabled train kms) [TSGB0606](#) (age of rolling stock), [TSGB0608](#) (Channel Tunnel Traffic),
- Bus: [TSGB0624](#) (public service vehicle stock), [TSGB0619](#) (vehicle miles)
- Light rail: [TSGB0615](#) (passenger carriages/tram cars), [TSGB0613](#) (vehicle miles)

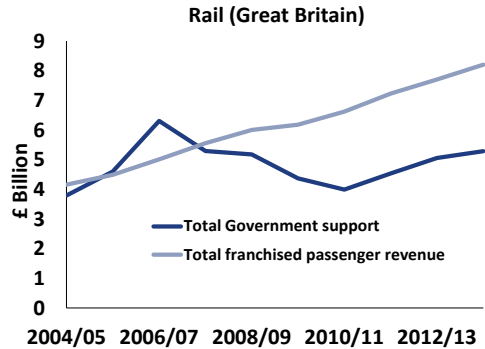
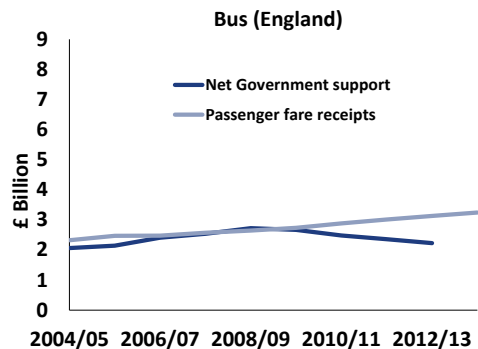


Buses account for the majority of passenger journeys but rail accounts for the majority of passenger kilometres.



## Revenue and government support

Rail fares continue to increase at a rate greater than the cost of living (RPI) but bus and coach fares by less



- 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](#), [TSGB1308](#) and [RAI03](#).

## Further data available on public transport:

There were 9.7 million concessionary travel pass holders in England, making an average of 104 trips a year in 2013/14.

**Peak overcrowding in London:** 3.1% 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.

4.1 taxis and private hire vehicles per 1000 people in England and Wales.

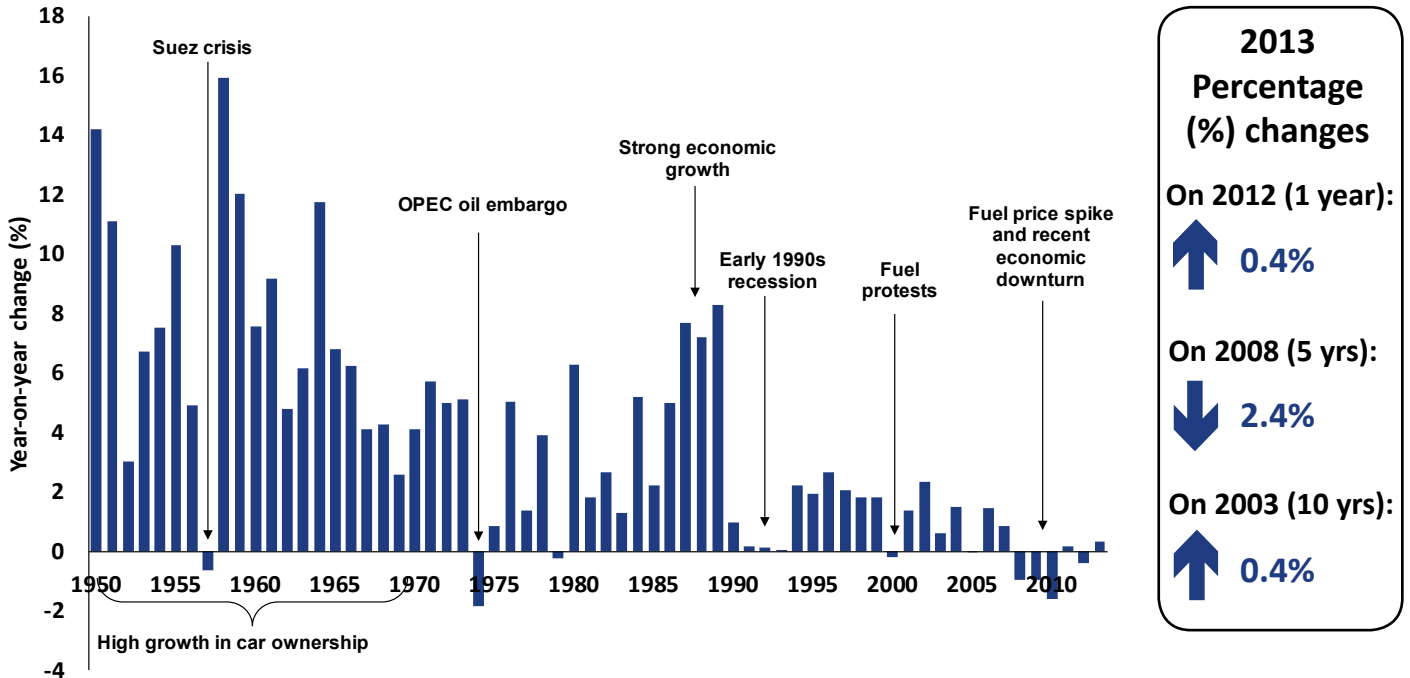
**Further information:** tables on **concessionary travel, peak overcrowding and taxis and private hire vehicles** are available from [BUS0821](#), [RAI0210](#) and [TAXI01](#) respectively

**Further information and detailed statistical tables: Public transport**

<p><b>Rail</b> Margaret Shaw 0207 944 2419 <a href="mailto:Rail.stats@dft.gsi.gov.uk">Rail.stats@dft.gsi.gov.uk</a></p>	<p><b>Buses, Light Rail &amp; Taxis</b> Darren Stillwell 0207 944 4746 <a href="mailto:Bus.statistics@dft.gsi.gov.uk">Bus.statistics@dft.gsi.gov.uk</a></p>
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## Road traffic: Trends in motor vehicle traffic

Year-on-year change in motor vehicle traffic, Great Britain



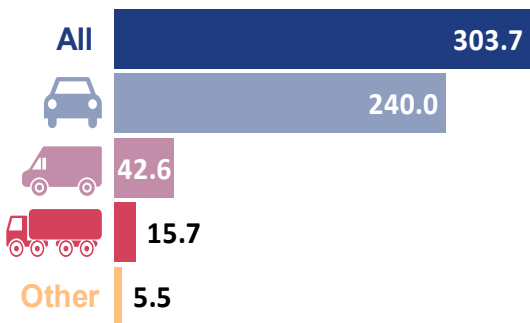
In 2013, all motor vehicle traffic in Great Britain was 303.7 billion vehicle miles, a slight increase on 2012. Traffic volumes have remained relatively stable since 2010.

Further information on [road traffic statistics](#) is [available on the DfT website](#)

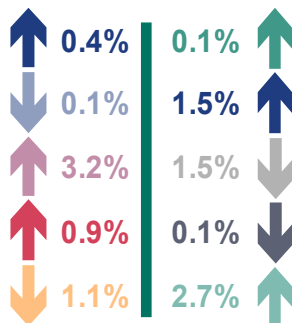
## Road traffic in 2013 by vehicle type and by road type

Of the 303.7 billion vehicle miles travelled overall in Great Britain in 2013...

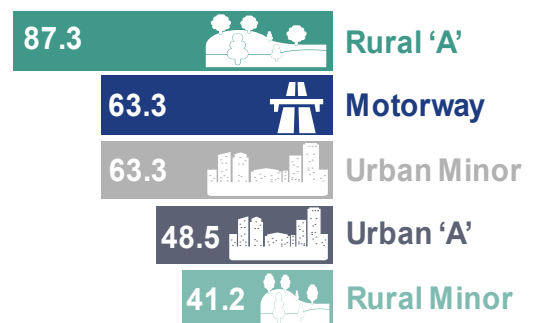
240 billion vehicle miles were travelled by car (79% of all vehicle traffic)



2013 Annual Percentage change from 2012



63 billion vehicle miles were travelled on motorways (21% of all vehicle traffic)



Further data are available on Roads and Traffic, including:

- Road traffic: [TSGB0701-06](#)
- Road lengths: [TSGB0708-0713](#)
- Road construction & expenditure: [TSGB0717-0720](#)
- Road traffic forecasts: [TSGB0707](#)
- Road speeds: [TSGB0714-15](#)
- Road congestion: [TSGB0721](#)

## Road lengths, condition and expenditure

The total length of road in Great Britain in 2013 was estimated to be 245.7 thousand miles.

[RDL01 – RDL02](#)



In 2012/13 £6.4 billion was spent on roads in England.



The proportion of the Highways Agency's trunk motorway network likely to require planned maintenance within one year was 2% in 2013.



This is down from 6% in 2004

Further Info: [RDC0201](#)



Of this total £4.6 billion was spent on the construction and maintenance of local roads.

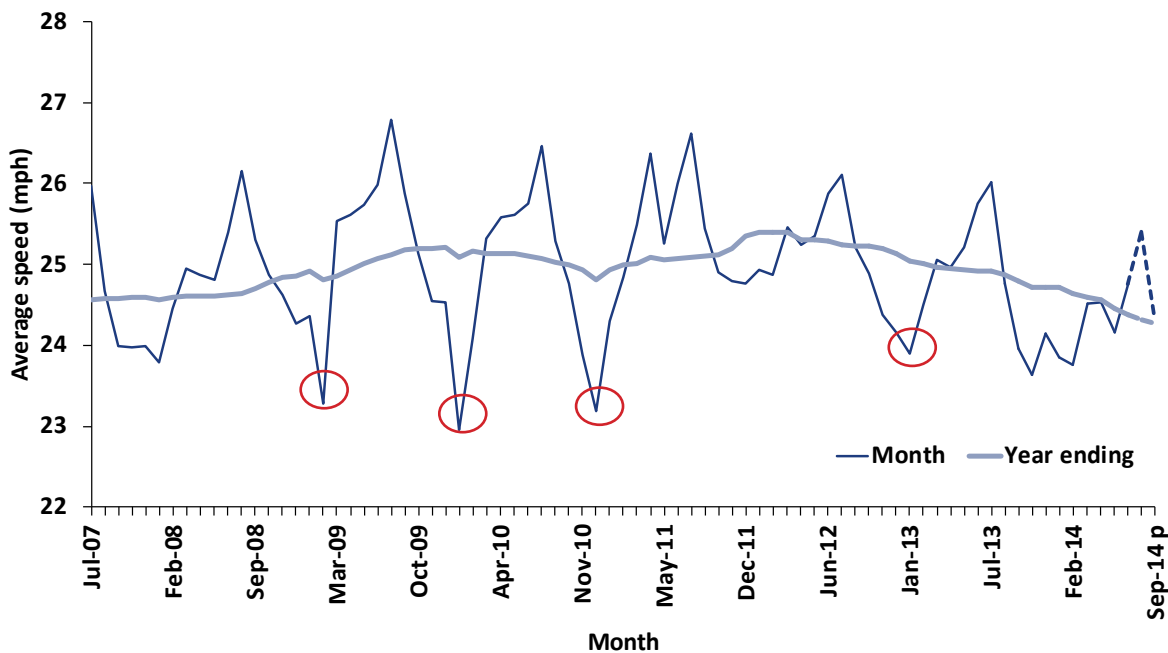
And £1.8 billion was spent on the construction and improvement of [trunk roads](#).



Further info: [RDE01](#)

## Congestion on local authority managed 'A' roads, England

Average speeds during weekday morning peak, England



The average speed during the weekday morning peak (7:00-10:00) on local authority-managed 'A' roads in England was 24.3mph in the year ending September 2014, a 2.4% decrease on the year ending September 2013. Average speeds have continued to fall over the last two and a half years.

Further information: Statistics on [local 'A' road congestion](#) and on [reliability on Highways Agency roads](#), are both [available on the DfT website](#)

Note: In this chapter, figures have been rounded where appropriate. Percentages are based on unrounded figures.

Further information and detailed statistical tables: Roads and Traffic

Road traffic and speeds

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Road congestion and reliability

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[congestion.stats@dft.gsi.gov.uk](mailto:congestion.stats@dft.gsi.gov.uk)

Road length, condition and expenditure

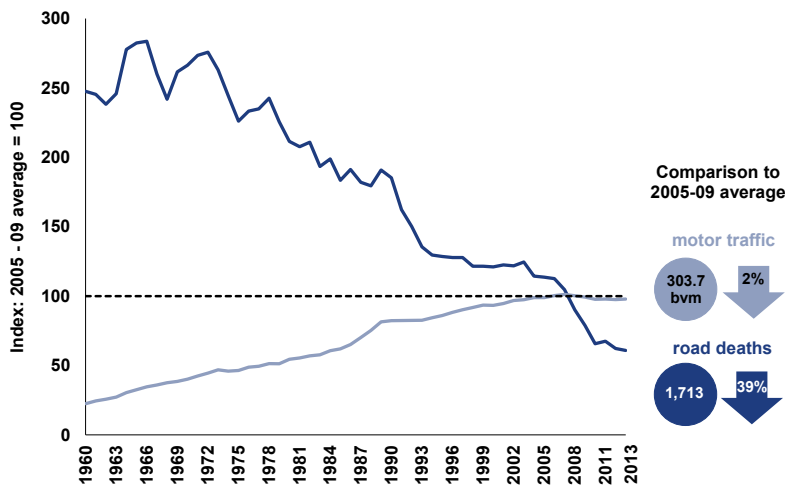
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[road.length@dft.gsi.gov.uk](mailto:road.length@dft.gsi.gov.uk)

### Road accidents and casualties

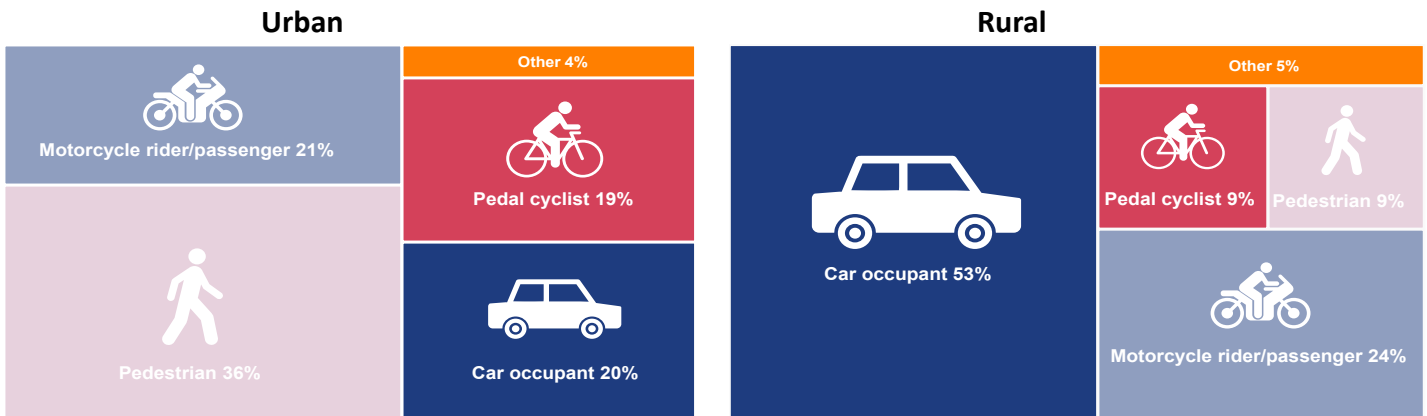
#### Fatalities in reported road accidents and motor traffic, GB: 1960 - 2013



- The number of reported road fatalities decreased by 2 per cent to 1,713 in 2013 compared to 1,754 in 2012.
- This was the lowest figure since records began in 1926.
- Vehicle traffic levels however remained broadly stable with a 0.4 per cent increase between 2012 and 2013.

\*bvm - billion vehicle miles

#### Killed or seriously injured (KSI) casualties on urban and rural roads by road user type, GB: 2013



- Pedestrians account for around a third of KSIs on urban roads, with car occupants, motor cyclists and pedal cyclists compromising a fifth each.
- In contrast, on rural roads car occupants are the majority of KSI casualties (53 per cent in 2013) with pedal cyclists and pedestrians accounting for around 10 per cent each.
- Deaths are disproportionately likely to occur on rural roads. In 2013 they carried 53 per cent of traffic but accounted for 62 per cent of road deaths. In contrast serious and slight injuries are more likely to occur on urban roads. The difference is likely to relate to higher average speeds on rural roads.

#### Further information:

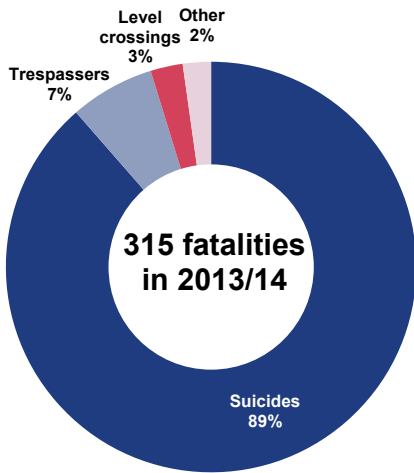
Statistical tables on reported road casualties are available from: [RAS30](#)

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

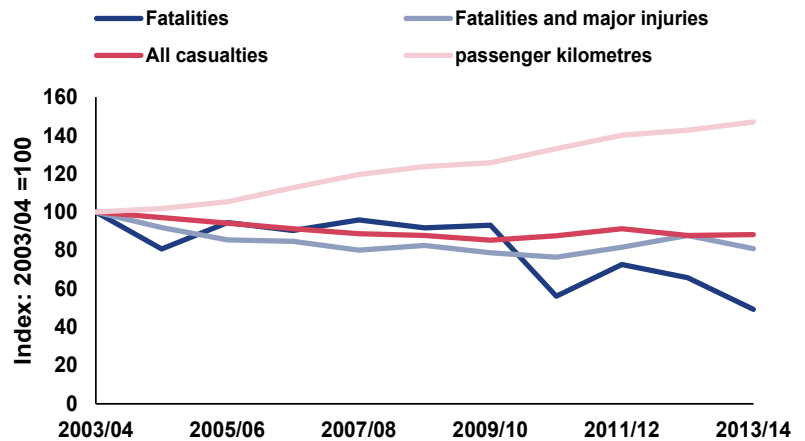
- Total number of reported road accidents and casualties by severity: [TSGB0801](#)
- Number of reported casualties by road user group: [RAS30069](#)
- Reported accidents and accidents rates by road type: [RAS10002](#)
- Breath tests and failures of drivers and riders in reported accidents: [TSGB0804](#)

# Rail accidents and casualties

- There were 315 fatalities in 2013/14 on the national rail network, the majority of which were suicides (89 per cent).
- Trespassers accounted for 7 per cent and fatalities at level crossings accounted for 3 per cent.
- Since 2005/06, only one passenger has been killed in a train accident.



## Fatalities and casualties (excluding suicides\*)



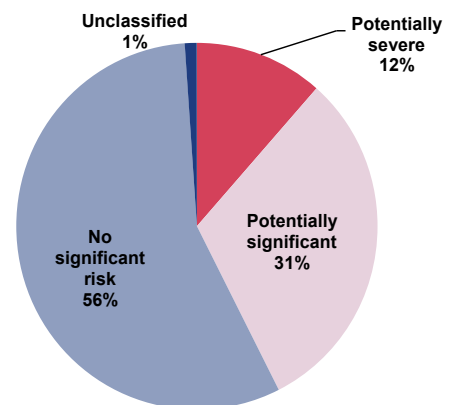
\*suicides are classed as non-accidental harm therefore they are not included

# Signals passed at danger (SPADs)

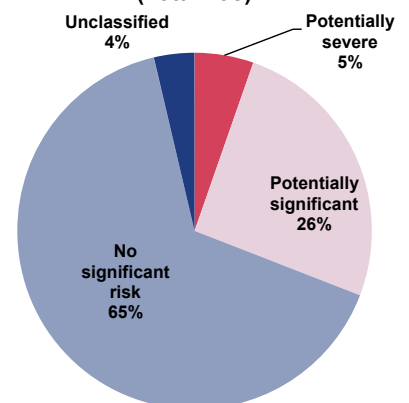


- The number of signals passed at danger has fallen gradually over the last decade, from 374 reported incidents in 2003/04 to 298 in 2013/14.
- The largest falls have been in the most serious cases, with the number of cases where a SPAD could potentially have led to a severe accident falling by 63% in the last 10 years.

## Signals passed at danger: 2003/04 (Total 374)



## Signals passed at danger: 2013/14 (Total 298)



### 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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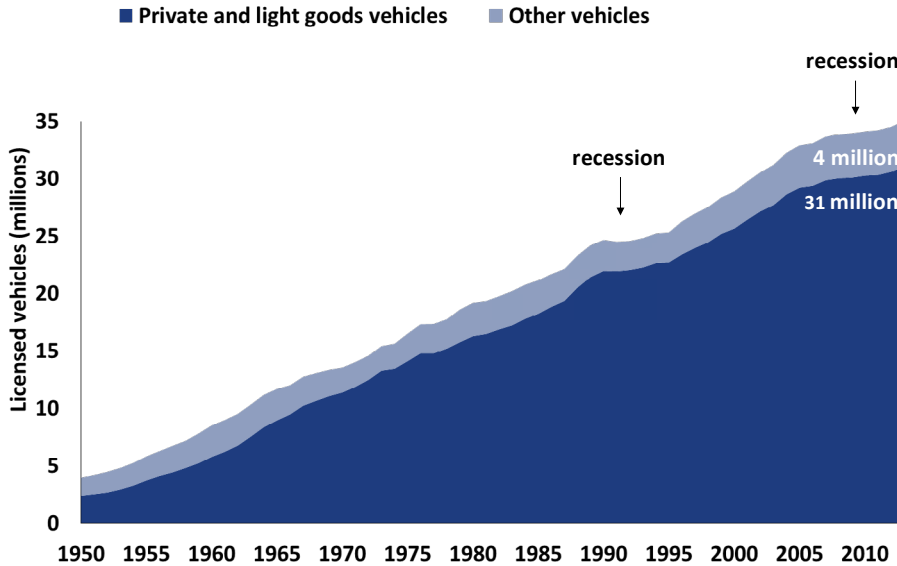
Rail accidents and safety

Margaret Shaw  
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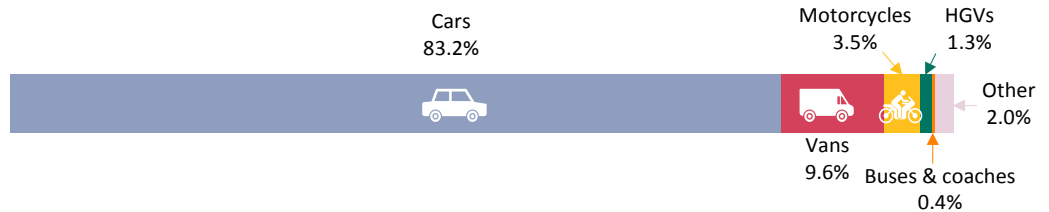
### Licensed Vehicles

Licensed vehicles in Great Britain 1950 - 2013



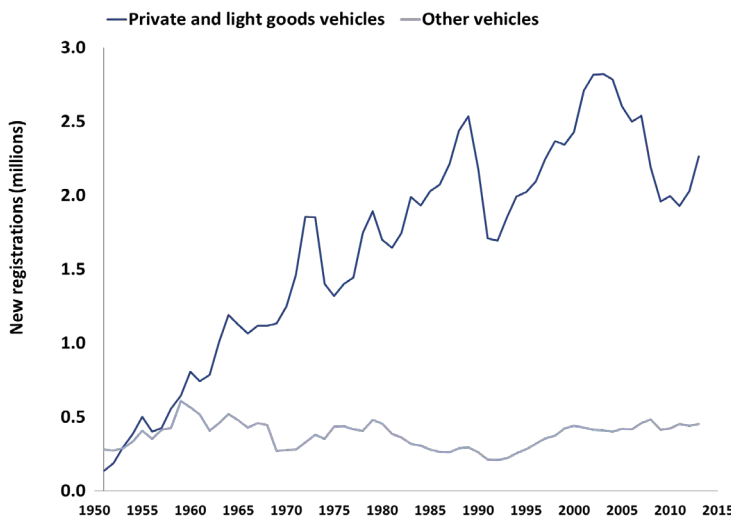
- The number of licensed vehicles in Great Britain has increased in every year since 1950, except for 1991.
- 2013 saw the largest annual increase (1.6%) since 2007.

- At the end of 2013, there were 35.2 million licensed vehicles, of which 29.1 were cars.



### New registrations

Vehicles registered for the first time, GB 1951 - 2013



- 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.

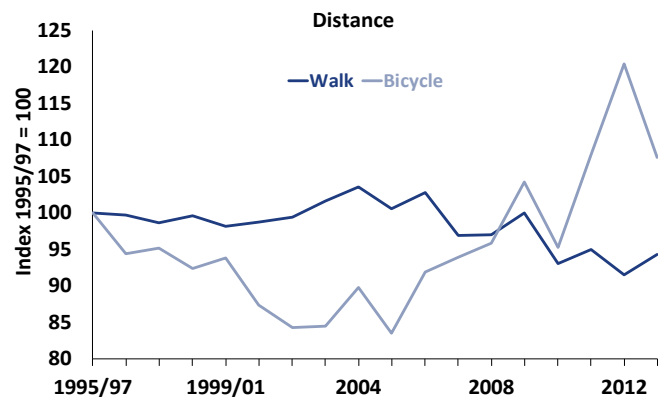
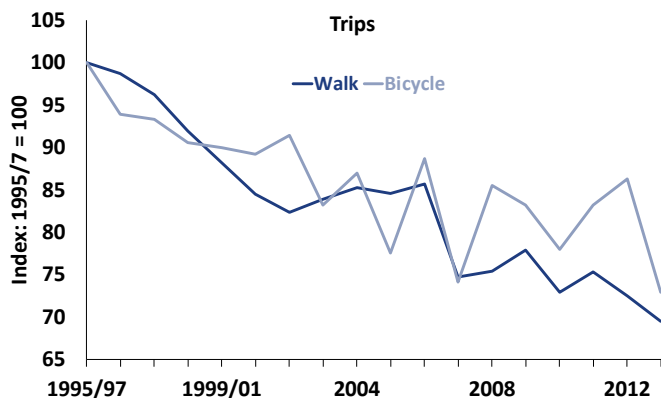
**Further data are available on Vehicles, including:**

- 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](#)





## Number of trips and trip distance



- 22% of trips were made by walking. Both walking and cycling trips have declined since 1995/97, but the trend in cycling trips has been mixed since 2007
- The average distance people cycle in a year has increased since 2005. In 2013, the distance was 49 miles per year (8% greater than in 1995/97)



Average annual cycling trips (2011-2013)

24 trips



9 trips

### Further information on trips or distance travelled:

Average number of trips by main mode [NTS0303](#)

Average distance travelled by mode [NTS0305](#)

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



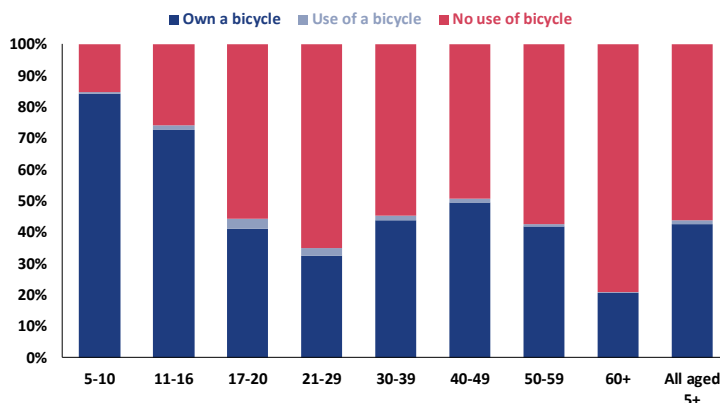
7% for EU27 average



2% of people in the UK



### Bicycle ownership by age, England, 2011/13



43% of people in England (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 [CT0015EW](#))
- Accessibility to key services by cycling or walking [ACS0101](#)

## Percentage of adults cycling at least once per week in 2012/13

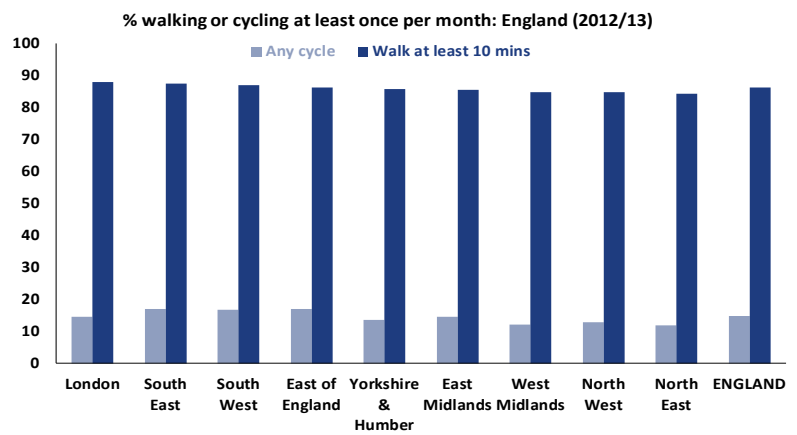
- England average 10%

### Outside London:

- Cambridge, 49%
- Oxford, 34%
- 5 LAs, more than 20%
- 14 LAs, fewer than 5%

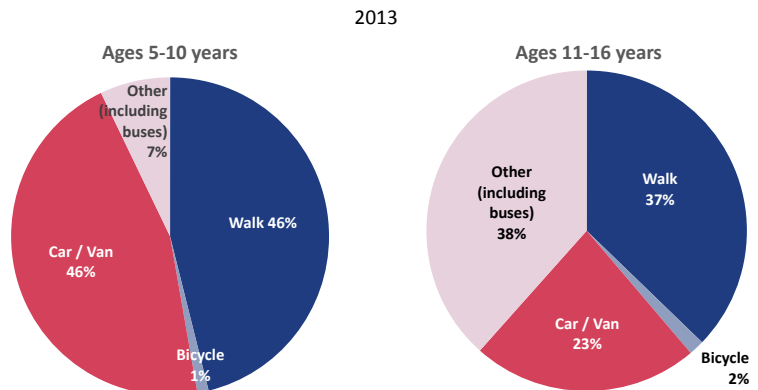
### London:

- Highest: Richmond, 21%
- Lowest: Bexley, 3%



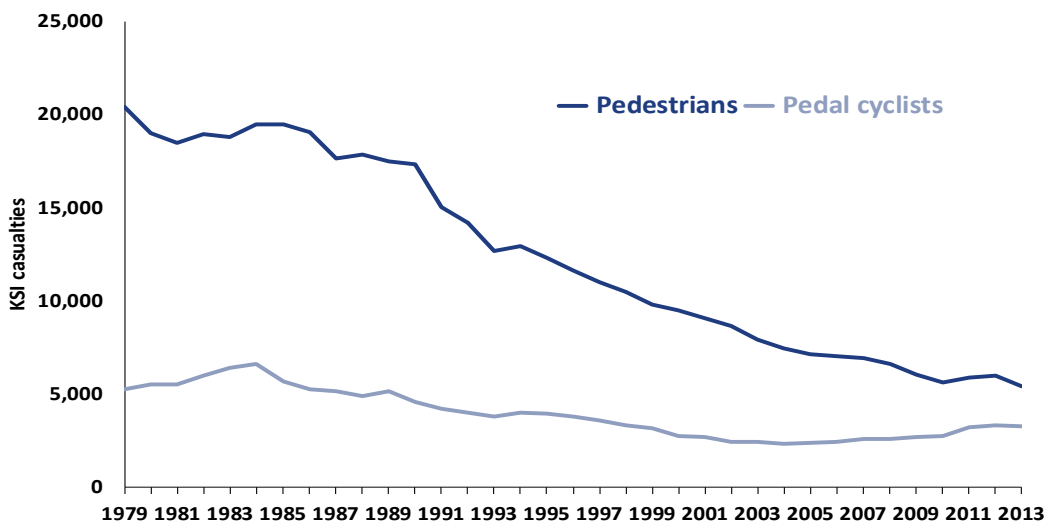
## Transport to school/work

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



## Road accidents

### Reported killed or seriously injured casualties (KSI): Great Britain



- Numbers of cyclists KSI declined steadily from the mid 1980s, but have increased slightly in recent years. In 2013, the number of pedestrians KSI was at a record low.
- The UK had 6.7 pedestrian deaths per million population in 2012 (ranks 9th in OECD)

### Further information on road safety:

Vehicle accident numbers and rates by severity, GB 2002-2013 [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](#)

International comparisons of road deaths [RAS52001](#)

Further information and detailed statistical tables: Walking and Cycling

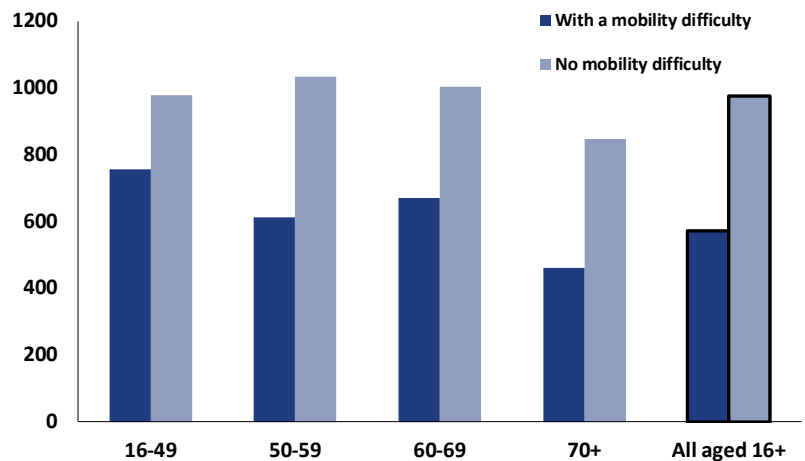
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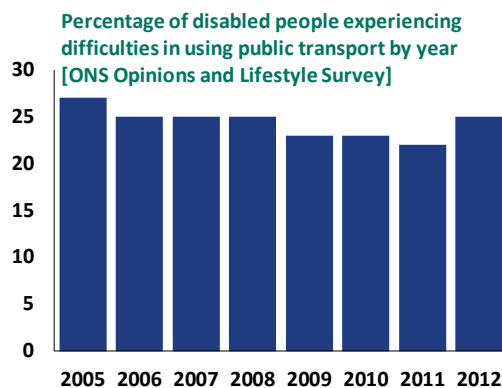
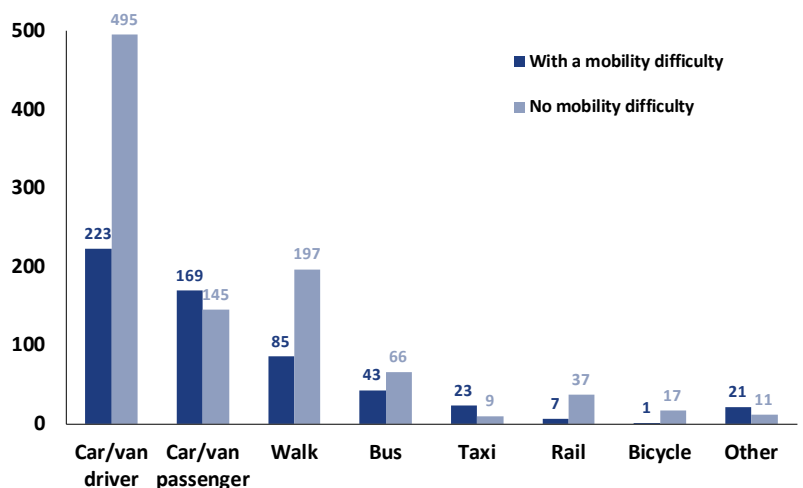
### Travel by people with mobility difficulties

- Overall 9% of adults in England reported having a mobility difficulty\* in 2013; this proportion was much higher for older people (31% for 70+ year olds)
- Those reporting mobility difficulties make fewer trips on average, across all age groups. This is largely due to fewer trips as a car/van driver or by walking
- People with mobility difficulties make fewer commuting, education or leisure trips on average, partly reflecting the age profile

Trips per person per year by mobility status, and age: England, 2013



Trips per person per year by mobility status and main mode: England, 2013



- The proportion of disabled people experiencing difficulties using public transport has been falling but increased in 2012 ([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:

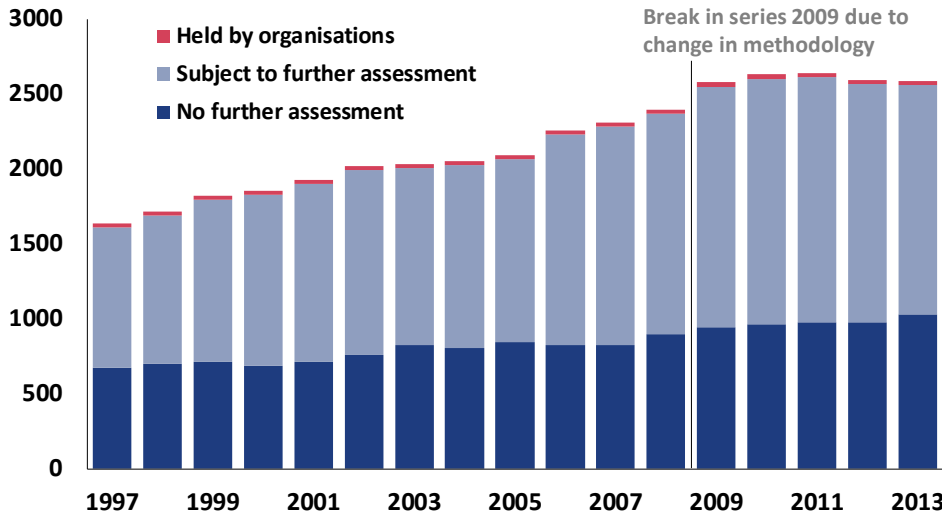
- Travel by people with mobility difficulties (National Travel Survey): [NTS0622](#), [NTS0709-10](#)
- Office for Disability Issues: [Disability Equality Indicators](#)
- Disabled parking badges, England: [DIS0101](#) (number) and [DIS0102](#) (per head)
- Disability accessible buses and taxis: [BUS0603](#) (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 2013.
- This is broadly the same as in the previous year, but 2.1% below the 2011 peak.
- 5% of the English population held a valid Blue Badge.

Blue badges held: England, annually from 1997



- There were 1.3 million vehicles in the disabled tax class at end 2013 (email [Vehicles.stats@dft.gsi.gov.uk](mailto:Vehicles.stats@dft.gsi.gov.uk)) for further details.

**Further information** can be found in the [Disabled Parking Badges Statistics](#) tables [DIS0101](#) (number of badges) and [DIS0102](#) (badges per head)

# Public transport: accessibility to disabled people

## % fully accessible vehicles



83% Mar 2014  
28% Mar 2005  
Table [BUS0603](#)

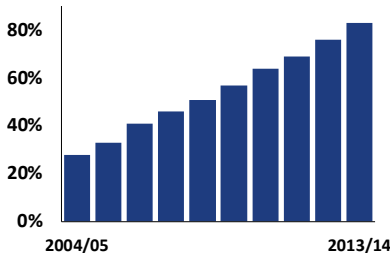


58% Mar 2013  
54% Mar 2005  
Table [TAXI0102](#)

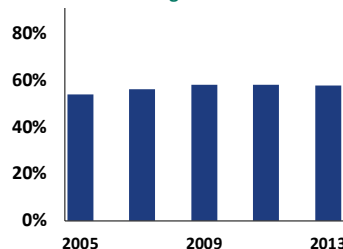


53% Nov 2014  
31% Dec 2008  
[railvehicleaccess@dft.gsi.gov.uk](mailto:railvehicleaccess@dft.gsi.gov.uk)

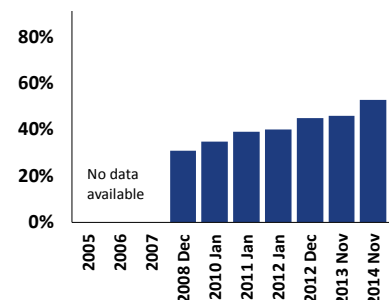
% Accessible buses: Great Britain



% Accessible taxis: England and Wales



% Accessible rail vehicles: Great Britain



- 882 thousand disabled concessionary bus passes in England in

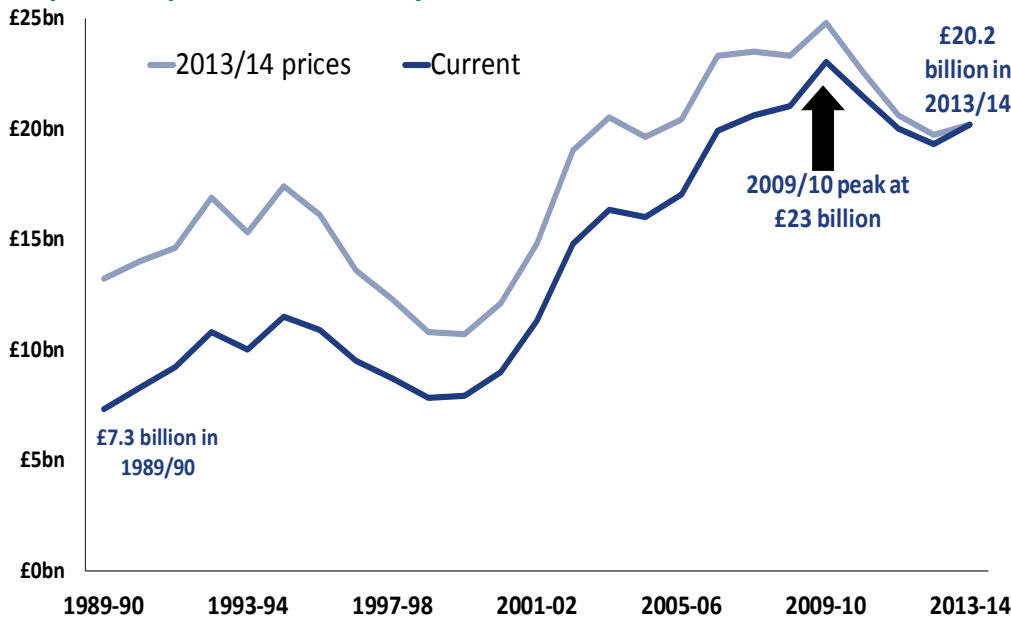
**Further information**  
[Concessionary travel bus passes BUS0820](#)  
[Disabled Transport notes and definitions](#)

**Further information and detailed statistical tables: TSGB Transport and Disability**

<p>National Travel Survey Glenn Goodman 0207 944 3097 <a href="mailto:National.travelsurvey@dft.gsi.gov.uk">National.travelsurvey@dft.gsi.gov.uk</a></p>	<p>Disabled parking badges Matthew Tranter 0207 944 3094 <a href="mailto:Parking.data@dft.gsi.gov.uk">Parking.data@dft.gsi.gov.uk</a></p>	<p>Buses, taxis and concessionary travel Darren Stillwell 0207 944 3094 <a href="mailto:Bus.statistics@dft.gsi.gov.uk">Bus.statistics@dft.gsi.gov.uk</a></p>
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## UK public sector expenditure on transport

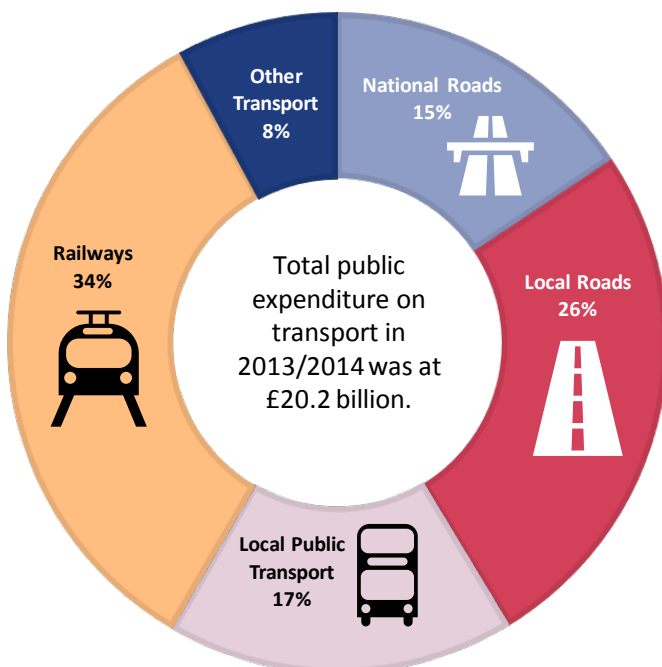
UK public expenditure on transport



**£** The peak in expenditure on transport was £23 billion in 2009/10, three times the £7.3 billion in 1989/90.

**↓** In 2013/14, prices expenditure nearly doubled from 1989/90 - 2009/10.

## Public sector expenditure on transport by function



Railway spending was the highest around £7 billion, accounting for 34% of total public expenditure on transport.



The second highest contributor to public expenditure was local roads at £5 billion.

**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

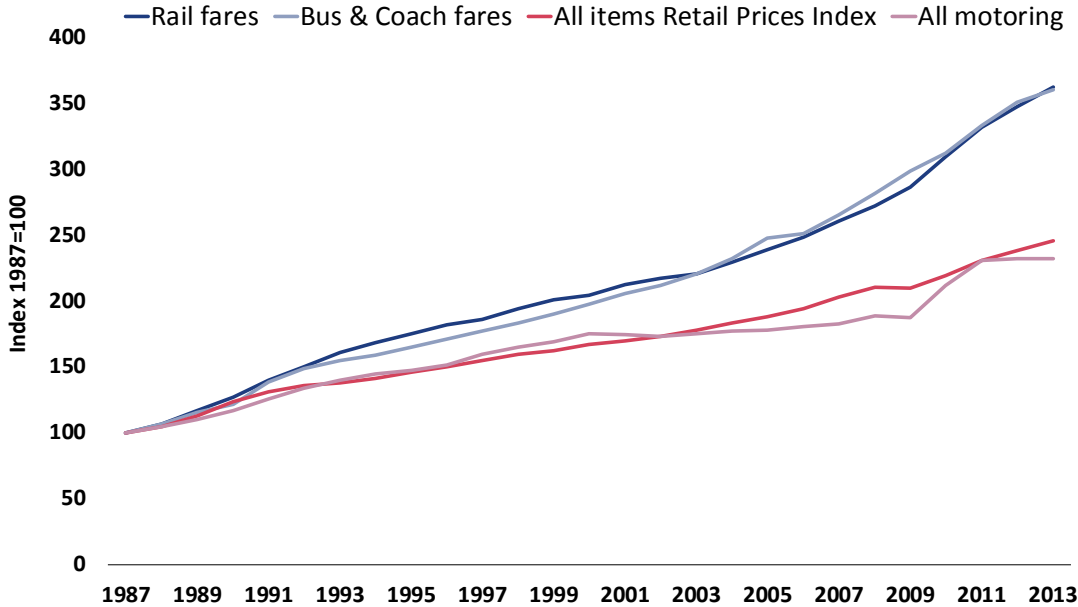


Total cost of motoring has risen around the same as the cost of living (RPI).



Rail and bus fares have increased faster than the cost of living (RPI).

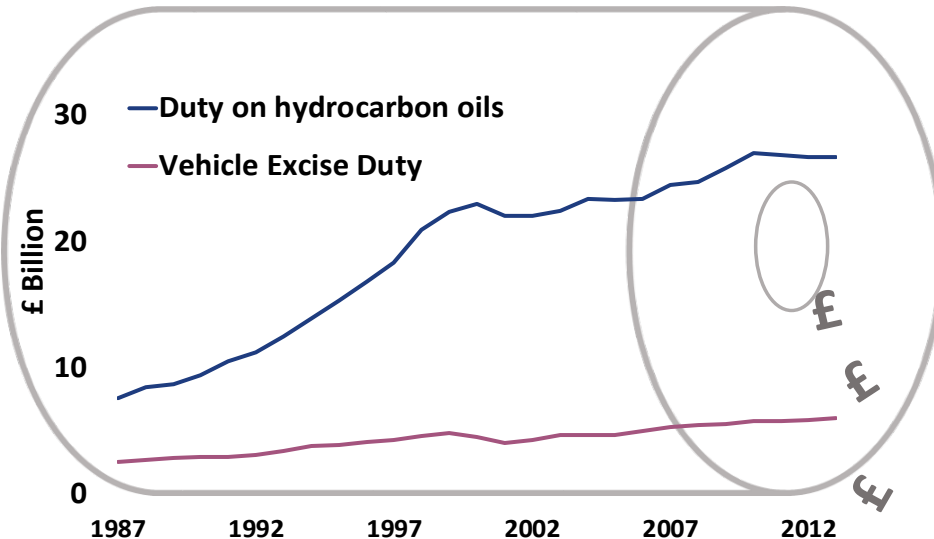
Retail Price Index, transport components: 1987 - 2013



**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

Duty on hydrocarbon oils and Vehicle excise duty: 1987 - 2013



Fuel duty revenue has tripled since 1987, generating £26.7bn in 2013 alone.

This was 1% lower than the high of £27 billion in 2010.

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



Vehicle excise duty generated £6.1bn in 2013. This was more than twice as high as in 1987.

Further information and detailed statistical tables: Transport Expenditure

Government revenue  
Dorothy Anderson  
0207 944 4442

[environment.stats@dft.gsi.gov.uk](mailto:environment.stats@dft.gsi.gov.uk)

# Modal Comparisons Statistics



Table TSGB0101

Passenger transport: by mode, annual from 1952

Billion passenger kilometres/percentage

Year	Road								Rail <sup>1</sup>		Air (UK) <sup>2</sup>		All modes <sup>3</sup>			
	Buses & coaches	%	Cars, vans & taxis	%	Motor cycles	%	Pedal cycles	%	All Road	%	Rail <sup>1</sup>	%	Air (UK) <sup>2</sup>	%	All modes <sup>3</sup>	%
1952	92	42	58	27	7	3	23	11	180	82	38	17	0	0.1	218	100
1953	93	42	64	29	7	3	21	9	185	83	39	17	0	0.1	224	100
1954	92	40	72	31	8	3	19	8	191	83	39	17	0	0.1	230	100
1955	91	38	83	35	8	3	18	8	200	84	38	16	0	0.1	239	100
1956	89	36	91	37	8	3	16	7	204	83	40	16	1	0.2	245	100
1957	84	34	92	38	9	4	16	7	201	83	42	17	1	0.2	244	100
1958	80	31	113	44	9	3	14	5	216	84	41	16	1	0.2	258	100
1959	81	30	126	46	11	4	14	5	232	85	41	15	1	0.2	273	100
1960	79	28	139	49	11	4	12	4	241	86	40	14	1	0.3	282	100
1961	76	26	157	53	11	4	11	4	255	86	39	13	1	0.3	295	100
1962	74	24	171	57	10	3	9	3	264	87	37	12	1	0.4	302	100
1963	73	23	185	59	8	3	8	3	274	88	36	12	1	0.4	312	100
1964	71	21	214	63	8	2	8	2	301	89	37	11	2	0.4	340	100
1965	67	19	231	66	7	2	7	2	312	89	35	10	2	0.5	349	100
1966	67	18	252	68	7	2	6	2	332	90	35	9	2	0.5	369	100
1967	66	17	267	70	6	2	6	2	345	91	34	9	2	0.5	381	100
1968	64	16	279	72	5	1	5	1	353	91	33	9	2	0.5	388	100
1969	63	16	286	72	5	1	5	1	359	91	35	9	2	0.5	396	100
1970	60	15	297	74	4	1	4	1	365	91	36	9	2	0.5	403	100
1971	60	14	313	75	4	1	4	1	381	91	35	8	2	0.5	418	100
1972	60	14	327	76	4	1	4	1	395	91	34	8	2	0.5	431	100
1973	61	14	345	76	4	1	4	1	414	92	35	8	2	0.5	451	100
1974	61	14	333	76	5	1	4	1	403	91	36	8	2	0.5	441	100
1975	60	14	331	75	6	1	4	1	401	92	36	8	2	0.5	440	100
1976	58	13	348	77	7	2	5	1	418	92	33	7	2	0.5	453	100
1977	58	13	354	77	7	2	6	1	425	92	34	7	2	0.5	461	100
1978	56	12	368	78	7	1	5	1	436	92	35	7	3	0.6	474	100
1979	56	12	365	78	7	1	5	1	433	92	35	7	3	0.6	471	100
1980	52	11	388	79	8	2	5	1	453	92	35	7	3	0.6	491	100
1981	48	10	394	80	10	2	5	1	457	93	34	7	3	0.6	494	100
1982	48	10	406	81	10	2	6	1	470	93	31	6	3	0.6	504	100
1983	48	9	411	80	9	2	6	1	474	93	34	7	3	0.6	511	100
1984	48	9	432	81	9	2	6	1	495	93	35	7	3	0.6	533	100
1985	49	9	441	81	8	1	6	1	504	93	36	7	4	0.7	543	100
1986	47	8	465	82	8	1	6	1	525	93	37	7	4	0.7	566	100
1987	47	8	500	83	7	1	6	1	560	93	39	6	4	0.7	603	100
1988	46	7	536	84	6	1	5	1	595	93	41	6	5	0.7	640	100
1989	47	7	581	85	6	1	5	1	640	93	40	6	5	0.7	685	100
1990	46	7	588	85	6	1	5	1	645	93	40	6	5	0.8	690	100
1991	44	6	582	86	6	1	5	1	637	94	39	6	5	0.7	681	100
1992	43	6	583	86	5	1	5	1	635	94	38	6	5	0.7	678	100
1993	44	6	584	86	4	1	4	1	636	94	37	5	5	0.8	678	100
1993	44	6	607	87	4	1	4	1	659	94	37	5	5	0.7	701	100
1994	44	6	614	87	4	1	4	1	666	94	36	5	5	0.8	707	100
1995	43	6	618	87	4	1	4	1	669	94	37	5	6	0.8	712	100
1996	43	6	622	87	4	1	4	1	674	94	39	5	6	0.9	719	100
1997	44	6	632	86	4	1	4	1	685	93	42	6	7	0.9	734	100
1998	45	6	636	86	4	1	4	1	689	93	44	6	7	1.0	740	100
1999	46	6	642	85	5	1	4	1	697	93	47	6	7	1.0	751	100
2000	47	6	639	85	5	1	4	1	694	93	47	6	8	1.0	749	100
2001	47	6	651	85	5	1	4	1	707	93	48	6	8	1.0	763	100
2002 R	41	5	673	86	5	1	4	1	723	93	48	6	8	1.1	780	100
2003 R	45	6	669	86	5	1	4	1	723	92	50	6	9	1.2	782	100
2004 R	41	5	673	86	6	1	4	1	724	92	50	6	10	1.2	784	100
2005 R	43	5	667	85	5	1	4	1	719	92	52	7	10	1.3	781	100
2006 R	41	5	672	85	6	1	5	1	723	92	55	7	10	1.3	788	100
2007 R	41	5	674	85	5	1	4	1	724	91	59	7	10	1.2	792	100
2008 R	43	5	666	84	6	1	5	1	720	91	61	8	9	1.1	789	100
2009 R	44	6	661	84	5	1	5	1	716	91	61	8	8	1.1	785	100
2010 R	45	6	644	83	5	1	5	1	699	91	65	8	8	1.0	771	100
2011 R	43	6	642	83	5	1	5	1	694	90	68	9	8	1.1	770	100
2012 R	42	5	642	83	5	1	5	1	694	90	70	9	8	1.1	772	100
2013 P	40	5	638	83	5	1	5	1	688	90	72	9	8	1.1	768	100

1. Financial years. National Rail (franchised operators only to 2008, franchised and non-franchised operators from 2009), urban metros and modern trams.

2. UK airlines, domestic passengers uplifted on scheduled and non-scheduled flights.

3. Excluding travel by water.

R Road figures have been revised from 2002 due to the revision of population estimates.

See Notes and Definitions for details of discontinuity in road passengers figures from 1993 and 1996 onwards.

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[Notes and definitions](#)

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 Road: 020 7944 3097  
 Rail: 020 7944 2419  
 Air: 020 7944 3088

Sources: Road - DfT Traffic Estimates, National Travel Survey; Rail - ORR; Air - CAA  
 Last updated: December 2014  
 Next update: December 2015  
 The Rail and Air figures in this table are outside the scope of National Statistics



Table TSGB0102

Passenger journeys on public transport vehicles, annual from 1950

Millions

Year	Rail and Underground systems			Light Rail and Tram Systems		Street running public transport			Air (UK) <sup>5</sup>
	National Rail network <sup>1</sup>	London Underground	Glasgow Subway <sup>2</sup>	First Generation Trams <sup>3</sup>	Light rail and modern Trams <sup>4</sup>	Trolley buses	Local bus service	Non-local bus or coach	Passengers on domestic flights
1950	1,010	695	..	1,750	..	1,961	12,734	260	..
1951	1,030	702	..	1,479	..	1,876	12,985	282	..
1952	1,017	670	..	1,207	..	1,783	13,049	297	0.7
1953	1,015	672	..	1,013	..	1,726	13,026	318	0.8
1954	1,020	671	..	875	..	1,663	13,059	293	1.0
1955	994	676	..	769	..	1,598	13,225	337	1.2
1956	1,029	678	..	607	..	1,503	13,059	341	1.4
1957	1,101	666	..	476	..	1,437	12,491	332	1.6
1958	1,090	692	..	377	..	1,257	11,879	337	1.5
1959	1,069	669	..	247	..	1,193	12,152	345	1.7
1960	1,037	674	..	157	..	990	12,166	367	2.2
1961	1,025	675	..	104	..	756	12,159	384	2.8
1962	965	668	..	46	..	557	12,045	382	3.3
1963	938	673	..	16	..	476	11,860	381	3.7
1964	928	674	..	16	..	368	11,497	386	4.2
1965	865	657	..	15	..	286	10,938	413	4.7
1966	835	667	..	14	..	188	10,407	419	5.1
1967	837	661	..	13	..	106	10,047	450	5.3
1968	831	655	..	12	..	68	9,699	455	5.0
1969	806	676	..	12	..	50	9,303	458	5.2
1970	824	672	..	10	..	34	8,643	467	5.4
1971	816	654	..	10	..	15	8,128	486	5.4
1972	754	655	..	10	..	1	7,901	512	5.9
1973	728	644	..	11	..	.	7,866	577	6.5
1974	733	636	..	10	..	.	7,706	597	6.1
1975	730	601	..	9	..	.	7,524	635	5.8
1976	702	546	..	8	..	.	7,141	648	6.1
1977	702	545	..	8	..	.	6,856	641	5.5
1978	724	568	..	8	..	.	6,617	680	6.4
1979	748	594	..	9	..	.	6,463	628	7.2
1980	760	559	10	8	..	.	6,216	559	7.2
1981	719	541	11	6	..	.	5,688	584	6.6
1982	630	498	12	6	..	.	5,512	579	7.0
1983	694	563	12	6	50	.	5,581	622	7.0
1984	702	672	13	6	57	.	5,644	587	8.0
1985/86	686	732	13	6	59	.	5,813	537	8.6
1986/87	738	769	14	6	46	.	5,494	572	9.3
1987/88	798	798	14	5	45	.	5,434	592	10.3
1988/89	822	815	14	5	52	.	5,352	563	11.6
1989/90	812	765	13	6	54	.	5,208	594	12.6
1990/91	810	775	14	6	52	.	4,974	619	13.1
1991/92	792	751	14	5	49	.	4,785	..	12.0
1992/93	770	728	14	5	54	.	4,594	..	12.0
1993/94	740	735	14	6	58	.	4,494	..	12.4
1994/95	735	764	15	5	63	.	4,528	..	13.3
1995/96	761	784	14	5	68	.	4,489	..	14.3
1996/97	801	772	14	5	73	.	4,455	..	15.3
1997/98	846	832	14	5	79	.	4,430	..	16.2
1998/99	892	866	15	4	85	.	4,350	..	16.9
1999/00	931	927	15	4	94	.	4,376	..	17.4
2000/01	957	970	14	4	120	.	4,420	..	18.2
2001/02	960	953	14	5	127	.	4,455	..	18.5
2002/03	976	942	13	5	136	.	4,550	..	20.2
2003/04	1,012	948	13	4	143	.	4,681	..	21.0
2004/05	R 1,040	976	13	4	155	.	4,631	..	22.7
2005/06	R 1,076	970	13	4	160	.	4,721	..	23.3
2006/07	R 1,145	1,040	14	3	175	.	4,914	..	23.0
2007/08	R 1,218	1,096	15	3	183	.	5,164	..	22.3
2008/09	R 1,266	1,089	14	2	186	.	5,270	..	21.0
2009/10	R 1,259	1,059	13	2	184	.	5,212	..	19.7
2010/11	R 1,356	1,107	13	2	195	.	5,190	..	18.4
2011/12	R 1,462	1,171	13	1	204	.	5,217	..	19.3
2012/13	R 1,503	1,229	13	4	219	.	5,129	..	19.3
2013/14	1,589	1,265	13	4	223	.	5,233	..	19.5

- Figures prior to 2009/10 exclude non-franchised operators. From 1994/95 National Rail passenger journeys figures include an element of inflation as the figures represent the number of different trains used in the course of all journeys.
- Glasgow Subway was closed for refurbishment in 1978 and 1979.
- Only Blackpool Tramway still operates from this category.
- Light rail and modern trams includes Tyne and Wear Metro (opened 1980), Docklands Light Railway (1987), Manchester Metrolink (1992), Sheffield Supertram (1994), West Midlands Metro (1999), Croydon Tramlink (2000) and Nottingham NET (2004).
- UK airlines, domestic passengers uplifted on scheduled and non-scheduled flights. Figures are for calendar years.

R Local bus passenger journeys revised for years 2004/05 to 2012/13.

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Sources: bus, coach, tram and rail operators; ORR; CAA  
 Last updated: December 2014  
 Next update: December 2015

The Rail and Air figures in this table are outside the scope of National Statistics

Table NTS0305 (TSGB0103)  
Average distance travelled by mode: England, 1995/97 to 2013

Mode	Miles per person per year													
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Private:</b>														
Walk <sup>1</sup>	199	198	197	202	206	200	204	193	193	198	185	189	182	187
Bicycle	46	42	39	39	41	38	42	43	44	48	44	49	55	49
Car / van driver	3,660	3,723	3,694	3,692	3,660	3,646	3,657	3,658	3,487	3,280	3,388	3,386	3,305	3,235
Car / van passenger	2,069	2,092	2,115	2,092	1,993	2,065	1,990	2,003	1,953	1,984	1,836	1,960	1,833	1,865
Motorcycle	36	35	36	45	39	38	37	36	39	38	29	37	39	31
Other private transport <sup>2</sup>	123	142	145	152	147	153	110	106	111	141	121	125	93	123
<b>Public:</b>														
Bus in London	49	52	65	69	69	78	73	78	80	82	94	81	77	82
Other local bus	203	198	211	207	194	188	215	215	216	210	201	206	217	200
Non-local bus	94	99	61	88	71	81	58	61	52	47	63	51	64	48
London Underground	67	76	93	79	79	78	86	82	86	90	84	77	83	83
Surface Rail	341	408	436	405	455	479	496	521	505	489	535	498	569	567
Taxi / minicab	48	62	58	55	50	59	53	54	53	54	52	55	53	54
Other public transport <sup>3</sup>	51	30	35	77	47	70	77	76	64	48	58	40	29	58
<b>All modes</b>	<b>6,985</b>	<b>7,157</b>	<b>7,184</b>	<b>7,202</b>	<b>7,051</b>	<b>7,173</b>	<b>7,099</b>	<b>7,124</b>	<b>6,879</b>	<b>6,707</b>	<b>6,689</b>	<b>6,755</b>	<b>6,599</b>	<b>6,584</b>
<b>Unweighted sample size:</b>														
individuals	19,621	18,739	14,369	16,685	16,487	16,956	16,648	16,858	16,360	17,299	16,553	15,730	16,670	16,192
stages ('000s)	441	409	300	342	338	351	344	331	322	342	322	299	319	302

1 There is an apparent under-recording of short walks in 2002 and 2003 and short trips in 2007 and 2008 compared to other years.

2 Mostly private hire bus (including school buses).

3 Air, ferries and light rail.

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Source: National Travel Survey  
Last updated: 29 July 2014  
Next update: July 2015  
The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Department for Transport statistics  
[National Travel Survey](#)

**Table NTS0409 (TSGB0104)**  
**Average number of trips (trip rates) by purpose and main mode: England, 2013**

Purpose	Trips per person per year									
	Walk	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport <sup>1</sup>	Local bus	Rail <sup>2</sup>	Other public transport <sup>3</sup>	All modes
Commuting	14	5	83	15	1	-	11	13	2	145
Business	2	-	21	2	-	-	1	3	-	30
Education / escort education	45	1	23	25	-	3	13	2	1	112
Shopping	38	1	81	39	-	1	16	2	2	180
Other escort	10	-	48	25	-	-	2	-	1	86
Personal business	18	1	38	22	-	1	7	1	1	89
Leisure <sup>4</sup>	36	5	88	82	1	2	13	8	6	240
Other including just walk	40	0	-	-	-	0	0	0	0	40
<b>All purposes</b>	<b>203</b>	<b>14</b>	<b>380</b>	<b>210</b>	<b>3</b>	<b>7</b>	<b>63</b>	<b>30</b>	<b>13</b>	<b>923</b>
<b>Unweighted sample size: trips ('000s)</b>	<b>62</b>	<b>4</b>	<b>113</b>	<b>63</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>274</b>

1 Mostly private hire bus (including school buses).

2 Surface rail and London Underground.

3 Non-local bus, taxi / minicab and other public transport (air, ferries, light rail).

4 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.

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Source: National Travel Survey

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Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Department for Transport statistics  
[National Travel Survey](#)

**Table NTS0410 (TSGB0105)**  
**Average distance travelled by purpose and main mode: England, 2013**

Purpose	Miles per person per year										All modes
	Walk	Bicycle	Car/van driver	Car/van passenger	Motorcycle	Other private transport <sup>1</sup>	Local bus	Rail <sup>2</sup>	Other public transport <sup>3</sup>		
Commuting	13	18	823	120	12	3	55	224	11	1,279	
Business	1	1	418	47	2	11	5	111	24	620	
Education/escort education	31	2	87	77	-	31	58	38	10	333	
Shopping	25	2	392	241	2	3	63	33	8	769	
Other escort	6	-	287	158	-	3	7	8	3	473	
Personal business	12	2	232	127	2	9	28	27	7	446	
Leisure <sup>4</sup>	27	21	977	1,085	13	64	65	265	100	2,617	
Other including just walk	40	0	6	1	-	0	0	0	0	48	
All purposes	156	47	3,223	1,856	31	124	280	705	162	6,584	
Unweighted sample size: trips ('000s)	62	4	113	63	1	2	18	8	4	274	

1 Mostly private hire bus (including school buses).

2 Surface rail and London Underground.

3 Non-local bus, taxi / minicab and other public transport (air, ferries, light rail).

4 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip

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Source: National Travel Survey

Last updated: 29 July 2014

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Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Department for Transport statistics  
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**Table TSGB0106**  
**People entering central London during the morning peak:<sup>1</sup> 1996-2012**

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Public transport:</b>																	
National rail	399	435	448	460	465	468	451	455	452	465	483	511	510	490	510	523	526
London Underground & DLR <sup>2,3</sup>	333	341	360	362	365	358	363	321	320	328	361	378	380	367	360	380	395
Bus	68	68	68	68	73	81	88	104	116	115	116	113	114	115	114	113	118
Coach/minibus <sup>4</sup>	20	20	17	15	15	10	10	10	9	9	8	9	11	11	10	11	11
<b>All public transport</b>	<b>819</b>	<b>863</b>	<b>892</b>	<b>905</b>	<b>918</b>	<b>917</b>	<b>912</b>	<b>890</b>	<b>897</b>	<b>917</b>	<b>968</b>	<b>1,011</b>	<b>1,015</b>	<b>983</b>	<b>994</b>	<b>1,027</b>	<b>1,050</b>
<b>Personal transport:</b>																	
Private car	143	142	140	135	137	122	105	86	86	84	78	75	70	70	67	67	64
Motor cycle	11	11	13	15	17	16	15	16	16	16	15	15	15	15	14	14	14
Pedal cycle	10	10	10	12	12	12	12	12	14	17	18	19	23	27	28	33	36
Taxi	9	9	8	8	8	7	7	7	7	8	7	6	7	6	6	6	6
<b>All personal transport<sup>5</sup></b>	<b>173</b>	<b>172</b>	<b>171</b>	<b>169</b>	<b>174</b>	<b>157</b>	<b>139</b>	<b>121</b>	<b>123</b>	<b>125</b>	<b>118</b>	<b>115</b>	<b>115</b>	<b>118</b>	<b>115</b>	<b>120</b>	<b>120</b>
<b>All transport<sup>5</sup></b>	<b>992</b>	<b>1,035</b>	<b>1,063</b>	<b>1,074</b>	<b>1,091</b>	<b>1,075</b>	<b>1,050</b>	<b>1,010</b>	<b>1,020</b>	<b>1,042</b>	<b>1,087</b>	<b>1,127</b>	<b>1,131</b>	<b>1,101</b>	<b>1,110</b>	<b>1,149</b>	<b>1,169</b>

1 0700-1000 hours. Surveys are conducted in October/November. Revised from 2000

2 DLR = Docklands Light Railway.

3 Excludes passengers transferring from surface rail services. Passengers transferring from surface rail services have been deducted from the gross Underground counts.

4 Includes commuter and tourist coaches.

5 Excludes commercial vehicles and people walking.

Totals may differ from sum of components due to rounding.

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[Notes and definitions](#)  
<https://www.tfl.gov.uk/cdn/static/cms/documents/central-london-peak-count-supplementarv-report.pdf>

Source: Transport for London (TfL)  
 Last updated: October 2014  
 Next update: December 2015

Transport for London is outside the scope of National Statistics

Department for Transport statistics

[Road casualties](#)

RAS53001 (TSGB0107)

Passenger casualty rates by mode: 2004-2013<sup>1</sup>

Per billion passenger kilometres

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2004-2013 average
<b>Air</b> <sup>2</sup>											
Killed	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.03	0.01
KSI <sup>3</sup>	0.01	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.00	0.05	0.00
All <sup>4</sup>	0.01	0.00	0.00	0.01	0.04	0.02	0.00	0.01	0.01	0.10	0.02
<b>Rail</b> <sup>5,6</sup>											
Killed	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	31	26	26	23	25	26	27	25	25	26	26
<b>Water</b> <sup>7</sup>											
Killed	0.0	0.4	0.4	0.0	1.1	0.5	1.4	0.8	0.0	0.0	0.4
KSI	44	39	48	48	89	56	66	93	43	40	54
<b>Bus or coach</b> <sup>8</sup>											
Killed	0.4	0.2	0.4	0.3	0.1	0.3	0.2	0.2	0.2	0.2	0.3
KSI	10	7	9	10	10	8	9	8	7	8	9
All	178	158	152	158	156	138	141	138	118	121	153
<b>Car</b> <sup>9</sup>											
Killed	2.6	2.6	2.5	2.2	1.9	1.6	1.3	1.4	1.3	1.2	1.9
KSI	25	23	22	20	18	17	15	14	14	13	18
All	284	277	263	251	228	221	209	195	188	172	229
<b>Van</b> <sup>9</sup>											
Killed	0.8	0.7	0.6	0.6	0.5	0.4	0.4	0.4	0.4	0.4	0.5
KSI	8	7	7	5	5	5	4	4	4	4	5
All	77	73	69	59	55	54	51	51	51	48	59
<b>Motorcycles</b> <sup>9</sup>											
Killed	106	99	109	100	91	85	81	72	67	71	89
KSI	1,209	1,127	1,175	1,141	1,113	1,054	1,044	1,119	1,094	1,112	1,124
All	4,663	4,299	4,227	3,972	3,966	3,749	3,764	4,019	3,929	4,011	4,085
<b>Pedal cycle</b>											
Killed	33	34	32	33	25	22	23	22	24	22	27
KSI	561	547	542	561	561	568	573	646	668	646	595
All	4,043	3,839	3,598	3,945	3,566	3,575	3,555	3,889	3,816	3,860	3,764
<b>Pedestrian</b>											
Killed	35	36	35	35	31	26	23	24	23	21	29
KSI	393	383	370	380	356	317	312	319	333	288	342
All	1,832	1,789	1,625	1,657	1,526	1,410	1,441	1,415	1,403	1,281	1,525

1. Figures have been revised from those published in previous years. See Notes and Definitions for more details.

[Notes and Definitions](#)

2. Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

3. KSI = Killed or seriously injured

4. All = Killed, seriously and slightly injured

5. Financial years and National Rail only.

6. Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Figures up to 2008/09 only include franchised train operators, from 2009/10 they also include the non-franchised operators First Hull Trains, Grand Central and, until it ceased operating in January

7. Passenger casualties on UK registered merchant vessels. From 2010 there are no UK registered Cruise ships.

8. Financial year passenger kilometres data revised from 2004/05. A break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05 mean figures before 2004/05 are not comparable.

9. Driver and passenger casualties.

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Last updated: November 2014

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The figures for Air, Rail and Water modes are outside the scope of National Statistics

**Table TSGB0108**  
**Usual method of travel to work by region of residence: Great Britain, October to December 2013**

Percentage/thousands

Region of residence	Car	Motorcycle	Bicycle	Bus / coach	Rail			Walk	Other modes <sup>2</sup>	Number in employment ('000s) <sup>3</sup>
					National rail	Other rail <sup>1</sup>	All rail			
<b>North East</b>	<b>75</b>	<b>*</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>*</b>	<b>1,147</b>
Tyne and Wear	67	*	*	13	*	4	6	11	*	490
Rest of North East	81	*	2	5	*	*	*	9	*	657
<b>North West</b>	<b>74</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>3,193</b>
Greater Manchester	72	*	3	10	2	2	4	11	*	1,222
Merseyside	70	*	*	10	6	*	6	10	*	602
Rest of North West	79	*	3	4	2	*	2	11	*	1,369
<b>Yorkshire and The Humber</b>	<b>72</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>*</b>	<b>3</b>	<b>12</b>	<b>*</b>	<b>2,470</b>
South Yorkshire	70	*	3	11	*	*	3	12	*	641
West Yorkshire	72	*	2	9	4	*	4	12	*	1,007
Rest of Yorkshire and The Humber	72	*	6	6	*	*	*	13	*	822
<b>East Midlands</b>	<b>78</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>*</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>2,172</b>
<b>West Midlands</b>	<b>77</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>*</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>2,567</b>
West Midlands (met. county)	71	*	2	13	4	*	4	8	*	1,157
Rest of West Midlands	83	*	2	3	2	*	2	10	*	1,410
<b>East of England</b>	<b>74</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>-</b>	<b>2,922</b>
<b>London</b>	<b>33</b>	<b>1</b>	<b>5</b>	<b>15</b>	<b>14</b>	<b>23</b>	<b>37</b>	<b>9</b>	<b>1</b>	<b>4,172</b>
Inner London	14	2	8	19	11	34	45	11	1	1,729
Outer London	45	1	2	12	15	17	32	7	1	2,443
<b>South East</b>	<b>72</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>-</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>4,382</b>
<b>South West</b>	<b>73</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>*</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>2,572</b>
<b>England</b>	<b>68</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>25,599</b>
<b>Wales</b>	<b>84</b>	<b>*</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>*</b>	<b>2</b>	<b>9</b>	<b>*</b>	<b>1,401</b>
<b>Scotland</b>	<b>68</b>	<b>*</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>*</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>2,550</b>
<b>Great Britain</b>	<b>68</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>29,550</b>

1. Includes underground, light railway systems and trams.

2. Includes taxis.

3. Includes all in employment, including those who did not answer the question on usual method of travel to work.

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[Notes and definitions](#)

Source: Labour Force Survey, Office of National Statistics  
 Last updated: December 2014  
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 The figures in this table are National Statistics

Department for Transport statistics

[Transport Statistics Great Britain](#)

Table TSGB0109

Usual method of travel to work by region of workplace: Great Britain, October to December 2013

Percentage/thousands

Region of workplace <sup>1</sup>	Car	Motorcycle	Bicycle	Bus / coach	Rail			Walk	Other modes <sup>3</sup>	Number in employment ('000s) <sup>4</sup>
					National rail	Other rail <sup>2</sup>	All rail			
<b>North East</b>	<b>75</b>	*	<b>2</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>10</b>	*	<b>1,097</b>
Tyne and Wear	69	*	*	12	2	4	6	11	*	512
Rest of North East	81	*	2	5	*	*	*	10	*	585
<b>North West</b>	<b>75</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>11</b>	-	<b>3,183</b>
Greater Manchester	72	*	3	9	3	2	5	10	*	1,230
Merseyside	71	*	*	10	5	*	6	11	*	562
Rest of North West	79	*	3	5	2	*	2	11	*	1,391
<b>Yorkshire and The Humber</b>	<b>72</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>3</b>	*	<b>3</b>	<b>12</b>	*	<b>2,437</b>
South Yorkshire	70	*	3	12	*	*	3	12	*	617
West Yorkshire	73	*	2	9	3	*	3	12	*	1,016
Rest of Yorkshire and The Humber	71	*	6	6	2	*	2	14	*	804
<b>East Midlands</b>	<b>78</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>1</b>	*	<b>1</b>	<b>11</b>	<b>1</b>	<b>2,038</b>
<b>West Midlands</b>	<b>78</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>3</b>	*	<b>3</b>	<b>9</b>	<b>1</b>	<b>2,540</b>
West Midlands (met. county)	72	*	2	12	4	*	5	7	*	1,220
Rest of West Midlands	83	*	2	3	*	*	*	10	*	1,320
<b>East of England</b>	<b>79</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	*	<b>3</b>	<b>10</b>	*	<b>2,672</b>
<b>London</b>	<b>32</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>21</b>	<b>21</b>	<b>42</b>	<b>7</b>	<b>1</b>	<b>4,679</b>
Central London	9	1	5	10	35	34	69	5	1	1,705
Rest of Inner London	25	1	6	16	19	24	43	9	*	1,219
Outer London	59	1	2	14	8	7	15	10	*	1,755
<b>South East</b>	<b>76</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>4</b>	*	<b>4</b>	<b>10</b>	-	<b>4,104</b>
<b>South West</b>	<b>74</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	*	<b>2</b>	<b>14</b>	<b>1</b>	<b>2,569</b>
<b>England</b>	<b>68</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>25,318</b>
<b>Wales</b>	<b>83</b>	*	<b>1</b>	<b>3</b>	<b>2</b>	*	<b>2</b>	<b>10</b>	*	<b>1,366</b>
<b>Scotland</b>	<b>69</b>	*	<b>2</b>	<b>11</b>	<b>5</b>	*	<b>5</b>	<b>13</b>	<b>1</b>	<b>2,550</b>
<b>Great Britain</b>	<b>69</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>29,235</b>

1. This excludes all those in employment that live in Great Britain but work outside of it, and includes all those in employment that live in Northern Ireland and work in Great Britain.

2. Includes underground, light railway systems and trams.

3. Includes taxis.

4. Includes all in employment, including those who did not answer the question on usual method of travel to work.

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Source: Labour Force Survey, Office of National Statistics  
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Table TSGB0110

Time taken to travel to work by region of workplace: Great Britain, October to December 2013

Region of workplace <sup>1</sup>	Cumulative percentage				Average time		
	<20 minutes	<40 minutes	<60 minutes	<90 minutes	Men	Women	All people
	Percentage / minutes						
<b>North East</b>	<b>49</b>	<b>85</b>	<b>96</b>	<b>99</b>	<b>24</b>	<b>20</b>	<b>22</b>
Tyne and Wear	42	81	95	98	25	24	24
Rest of North East	55	89	97	99	22	17	20
<b>North West</b>	<b>44</b>	<b>79</b>	<b>91</b>	<b>98</b>	<b>28</b>	<b>23</b>	<b>25</b>
Greater Manchester	37	73	89	97	30	26	28
Merseyside	43	78	93	99	27	23	25
Rest of North West	49	84	93	98	26	20	23
<b>Yorkshire and The Humber</b>	<b>44</b>	<b>81</b>	<b>92</b>	<b>98</b>	<b>26</b>	<b>23</b>	<b>25</b>
South Yorkshire	46	82	93	98	24	24	24
West Yorkshire	39	77	90	97	29	25	27
Rest of Yorkshire and The Humber	49	84	93	98	25	20	23
<b>East Midlands</b>	<b>46</b>	<b>83</b>	<b>93</b>	<b>98</b>	<b>25</b>	<b>22</b>	<b>23</b>
<b>West Midlands</b>	<b>43</b>	<b>79</b>	<b>91</b>	<b>97</b>	<b>29</b>	<b>23</b>	<b>26</b>
West Midlands (met. county)	37	74	88	96	31	26	29
Rest of West Midlands	50	85	94	98	26	20	23
<b>East of England</b>	<b>44</b>	<b>82</b>	<b>93</b>	<b>98</b>	<b>28</b>	<b>21</b>	<b>24</b>
<b>London</b>	<b>17</b>	<b>43</b>	<b>66</b>	<b>89</b>	<b>49</b>	<b>41</b>	<b>45</b>
Central London	6	27	53	84	56	53	55
Rest of Inner London	16	40	65	89	49	41	46
Outer London	29	65	81	94	39	31	35
<b>South East</b>	<b>43</b>	<b>77</b>	<b>89</b>	<b>96</b>	<b>31</b>	<b>24</b>	<b>27</b>
<b>South West</b>	<b>48</b>	<b>82</b>	<b>91</b>	<b>97</b>	<b>28</b>	<b>21</b>	<b>25</b>
<b>England</b>	<b>39</b>	<b>73</b>	<b>87</b>	<b>96</b>	<b>32</b>	<b>26</b>	<b>29</b>
<b>Wales</b>	<b>50</b>	<b>87</b>	<b>96</b>	<b>99</b>	<b>23</b>	<b>19</b>	<b>21</b>
<b>Scotland</b>	<b>42</b>	<b>79</b>	<b>90</b>	<b>97</b>	<b>30</b>	<b>23</b>	<b>27</b>
<b>Great Britain</b>	<b>40</b>	<b>75</b>	<b>87</b>	<b>96</b>	<b>32</b>	<b>25</b>	<b>28</b>

1. This excludes all those in employment that live in Great Britain but work outside of it, and includes all those in employment that live in Northern Ireland and work in Great Britain.

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Table TSGB0111

Average time taken to travel to work by region of workplace and usual method of travel: Great Britain, October to December 2013

Minutes

Region of workplace <sup>1</sup>	Car	Motorcycle	Bicycle	Bus / coach	Rail			Walk	Other modes <sup>3</sup>	All modes
					National rail	Other rail <sup>2</sup>	All rail			
<b>North East</b>	<b>21</b>	*	<b>20</b>	<b>35</b>	<b>60</b>	<b>39</b>	<b>48</b>	<b>14</b>	*	<b>22</b>
Tyne and Wear	22	*	*	39	*	39	44	15	*	24
Rest of North East	20	*	17	27	*	0	*	13	*	20
<b>North West</b>	<b>25</b>	<b>29</b>	<b>20</b>	<b>38</b>	<b>57</b>	<b>44</b>	<b>54</b>	<b>13</b>	*	<b>25</b>
Greater Manchester	26	*	22	42	63	44	56	13	*	28
Merseyside	24	*	*	33	43	*	44	13	*	25
Rest of North West	23	*	16	36	68	*	64	13	*	23
<b>Yorkshire and The Humber</b>	<b>24</b>	<b>16</b>	<b>19</b>	<b>38</b>	<b>58</b>	*	<b>56</b>	<b>14</b>	*	<b>25</b>
South Yorkshire	22	*	16	37	*	*	56	12	*	24
West Yorkshire	26	*	24	40	50	0	50	16	*	27
Rest of Yorkshire and The Humber	23	*	18	35	69	0	69	14	*	23
<b>East Midlands</b>	<b>24</b>	<b>18</b>	<b>16</b>	<b>36</b>	<b>72</b>	*	<b>67</b>	<b>14</b>	*	<b>23</b>
<b>West Midlands</b>	<b>25</b>	<b>25</b>	<b>20</b>	<b>38</b>	<b>59</b>	*	<b>60</b>	<b>15</b>	<b>33</b>	<b>26</b>
West Midlands (met. county)	27	*	25	40	57	*	58	17	*	29
Rest of West Midlands	23	*	14	31	*	0	*	15	*	23
<b>East of England</b>	<b>25</b>	<b>24</b>	<b>16</b>	<b>32</b>	<b>66</b>	*	<b>65</b>	<b>15</b>	*	<b>24</b>
<b>London</b>	<b>37</b>	<b>29</b>	<b>30</b>	<b>41</b>	<b>70</b>	<b>50</b>	<b>60</b>	<b>16</b>	<b>86</b>	<b>45</b>
Central London	55	28	34	44	73	48	61	20	*	55
Rest of Inner London	41	*	28	42	66	51	58	15	*	46
Outer London	32	25	24	39	64	58	61	14	*	35
<b>South East</b>	<b>27</b>	<b>21</b>	<b>17</b>	<b>38</b>	<b>65</b>	*	<b>66</b>	<b>15</b>	*	<b>27</b>
<b>South West</b>	<b>25</b>	<b>20</b>	<b>19</b>	<b>40</b>	<b>72</b>	*	<b>71</b>	<b>14</b>	*	<b>25</b>
<b>England</b>	<b>26</b>	<b>24</b>	<b>21</b>	<b>39</b>	<b>68</b>	<b>50</b>	<b>60</b>	<b>14</b>	<b>41</b>	<b>29</b>
<b>Wales</b>	<b>21</b>	*	<b>16</b>	<b>32</b>	<b>45</b>	*	<b>44</b>	<b>12</b>	*	<b>21</b>
<b>Scotland</b>	<b>25</b>	*	<b>22</b>	<b>37</b>	<b>57</b>	*	<b>56</b>	<b>14</b>	<b>77</b>	<b>27</b>
<b>Great Britain</b>	<b>26</b>	<b>24</b>	<b>21</b>	<b>38</b>	<b>67</b>	<b>50</b>	<b>60</b>	<b>14</b>	<b>48</b>	<b>28</b>

1. This excludes all those in employment that live in Great Britain but work outside of it, and includes all those in employment that live in Northern Ireland and work in Great Britain.

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**Table TSGB0112**

How workers usually travel to work by car by region of workplace: Great Britain, October to December 2013

Percentage

Region of workplace <sup>1</sup>	Percentage of workers usually travelling by car	Of those travelling by car:			All travelling by car
		Driver	Passenger	Sometimes driver, sometimes passenger	
<b>North East</b>	<b>75</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>100</b>
Tyne and Wear	69	84	10	6	100
Rest of North East	81	86	8	6	100
<b>North West</b>	<b>75</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>100</b>
Greater Manchester	72	86	8	6	100
Merseyside	71	86	9	5	100
Rest of North West	79	87	7	6	100
<b>Yorkshire and The Humber</b>	<b>72</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>100</b>
South Yorkshire	70	85	9	6	100
West Yorkshire	73	84	9	7	100
Rest of Yorkshire and The Humber	71	86	9	6	100
<b>East Midlands</b>	<b>78</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>100</b>
<b>West Midlands</b>	<b>78</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>100</b>
West Midlands (met. county)	72	85	7	7	100
Rest of West Midlands	83	87	8	6	100
<b>East of England</b>	<b>79</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>100</b>
<b>London</b>	<b>32</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>100</b>
Central London	9	90	5	5	100
Rest of Inner London	25	91	5	4	100
Outer London	59	91	5	4	100
<b>South East</b>	<b>76</b>	<b>89</b>	<b>5</b>	<b>6</b>	<b>100</b>
<b>South West</b>	<b>74</b>	<b>86</b>	<b>6</b>	<b>7</b>	<b>100</b>
<b>England</b>	<b>68</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>100</b>
<b>Wales</b>	<b>83</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>100</b>
<b>Scotland</b>	<b>69</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>100</b>
<b>Great Britain</b>	<b>69</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>100</b>

1. This excludes all those in employment that live in Great Britain but work outside of it, and includes all those in employment that live in Northern Ireland and work in Great Britain.

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Source: Labour Force Survey, Office of National Statistics  
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Table TSGB0113

Overseas travel: visits to and from the United Kingdom by mode: 2003-2013

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	% of total in 2013
Thousands/percentage												
<b>Visits to the United Kingdom by overseas residents <sup>1</sup></b>												
Air	17,635	20,002	22,043	24,588	25,089	24,024	22,080	21,430	22,631	22,670	23,722	72%
Sea	4,369	4,770	4,675	4,858	4,459	4,495	4,462	4,531	4,496	4,257	4,650	14%
Channel Tunnel	2,711	2,983	3,252	3,267	3,230	3,369	3,347	3,842	3,670	4,157	4,441	14%
<b>Total</b>	<b>24,715</b>	<b>27,755</b>	<b>29,970</b>	<b>32,713</b>	<b>32,778</b>	<b>31,888</b>	<b>29,889</b>	<b>29,803</b>	<b>30,798</b>	<b>31,084</b>	<b>32,813</b>	<b>100%</b>
<b>Unweighted sample size (numbers)</b>												
	38,099	41,848	44,574	45,246	41,740	36,683	47,304	46,740	42,785	42,502	44,285	
<b>Visits abroad by United Kingdom Residents <sup>2</sup></b>												
Air	47,101	50,435	53,626	56,460	56,329	56,041	46,657	43,239	44,723	44,916	46,543	80%
Sea	9,200	8,950	8,102	8,411	8,473	8,145	7,559	8,056	7,857	6,755	7,166	12%
Channel Tunnel	5,123	4,809	4,713	4,665	4,649	4,825	4,398	4,267	4,255	4,867	4,798	8%
<b>Total</b>	<b>61,424</b>	<b>64,194</b>	<b>66,441</b>	<b>69,536</b>	<b>69,450</b>	<b>69,011</b>	<b>58,614</b>	<b>55,562</b>	<b>56,836</b>	<b>56,538</b>	<b>58,507</b>	<b>100%</b>
<b>Unweighted sample size (numbers)</b>												
	55,298	57,686	63,427	63,715	57,558	57,312	66,935	65,953	62,646	58,576	58,687	

1. Mode shown is that for departure from the United Kingdom.

2. Mode shown is that for return to the United Kingdom.

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Source - International Passenger Survey, ONS  
Last updated December 2014  
Next updated December 2015

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Table TSGB0114

Overseas travel: visits to and from the United Kingdom by purpose and area; all modes 2003-2013

Thousands/percentage

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	% of total in 2013
<b>Visits to the United Kingdom by overseas residents <sup>1</sup></b>												
North America	3,997	4,356	4,234	4,764	4,403	3,806	3,564	3,397	3,586	3,544	3,534	11%
EU <sup>2</sup>	15,783	17,818	19,714	21,287	21,824	21,627	20,331	20,266	20,348	20,553	21,802	66%
Other Europe	1,424	1,606	1,851	2,090	2,063	2,039	1,752	1,780	2,090	2,244	2,292	7%
Other Countries	3,511	3,975	4,171	4,572	4,488	4,416	4,242	4,360	4,774	4,744	5,184	16%
<b>Total</b>	<b>24,715</b>	<b>27,755</b>	<b>29,970</b>	<b>32,713</b>	<b>32,778</b>	<b>31,888</b>	<b>29,889</b>	<b>29,803</b>	<b>30,798</b>	<b>31,084</b>	<b>32,813</b>	<b>100%</b>
<b>Visits to the United Kingdom by purpose</b>												
Holiday	7,973	9,275	9,713	10,566	10,758	10,923	11,424	11,668	12,008	11,961	12,726	39%
Business	6,967	7,470	8,168	9,019	8,845	8,124	6,579	6,793	7,238	7,422	7,945	24%
Visiting Friends or relatives	6,978	7,861	8,687	9,406	9,720	9,727	8,783	8,408	8,841	8,948	9,327	28%
Miscellaneous	2,797	3,149	3,401	3,722	3,456	3,113	3,103	2,935	2,710	2,752	2,815	9%
<b>Total</b>	<b>24,715</b>	<b>27,755</b>	<b>29,970</b>	<b>32,713</b>	<b>32,778</b>	<b>31,888</b>	<b>29,889</b>	<b>29,803</b>	<b>30,798</b>	<b>31,084</b>	<b>32,813</b>	<b>100%</b>
<b>Unweighted sample size (number)</b>	<b>38,099</b>	<b>41,848</b>	<b>44,574</b>	<b>45,246</b>	<b>41,740</b>	<b>36,683</b>	<b>47,304</b>	<b>46,740</b>	<b>42,785</b>	<b>42,502</b>	<b>44,285</b>	
<b>Visits abroad by United Kingdom Residents <sup>3</sup></b>												
North America	4,142	4,780	4,869	4,702	4,587	4,629	3,652	3,653	3,668	3,394	3,418	6%
EU <sup>2</sup>	48,066	48,583	49,390	51,314	51,186	50,081	42,396	38,925	40,487	40,777	42,516	73%
Other Europe	2,601	2,942	3,448	3,856	4,002	4,343	3,548	3,640	3,579	3,441	3,408	6%
Other Countries	6,615	7,889	8,734	9,664	9,675	9,958	9,018	9,344	9,103	8,926	9,165	16%
<b>Total</b>	<b>61,424</b>	<b>64,194</b>	<b>66,441</b>	<b>69,536</b>	<b>69,450</b>	<b>69,011</b>	<b>58,614</b>	<b>55,562</b>	<b>56,836</b>	<b>56,538</b>	<b>58,507</b>	<b>100%</b>
<b>Visits abroad by United Kingdom Residents by purpose</b>												
Holiday	41,197	42,912	44,175	45,287	45,437	45,531	38,492	36,422	36,819	36,173	37,603	64%
Business	7,892	8,140	8,556	9,102	9,018	8,920	6,887	6,639	6,846	6,956	6,825	12%
Visiting Friends or relatives	8,527	9,799	10,648	11,963	12,214	12,392	11,592	10,850	11,594	11,797	12,475	21%
Miscellaneous	3,807	3,343	3,063	3,184	2,781	2,166	1,643	1,652	1,576	1,612	1,604	3%
<b>Total</b>	<b>61,424</b>	<b>64,194</b>	<b>66,441</b>	<b>69,536</b>	<b>69,450</b>	<b>69,011</b>	<b>58,614</b>	<b>55,562</b>	<b>56,836</b>	<b>56,538</b>	<b>58,507</b>	<b>100%</b>
<b>Unweighted sample size (number)</b>	<b>55,298</b>	<b>57,686</b>	<b>63,427</b>	<b>63,715</b>	<b>57,558</b>	<b>57,312</b>	<b>66,935</b>	<b>65,953</b>	<b>62,646</b>	<b>58,576</b>	<b>58,687</b>	

1 Area shown is that for the country of residence

2 EU includes Croatia from July 2013.

3 Area shown is that for the main country of visit

**Table TSGB0115**  
**Overseas travel: visits and spending by mode, area and purpose of visit, 2013**

	Air		Sea		Channel Tunnel		Total		Unweighted sample size
	visits (thousands)	spending (£ million)	visits (thousands)	spending (£ million)	visits (thousands)	spending (£ million)	visits (thousands)	spending (£ million)	
<b>Visits to and spending in the United Kingdom by overseas residents <sup>1</sup></b>									
North America	3,094	2,858	135	58	305	165	<b>3,534</b>	<b>3,081</b>	6,584
EU <sup>2</sup>	14,086	6,795	4,181	1,337	3,534	1,115	<b>21,802</b>	<b>9,248</b>	24,897
Other Europe	2,184	1,617	74	19	34	17	<b>2,292</b>	<b>1,654</b>	3,111
Other Countries	4,357	6,481	259	217	568	332	<b>5,184</b>	<b>7,029</b>	9,693
<b>Total</b>	<b>23,722</b>	<b>17,752</b>	<b>4,650</b>	<b>1,631</b>	<b>4,441</b>	<b>1,629</b>	<b>32,813</b>	<b>21,012</b>	<b>44,285</b>
<b>Holiday</b>	<b>8,308</b>	<b>6,588</b>	<b>2,112</b>	<b>911</b>	<b>2,306</b>	<b>950</b>	<b>12,726</b>	<b>8,448</b>	<b>16,510</b>
<i>of which inclusive tour</i>	744	589	817	320	619	219	<b>2,180</b>	<b>1,128</b>	2,712
<b>Business</b>	<b>5,597</b>	<b>4,581</b>	<b>1,304</b>	<b>188</b>	<b>1,045</b>	<b>245</b>	<b>7,945</b>	<b>5,014</b>	<b>10,833</b>
<b>Visiting friends or relatives</b>	<b>7,589</b>	<b>3,975</b>	<b>886</b>	<b>286</b>	<b>852</b>	<b>263</b>	<b>9,327</b>	<b>4,524</b>	<b>12,814</b>
<b>Miscellaneous</b>	<b>2,228</b>	<b>2,578</b>	<b>349</b>	<b>216</b>	<b>239</b>	<b>168</b>	<b>2,815</b>	<b>2,962</b>	<b>4,128</b>
<b>Total</b>	<b>23,722</b>	<b>17,752</b>	<b>4,650</b>	<b>1,631</b>	<b>4,441</b>	<b>1,629</b>	<b>32,813</b>	<b>21,012</b>	<b>44,285</b>
<b>Visits and spending abroad by United Kingdom Residents <sup>3</sup></b>									
North America	3,408	3,917	9	18	.	.	<b>3,418</b>	<b>3,935</b>	4,555
EU <sup>2</sup>	31,439	15,214	6,343	2,591	4,734	1,755	<b>42,516</b>	<b>19,561</b>	40,621
Other Europe	3,278	1,874	72	67	58	38	<b>3,408</b>	<b>1,978</b>	3,305
Other Countries	8,417	8,474	741	946	6	6	<b>9,165</b>	<b>9,426</b>	10,206
<b>Total</b>	<b>46,543</b>	<b>29,480</b>	<b>7,166</b>	<b>3,621</b>	<b>4,798</b>	<b>1,798</b>	<b>58,507</b>	<b>34,900</b>	<b>58,687</b>
<b>Holiday</b>	<b>30,009</b>	<b>19,667</b>	<b>4,674</b>	<b>2,703</b>	<b>2,920</b>	<b>1,264</b>	<b>37,603</b>	<b>23,634</b>	<b>35,455</b>
<i>of which inclusive tour</i>	12,924	8,641	1,901	1,496	641	277	<b>15,465</b>	<b>10,414</b>	617
<b>Business</b>	<b>5,395</b>	<b>4,161</b>	<b>608</b>	<b>275</b>	<b>822</b>	<b>258</b>	<b>6,825</b>	<b>4,694</b>	<b>7,719</b>
<b>Visiting friends or relatives</b>	<b>10,263</b>	<b>4,583</b>	<b>1,414</b>	<b>474</b>	<b>799</b>	<b>183</b>	<b>12,475</b>	<b>5,240</b>	<b>13,963</b>
<b>Miscellaneous</b>	<b>876</b>	<b>1,070</b>	<b>470</b>	<b>169</b>	<b>258</b>	<b>93</b>	<b>1,604</b>	<b>1,332</b>	<b>1,550</b>
<b>Total</b>	<b>46,543</b>	<b>29,480</b>	<b>7,166</b>	<b>3,621</b>	<b>4,798</b>	<b>1,798</b>	<b>58,507</b>	<b>34,900</b>	<b>58,687</b>

<sup>1</sup> Mode shown is that for departure from the United Kingdom; area shown is that for the country of residence.

<sup>2</sup> EU includes Croatia from July 2013.

<sup>3</sup> Mode shown is that for return to the United Kingdom; area shown is that for the main country of visit

Table TSGB0116a

All in employment by transport related occupation<sup>1</sup> and industry<sup>2</sup>: Great Britain, April-June 2014

				Thousands
SOC2010 code	Occupation	Transportation and storage industry	Other industry sections	All industries <sup>3</sup>
1161	Transport and logistic managers	40	26	67
4134	Transport and distribution clerks	27	34	62
1252	Garage managers and proprietors	*	34	34
1226, 6212, 6219	Travel agents and service occupations	8	65	73
3511, 3512, 8233	Air traffic controllers, pilots, operatives, etc.	39	10	49
3513, 8232	Ships officers, marine and waterway operatives	15	8	23
6214	Air travel assistants	35	*	40
6215, 8234, 8231	Rail travel assistants, operatives, train and tram drivers	39	7	45
8213	Bus and coach drivers	88	8	96
8211	Heavy goods vehicle drivers	151	125	277
8212	Van drivers	59	136	195
8214	Taxi and cab drivers and chauffeurs	178	20	199
5231	Vehicle technicians, mechanics and electricians	15	164	179
5232, 5234	Vehicle body builders, repairers and painters	*	46	47
8135	Tyre, exhaust and windscreen fitters	*	17	17
8215	Driving instructors	*	39	42
8239	Other drivers and transport operatives	6	15	21
	<b>All transport related occupations</b>	<b>704</b>	<b>760</b>	<b>1,466</b>
	<b>Other occupations</b>	<b>731</b>	<b>27,311</b>	<b>28,175</b>
	<b>All jobs</b>	<b>1,435<sup>4</sup></b>	<b>28,087</b>	<b>29,787</b>

Table TSGB0116b

All in employment by transport related occupation<sup>1</sup> and industry<sup>2</sup>: Great Britain, April-June 2014

							Thousands
Occupation	Rail transport	Other land transport	Water transport	Air transport	Warehousing, storage, support activities for transportation	Postal and courier activities	All transportation and storage
All transport related occupations	26	475	18	46	75	64	704
Other occupations	30	165	20	26	247	244	731
<b>All jobs</b>	<b>56</b>	<b>640</b>	<b>38</b>	<b>71</b>	<b>322</b>	<b>307</b>	<b>1,435<sup>4</sup></b>

- Standard Occupational Classification 2010 (SOC2010) of main job only
- Based on the Standard Industrial Classification 2007 (SIC2007)  
 Section H - Transportation and storage  
 Divisions 49 - Land transport and transport via pipelines  
   50 - Water transport  
   51 - Air transport  
   52 - Warehousing and support activities for transportation  
   53 - Postal and courier activities
- Totals include jobs not allocated an occupation or industry
- Includes some non-transport related occupations in transport industries

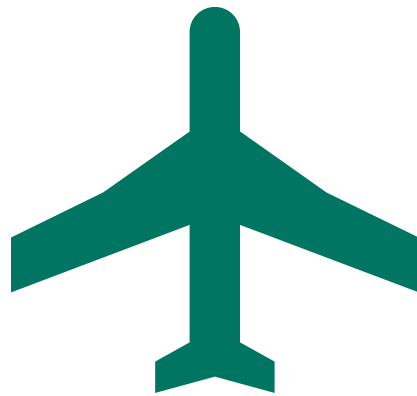
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Source: Labour Force Survey, Office of National Statistics  
 Last updated: December 2014  
 Next updated: December 2015  
 The figures in this table are National Statistics





# Aviation Statistics



Department for Transport statistics

[Aviation](#)

Table AVI0101 (TSGB0201)

Air traffic: United Kingdom airports<sup>1,2</sup>: 1950-2013

For greater detail of the years 2003-2013 see Table AVI0102

Year	Air transport movements: aircraft landings and take-offs (thousands)	Terminal passengers: arrivals and departures (thousands)	Freight handled: set down and picked up <sup>3</sup> (thousand tonnes)
1950	195	2,133	31
1951	187	2,471	44
1952	195	2,776	40
1953	214	3,419	64
1954	232	4,004	84
1955	259	4,831	113
1956	293	5,617	121
1957	329	6,600	139
1958	340	6,761	167
1959	358	7,867	226
1960	402	10,075	279
1961	447	12,249	313
1962	449	13,793	344
1963	458	15,506	360
1964	480	17,649	399
1965	508	19,918	418
1966	556	22,582	517
1967	566	24,003	488
1968	560	24,845	524
1969	591	28,064	585
1970	607	31,606	580
1971	630	34,934	532
1972	669	39,125	649
1973	719	43,125	699
1974	710	40,082	717
1975	701	41,846	638
1976	740	44,666	659
1977	759	45,927	705
1978	862	52,829	748
1979	924	56,992	797
1980	954	57,823	744
1981	927	57,771	724
1982	973	58,778	693
1983	1,019	61,109	726
1984	1,079	67,572	861
1985	1,097	70,434	850
1986	1,125	75,161	881
1987	1,193	86,041	976
1988	1,280	93,162	1,088
1989	1,375	98,913	1,151
1990	1,420	102,418	1,193
1991 <sup>4</sup>	1,353	95,297	1,122
1992	1,432	105,663	1,235
1993	1,468	111,786	1,373
1994	1,469	121,659	1,585
1995	1,534	128,857	1,700
1996	1,611	135,226	1,767
1997	1,682	145,989	1,938
1998	1,785	158,163	2,076
1999	1,877	167,695	2,186
2000	1,962	179,187	2,311
2001	2,005	180,534	2,143
2002	1,998	188,043	2,193
2003	2,059	199,211	2,206
2004	2,176	214,926	2,369
2005	2,301	227,416	2,361
2006	2,344	234,416	2,315
2007	2,379	239,968	2,325
2008	2,327	235,361	2,282
2009	2,124	218,126	2,048
2010	2,002	210,656	2,325
2011	2,046	219,289	2,298
2012	2,015	220,644	2,302
2013	2,031	228,382	2,262

1. Excludes the Channel Islands

2. Includes double counting of domestic traffic, unlike Table AVI0102.

3. Excludes mail and passengers' luggage.

4. Excludes air-taxi operations and the Isle of Man from 1991.

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[Notes and definitions](#)

Source - Civil Aviation Authority  
 Last updated: July 2014  
 Next update: July 2015

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

Aviation

Table AVI0102a (TSGB0202a)

Air traffic by type of service, operator and airport: United Kingdom<sup>1</sup>, 2003-2013

Thousands

(a) Air transport movements (aircraft landings and take-offs)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>International (incl. traffic to/from oil rigs):</b>											
Scheduled	1,073	1,146	1,222	1,260	1,317	1,309	1,210	1,153	1,219	1,218	1,239
Non-scheduled	259	250	252	260	257	239	212	196	197	189	198
<b>Total</b>	<b>1,332</b>	<b>1,396</b>	<b>1,474</b>	<b>1,520</b>	<b>1,574</b>	<b>1,548</b>	<b>1,422</b>	<b>1,349</b>	<b>1,416</b>	<b>1,407</b>	<b>1,437</b>
<b>Domestic: <sup>2</sup></b>											
Scheduled	343	370	393	393	386	372	333	309	296	284	276
Non-scheduled	21	20	20	19	17	18	18	17	19	20	22
<b>Total</b>	<b>363</b>	<b>390</b>	<b>414</b>	<b>412</b>	<b>403</b>	<b>390</b>	<b>351</b>	<b>327</b>	<b>315</b>	<b>304</b>	<b>297</b>
<b>All traffic: <sup>2</sup></b>	<b>1,695</b>	<b>1,786</b>	<b>1,887</b>	<b>1,932</b>	<b>1,976</b>	<b>1,938</b>	<b>1,773</b>	<b>1,676</b>	<b>1,731</b>	<b>1,711</b>	<b>1,734</b>
<b>All traffic by airport: <sup>3</sup></b>											
Heathrow	457	470	472	471	476	473	460	449	476	471	470
Gatwick	234	241	252	254	259	256	245	234	245	240	244
Manchester	192	208	218	213	207	191	162	149	158	160	161
Stansted	169	177	178	190	192	177	156	143	137	131	132
Edinburgh	105	112	116	116	115	114	106	101	105	103	104
Aberdeen	77	81	89	98	103	100	94	88	95	99	100
Birmingham	116	109	113	109	104	103	94	85	84	84	85
Glasgow	88	92	97	97	94	87	74	69	70	72	73
Luton	58	64	75	79	83	86	75	69	72	72	71
London City	48	53	61	66	77	84	67	60	61	64	68
East Midlands International	54	56	54	56	61	66	57	52	54	55	57
Bristol	50	55	61	66	59	60	54	54	53	51	54
Newcastle	42	50	55	58	58	55	50	47	45	44	43
Belfast City (George Best)	32	33	37	37	40	40	38	39	41	36	37
Belfast International	40	43	48	48	52	54	44	39	37	39	37
Southampton	32	37	44	46	47	45	41	40	41	39	36
Liverpool (John Lennon)	39	40	49	48	46	44	42	43	46	36	33
Leeds Bradford	29	31	36	37	40	38	33	33	33	30	30
Norwich	16	15	17	21	23	21	20	16	16	16	22
Cardiff Wales	21	22	21	22	23	23	20	17	16	14	14
Scatsta	10	10	10	11	11	11	13	13	13	14	13
Exeter	6	8	12	15	17	15	13	12	12	12	13
Humberside	13	12	11	13	13	13	14	13	13	13	12
Isles Of Scilly (St.Marys)	12	12	11	11	12	11	11	10	11	10	11
Kirkwall	9	9	9	10	11	11	11	10	11	10	11
Blackpool	9	10	13	13	13	11	11	10	9	10	10
Inverness	12	15	16	17	15	14	12	10	10	10	10
Southend	0	0	0	1	1	1	0	0	1	7	9
Sumburgh	4	5	6	7	8	8	7	7	7	7	9
Prestwick	19	19	21	19	20	20	15	13	10	8	9
Lands End (St Just)	5	5	4	4	5	5	5	5	5	6	7
Bournemouth	10	10	12	12	12	12	9	7	6	7	7
Stornoway	5	6	6	7	7	8	7	6	6	6	6
Newquay	0	7	8	10	10	12	13	11	7	5	5
Durham Tees Valley	9	10	12	12	11	9	6	6	5	4	4
Doncaster Sheffield	0	0	5	8	9	7	6	7	6	4	4
Wick	2	2	3	3	2	2	2	2	2	2	3
City Of Derry (Eglinton)	4	4	4	5	6	6	4	4	4	3	3
Benbecula	2	2	3	3	3	3	3	3	3	2	2
Manston (Kent Int)	1	3	5	0	1	1	1	1	1	1	2
Islay	1	1	1	1	1	1	1	1	2	1	2
Dundee	3	2	2	2	3	4	4	4	3	3	1
Lerwick (Tingwall)	1	1	1	1	2	2	2	1	2	2	1
Gloucestershire	0	0	0	0	0	2	2	2	1	1	1
Campbeltown	1	1	1	1	1	1	1	1	1	1	1
Tiree	1	1	1	1	1	1	1	1	1	1	1
Barra	1	1	1	1	1	1	1	1	1	1	1
Cambridge	0	0	0	0	0	0	0	0	0	0	1
Shoreham	1	2	2	1	2	2	1	1	1	0	1
Coventry	2	7	10	8	7	4	1	0	0	1	1
Oxford (Kidlington)	0	0	0	0	0	0	0	0	0	1	1
Lydd	1	1	0	0	0	0	0	0	0	0	0
Biggin Hill	0	0	0	0	0	0	0	0	0	0	0
Penzance Heliport	7	7	7	6	6	6	5	5	4	3	0
Isles Of Scilly (Tresco)	3	3	3	3	3	3	2	2	2	2	0
Plymouth	4	6	6	5	5	6	8	7	2	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0	0
Hawarden	1	2	2	0	0	0	0	0	0	0	0
Swansea	0	1	0	0	0	0	0	0	0	0	0

1. Excludes air-taxi operations, the Channel Islands and Isle of Man.

2. Adjusted to eliminate double counting.

3. Includes double counting.

Source - Civil Aviation Authority

Last updated: July 2014

Next update: July 2015

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[Notes and definitions](#)

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

Aviation

Table AVI0102b (TSGB0202b)

Air traffic by type of service, operator and airport: United Kingdom<sup>1</sup>, 2003-2013

Millions

(b) Terminal passengers (arrivals and departures)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>International (incl. traffic to/from oil rigs):</b>											
Scheduled	116.7	130.8	143.7	151.9	160.1	160.9	152.5	150.2	159.7	163.1	170.8
Non-scheduled	37.4	36.3	34.3	33.5	31.9	28.9	23.8	22.4	21.7	20.0	19.2
<b>Total</b>	<b>154.1</b>	<b>167.1</b>	<b>178.0</b>	<b>185.4</b>	<b>192.0</b>	<b>189.8</b>	<b>176.4</b>	<b>172.6</b>	<b>181.5</b>	<b>183.1</b>	<b>190.0</b>
<b>Domestic:<sup>2</sup></b>											
Scheduled	22.3	23.7	24.5	24.3	23.8	22.6	20.7	18.8	18.7	18.6	18.9
Non-scheduled	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
<b>Total</b>	<b>22.6</b>	<b>23.9</b>	<b>24.7</b>	<b>24.5</b>	<b>24.0</b>	<b>22.8</b>	<b>20.9</b>	<b>19.0</b>	<b>18.9</b>	<b>18.8</b>	<b>19.2</b>
<b>All traffic:<sup>2</sup></b>	<b>176.7</b>	<b>191.0</b>	<b>202.7</b>	<b>209.9</b>	<b>216.0</b>	<b>212.6</b>	<b>197.3</b>	<b>191.6</b>	<b>200.4</b>	<b>201.9</b>	<b>209.2</b>
<b>All traffic by airport:<sup>3</sup></b>											
Heathrow	63.2	67.1	67.7	67.3	67.9	66.9	65.9	65.7	69.4	70.0	72.3
Gatwick	29.9	31.4	32.7	34.1	35.2	34.2	32.4	31.3	33.6	34.2	35.4
Manchester	19.5	21.0	22.1	22.1	21.9	21.1	18.6	17.7	18.8	19.7	20.7
Stansted	18.7	20.9	22.0	23.7	23.8	22.3	19.9	18.6	18.0	17.5	17.8
Edinburgh	7.5	8.0	8.4	8.6	9.0	9.0	9.0	8.6	9.4	9.2	9.8
Luton	6.8	7.5	9.1	9.4	9.9	10.2	9.1	8.7	9.5	9.6	9.7
Birmingham	8.9	8.8	9.3	9.1	9.1	9.6	9.1	8.6	8.6	8.9	9.1
Glasgow	8.1	8.6	8.8	8.8	8.7	8.1	7.2	6.5	6.9	7.2	7.4
Bristol	3.9	4.6	5.2	5.7	5.9	6.2	5.6	5.7	5.8	5.9	6.1
Newcastle	3.9	4.7	5.2	5.4	5.6	5.0	4.6	4.3	4.3	4.4	4.4
East Midlands International	4.3	4.4	4.2	4.7	5.4	5.6	4.7	4.1	4.2	4.1	4.3
Liverpool (John Lennon)	3.2	3.4	4.4	5.0	5.5	5.3	4.9	5.0	5.2	4.5	4.2
Belfast International	4.0	4.4	4.8	5.0	5.2	5.2	4.5	4.0	4.1	4.3	4.0
Aberdeen	2.5	2.6	2.9	3.2	3.4	3.3	3.0	2.8	3.1	3.3	3.4
London City	1.5	1.7	2.0	2.4	2.9	3.3	2.8	2.8	3.0	3.0	3.4
Leeds Bradford	2.0	2.4	2.6	2.8	2.9	2.9	2.6	2.7	2.9	3.0	3.3
Belfast City (George Best)	2.0	2.1	2.2	2.1	2.2	2.6	2.6	2.7	2.4	2.2	2.5
Southampton	1.2	1.5	1.8	1.9	2.0	1.9	1.8	1.7	1.8	1.7	1.7
Prestwick	1.9	2.2	2.4	2.4	2.4	2.4	1.8	1.7	1.3	1.1	1.1
Cardiff Wales	1.9	1.9	1.8	2.0	2.1	2.0	1.6	1.4	1.2	1.0	1.1
Southend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.0
Exeter	0.4	0.6	0.8	1.0	1.0	1.0	0.8	0.7	0.7	0.7	0.7
Doncaster Sheffield	0.0	0.0	0.6	0.9	1.1	1.0	0.8	0.9	0.8	0.7	0.7
Bournemouth	0.5	0.5	0.8	1.0	1.1	1.1	0.9	0.7	0.6	0.7	0.7
Inverness	0.4	0.5	0.6	0.7	0.7	0.7	0.6	0.5	0.6	0.6	0.6
Norwich	0.4	0.4	0.5	0.7	0.7	0.6	0.4	0.4	0.4	0.4	0.5
City Of Derry (Eglington)	0.2	0.2	0.2	0.3	0.4	0.4	0.3	0.3	0.4	0.4	0.4
Scatsta	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3
Blackpool	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2	0.2	0.3
Humberside	0.5	0.5	0.5	0.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2
Sumburgh	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.2
Newquay	0.0	0.3	0.3	0.3	0.4	0.4	0.3	0.3	0.2	0.2	0.2
Durham Tees Valley	0.7	0.8	0.9	0.9	0.7	0.6	0.3	0.2	0.2	0.2	0.2
Kirkwall	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stornoway	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Isles Of Scilly (St.Marys)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Lands End (St Just)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Manston (Kent Int)	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wick	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Benbecula	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dundee	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Islay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Campbeltown	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Barra	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cambridge	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tiree	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oxford (Kidlington)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lerwick (Tingwall)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shoreham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lydd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Biggin Hill	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Penzance Heliport	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Isles Of Scilly (Tresco)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Plymouth	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Carlisle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Coventry	0.0	0.5	0.7	0.6	0.6	0.3	0.0	0.0	0.0	0.0	0.0
Hawarden	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Swansea	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1. Excludes air-taxi operations, the Channel Islands and Isle of Man.

2. Adjusted to eliminate double counting.

3. Includes double counting.

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Table AVI0102c (TSGB0202c)

Air traffic by type of service, operator and airport: United Kingdom<sup>1</sup>, 2003-2013

	Thousand tonnes										
(c) Freight handled (set down and picked up) <sup>2</sup>	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>International (incl. traffic to/from oil rigs):</b>											
Scheduled	1,817	1,988	1,875	1,794	1,814	1,815	1,532	1,750	1,716	1,714	1,672
Non-scheduled	273	259	352	386	406	377	431	499	499	503	493
<b>Total</b>	<b>2,091</b>	<b>2,247</b>	<b>2,226</b>	<b>2,179</b>	<b>2,220</b>	<b>2,191</b>	<b>1,963</b>	<b>2,248</b>	<b>2,214</b>	<b>2,217</b>	<b>2,164</b>
<b>Domestic:<sup>3</sup></b>											
Scheduled	14	18	9	4	4	3	3	4	3	3	3
Non-scheduled	43	43	58	63	49	42	39	35	39	39	46
<b>Total</b>	<b>58</b>	<b>61</b>	<b>67</b>	<b>68</b>	<b>53</b>	<b>45</b>	<b>42</b>	<b>38.3</b>	<b>42</b>	<b>42</b>	<b>49</b>
<b>All traffic:<sup>3</sup></b>	<b>2,148</b>	<b>2,308</b>	<b>2,294</b>	<b>2,247</b>	<b>2,272</b>	<b>2,237</b>	<b>2,005</b>	<b>2,287</b>	<b>2,256</b>	<b>2,260</b>	<b>2,213</b>
<b>All traffic by airport:<sup>4</sup></b>											
Heathrow	1,223	1,325	1,306	1,263	1,311	1,397	1,278	1,473	1,484	1,464	1,423
East Midlands International	227	253	267	272	275	262	255	274	265	264	267
Stansted	199	226	237	224	204	198	183	202	203	214	212
Gatwick	223	218	223	212	171	108	75	104	88	98	97
Manchester	123	149	147	149	165	142	103	116	107	97	96
Manston (Kent Int)	43	27	8	21	28	26	30	28	27	31	29
Belfast International	30	32	38	38	38	36	30	30	31	29	29
Luton	23	26	23	18	38	41	29	29	28	30	29
Birmingham	12	10	13	15	14	12	13	22	17	19	21
Edinburgh	25	27	30	36	19	12	24	20	19	19	19
Glasgow	5	8	9	6	4	4	2	3	2	9	12
Prestwick	40	34	29	29	32	23	13	12	12	10	10
Aberdeen	3	4	4	4	3	4	4	4	5	6	7
Newcastle	1	1	0	0	1	2	3	4	3	3	4
Coventry	3	3	6	8	7	6	2	0	1	2	2
Bournemouth	5	6	6	5	0	0	0	0	0	1	2
Scatsta	1	1	1	1	1	1	1	1	1	1	1
Belfast City (George Best)	1	1	1	1	1	0	0	0	0	1	1
Doncaster Sheffield	0	0	0	0	2	1	0	0	0	0	0
Sumburgh	0	0	0	0	0	0	0	0	0	0	0
Leeds Bradford	0	0	0	0	0	0	0	0	0	0	0
Liverpool (John Lennon)	12	9	9	6	4	4	0	0	0	0	0
Islay	0	0	0	0	0	0	0	0	0	0	0
Norwich	0	0	0	0	0	0	0	0	0	0	0
Humberside	1	1	0	0	0	0	0	1	1	1	0
Southampton	0	0	0	0	0	0	0	0	0	0	0
Stornoway	1	1	1	1	1	1	0	0	0	0	0
Isles Of Scilly (St.Marys)	0	0	0	0	0	0	0	0	0	0	0
Lands End (St Just)	0	0	0	0	0	0	0	0	0	0	0
Cardiff Wales	2	3	3	2	2	1	0	0	0	0	0
Benbecula	0	0	0	0	0	0	0	0	0	0	0
Kirkwall	0	0	0	0	0	0	0	0	0	0	0
Barra	0	0	0	0	0	0	0	0	0	0	0
Tiree	0	0	0	0	0	0	0	0	0	0	0
Exeter	0	0	0	0	0	0	0	0	0	0	0
Southend	0	0	0	0	0	0	0	0	0	0	0
Wick	0	0	0	0	0	0	0	0	0	0	0
Campbeltown	0	0	0	0	0	0	0	0	0	0	0
Penzance Heliport	0	0	0	0	0	0	0	0	0	0	0
Isles Of Scilly (Tresco)	0	0	0	0	0	0	0	0	0	0	0
Blackpool	0	0	0	0	0	0	0	0	0	0	0
Durham Tees Valley	1	0	0	0	1	0	0	0	0	0	0
Inverness	1	1	1	1	1	1	0	0	0	0	0
Cambridge	0	0	0	0	0	0	0	0	0	0	0
Bristol	0	0	0	0	0	0	0	0	0	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0	0
Lerwick (Tingwall)	0	0	0	0	0	0	0	0	0	0	0
Plymouth	0	0	0	0	0	0	0	0	0	0	0
City Of Derry (Eglinton)	0	0	0	0	0	0	0	0	0	0	0
Gloucestershire	0	0	0	0	0	0	0	0	0	0	0

1. Excludes air-taxi operations, the Channel Islands and Isle of Man.
2. Includes freight set down and picked up; excludes mail and passengers' luggage.
3. Adjusted to eliminate double counting.
4. Includes double counting.

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Table AVI0103 (TSGB0203)

Punctuality at selected United Kingdom airports, 2008-2013<sup>1</sup>

			Percentage of flights on time within 15 minutes					Average delay (minutes)						
			2008	2009	2010	2011	2012 <sup>R</sup>	2013	2008	2009	2010	2011	2012 <sup>R</sup>	2013
London airports	Gatwick	Scheduled	71.6	77.9	67.6	79.6	78.2	77.3	17.0	13.5	21.3	11.6	12.6	13.3
		Charter	58.9	70.3	63.9	73.9	73.9	72.1	32.8	23.4	32.9	20.3	20.0	19.8
		Total	69.7	77.0	67.1	79.0	77.8	76.8	19.3	14.7	22.6	12.5	13.4	13.9
	Heathrow	Scheduled	68.6	78.6	71.7	77.8	76.3	75.6	17.2	12.2	16.3	12.0	13.3	13.6
		Charter	57.5	67.9	55.1	66.8	78.7	78.4	22.5	19.3	29.8	19.5	12.3	11.1
		Total	68.6	78.6	71.7	77.7	76.3	75.6	17.2	12.2	16.3	12.0	13.3	13.6
	London City	Scheduled	74.6	86.4	83.5	87.4	88.1	88.5	13.0	7.8	9.8	7.7	6.8	6.9
		Charter	55.6	87.5	50.0	100.0	100.0	45.5	14.2	7.3	35.0	2.5	10.5	17.5
		Total	74.6	86.4	83.5	87.4	88.1	88.5	13.0	7.8	9.8	7.7	6.8	6.9
	Luton	Scheduled	71.9	78.5	67.6	78.4	80.5	81.8	16.0	13.8	21.4	12.2	11.8	10.8
		Charter	67.5	76.3	65.7	70.8	80.6	81.9	21.7	18.5	22.9	21.3	11.2	10.8
		Total	71.7	78.4	67.6	78.1	80.5	81.8	16.2	13.9	21.4	12.6	11.8	10.8
	Stansted	Scheduled	75.8	79.3	73.7	84.9	83.3	83.5	12.7	11.5	15.2	8.4	9.3	9.4
		Charter	61.6	78.0	69.3	78.6	82.4	82.6	25.3	14.3	20.4	15.1	12.2	11.4
		Total	75.4	79.3	73.5	84.7	83.3	83.5	13.0	11.6	15.4	8.6	9.4	9.5
Regional airports	Birmingham	Scheduled	77.8	82.8	76.9	84.9	84.1	85.7	13.8	11.0	15.9	9.3	10.1	8.9
		Charter	66.2	79.5	70.2	79.4	82.9	85.8	24.5	16.2	25.4	19.3	12.3	10.3
		Total	76.4	82.5	76.2	84.3	84.0	85.7	15.0	11.6	17.0	10.4	10.3	9.0
	Edinburgh	Scheduled	75.5	82.6	77.1	83.5	84.2	84.7	14.1	10.8	14.4	9.6	9.3	9.2
		Charter	64.0	68.0	58.6	63.0	71.1	68.1	25.4	21.0	34.2	28.8	22.2	22.8
		Total	75.3	82.4	76.8	83.2	84.0	84.4	14.3	10.9	14.7	9.9	9.5	9.4
	Glasgow	Scheduled	75.8	83.3	79.0	84.4	84.2	83.7	14.5	11.0	13.7	9.5	9.9	10.4
		Charter	60.4	73.4	60.0	70.4	74.8	78.5	32.5	20.4	35.6	23.6	19.7	17.1
		Total	74.4	82.4	76.9	83.0	83.4	83.3	16.2	11.9	16.1	11.0	10.8	11.0
	Manchester	Scheduled	73.4	79.7	72.8	77.8	78.1	78.9	15.4	12.4	17.9	13.1	13.1	12.2
		Charter	55.8	69.8	60.7	71.2	71.2	73.5	32.8	22.8	36.2	22.2	23.5	18.7
		Total	70.2	77.9	70.8	76.8	77.1	78.2	18.6	14.2	21.0	14.5	14.5	13.0
	Newcastle	Scheduled	77.4	84.2	76.3	84.3	84.3	83.9	13.4	10.3	16.3	9.3	10.0	10.4
		Charter	72.2	81.5	70.3	78.8	81.6	83.6	21.1	12.9	23.6	16.8	15.4	12.9
		Total	76.7	83.8	75.6	83.5	83.9	83.9	14.4	10.7	17.2	10.4	10.7	10.7

1. The methodology for estimating punctuality was revised in 2009 (See Notes and Definitions).  
 Figures based on the revised methodology are available from 2008 onwards.

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Table AVI0106 (TSGB0206)

Type of passenger at selected UK airports<sup>1</sup>, 2003-2013

		<i>percentage/number</i>										
Survey Airport		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Gatwick	Transfer	16	14	16	12	12	10	9	8	8	7	7
	Terminating	84	86	84	88	88	90	91	92	92	93	93
	Unweighted sample size	20,044	19,260	16,893	25,329	26,688	28,279	29,240	25,253	24,696	29,524	28,747
Heathrow	Transfer	36	35	35	34	34	35	38	36	34	37	37
	Terminating	64	65	65	66	66	65	62	64	66	63	63
	Unweighted sample size	69,288	63,972	63,972	65,575	67,708	58,247	69,411	61,151	53,351	67,868	60,036
Luton	Transfer	7	5	7	4	4	3	2	2	2	2	2
	Terminating	93	95	93	96	96	97	98	98	98	98	98
	Unweighted sample size	6,215	5,800	6,760	7,154	7,573	8,209	7,951	9,185	7,769	7,935	8,393
Stansted	Transfer	14	12	11	10	8	8	7	6	5	4	4
	Terminating	86	88	89	90	92	92	93	94	95	96	96
	Unweighted sample size	9,490	10,981	10,595	21,564	25,692	23,504	24,941	26,306	24,226	28,134	27,395
Manchester	Transfer	3	3	3	3	3	3	2	2	2	2	3
	Terminating	97	97	97	97	97	97	98	98	98	98	97
	Unweighted sample size	25,305	21,440	25,273	27,550	28,163	24,364	27,376	23,637	27,905	30,348	30,158

1. Results are based on the CAA passenger Survey, which is carried out at selected airports each year.

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Table AVI0107 (TSGB0207)

Mode of transport to selected UK airports<sup>1,2</sup>, 2003-2013

		Percentage/Number										
Survey Airport		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Gatwick</b>	Private Car <sup>3</sup>	51	51	51	48	48	48	46	44	42	40	41
	Hire Car	3	2	2	2	2	2	2	2	2	2	2
	Taxi/Minicab	15	15	14	14	15	13	14	13	13	14	14
	Rail	25	25	25	29	29	30	31	34	35	36	36
	Bus/Coach	7	7	7	6	6	7	6	7	7	8	7
	Tram/Tube	-	-	1	-	-	0	0	0	0	0	0
	Other	-	-	-	-	-	1	0	0	0	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	13,370	13,363	11,868	21,780	23,197	25,176	26,083	22,383	21,989	26,788	26,019
<b>Heathrow</b>	Private Car <sup>3</sup>	36	35	34	34	33	31	32	31	29	29	27
	Hire Car	3	3	3	3	2	3	3	3	3	2	3
	Taxi/Minicab	25	26	26	28	27	26	25	26	27	28	29
	Rail	9	9	10	9	10	10	10	11	12	11	10
	Bus/Coach	13	12	14	13	13	14	13	12	12	12	13
	Tram/Tube	14	14	13	13	15	16	17	16	17	18	18
	Other	-	-	-	-	-	0	0	0	1	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	31,666	31,004	38,050	39,014	40,443	34,162	38,024	36,551	33,484	40,221	37,506
<b>Luton<sup>4</sup></b>	Private Car <sup>3</sup>	60	60	56	53	53	51	52	48	48	46	49
	Hire Car	3	3	3	3	3	3	3	3	3	3	2
	Taxi/Minicab	12	12	13	14	14	13	13	16	18	17	17
	Rail	17	18	18	17	17	19	17	17	15	16	16
	Bus/Coach	7	7	10	13	12	14	14	16	16	17	16
	Tram/Tube	-	-	-	-	-	-	0	0	0	0	0
	Other	0	1	0	0	1	0	0	0	1	1	1
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	5,713	5,486	6,246	6,778	7,249	7,827	7,675	8,841	7,575	7,774	8,223
<b>Stansted</b>	Private Car <sup>3</sup>	50	48	48	47	44	42	41	40	38	36	36
	Hire Car	4	3	4	3	3	3	3	3	3	3	3
	Taxi/Minicab	8	8	9	9	9	8	8	8	9	10	10
	Rail	29	29	25	24	25	26	25	25	25	24	22
	Bus/Coach	10	11	14	16	20	21	22	22	24	27	29
	Tram/Tube	-	-	-	-	-	0	0	0	0	0	0
	Other	-	-	-	1	-	1	1	1	0	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	8,045	9,283	9,305	19,227	23,260	21,522	22,906	24,368	22,941	26,929	26,297
<b>Manchester</b>	Private Car <sup>3</sup>	58	60	58	58	57	57	58	57	57	56	55
	Hire Car	2	2	2	3	3	3	2	2	2	2	3
	Taxi/Minicab	29	29	29	29	30	29	26	26	26	26	26
	Rail	7	7	7	7	8	8	10	11	12	13	14
	Bus/Coach	4	2	3	2	3	3	3	2	2	2	2
	Tram/Tube	-	-	-	-	-	0	0	0	0	0	0
	Other	1	1	1	1	-	0	0	0	0	0	0
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	23,633	19,996	23,403	25,980	26,892	23,374	26,601	22,802	27,134	29,575	29,248

1. These results are based on the CAA passenger survey, which surveys departing passengers only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics. Where more than one mode of transport is used, the final mode is presented in this table.

2. Terminating passengers only.

3. Including passengers using car park courtesy buses.

4. Rail includes courtesy bus from Parkway station to Luton airport.

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Table AVI0108 (TSGB0208)

Purpose of travel at selected UK airports<sup>1</sup>, 2003-2013

		Percentage/Number										
Survey Airport		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Gatwick</b>	Business	18	16	17	17	18	17	15	15	16	15	13
	Holiday	56	56	54	55	52	53	55	54	52	54	57
	Visiting friends/relatives	24	25	26	26	29	28	28	29	30	28	28
	Other	2	2	3	2	2	2	2	2	2	3	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	20,017	19,220	16,869	25,329	26,688	28,268	29,240	25,253	24,696	29,534	28,747
<b>Heathrow</b>	Business	35	36	35	36	36	34	29	30	31	30	30
	Holiday	28	29	28	28	28	28	29	30	29	31	30
	Visiting friends/relatives	33	32	33	32	32	34	38	36	36	35	36
	Other	3	3	4	4	4	4	4	4	4	5	4
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	69,102	65,722	63,878	65,575	67,708	58,179	69,411	61,151	53,351	68,003	60,036
<b>Luton</b>	Business	24	23	20	20	21	19	18	19	17	16	13
	Holiday	39	46	43	40	34	35	34	35	37	36	37
	Visiting friends/relatives	35	30	35	37	43	43	45	44	43	46	48
	Other	2	1	2	3	2	3	3	3	2	2	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	6,215	5,789	6,759	7,154	7,573	8,201	7,951	9,185	7,769	7,939	8,393
<b>Stansted</b>	Business	17	18	18	18	19	19	16	16	16	15	14
	Holiday <sup>2</sup>	40	42	42	42	33	32	34	35	37	37	37
	Visiting friends/relatives	40	38	37	38	46	46	47	46	45	45	47
	Other	3	2	2	2	3	2	2	3	2	3	2
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	9,490	10,901	10,593	21,564	25,692	23,498	24,941	26,306	24,226	28,145	27,395
<b>Manchester</b>	Business	21	20	19	20	20	19	17	18	18	19	19
	Holiday	61	60	59	58	57	58	59	59	59	57	55
	Visiting friends/relatives	17	18	20	20	22	21	23	22	22	23	25
	Other	2	1	2	2	1	1	1	1	1	1	1
	Total	100	100	100	100	100	100	100	100	100	100	100
	Sample size	25,301	21,411	25,257	27,550	28,163	24,329	27,376	23,637	27,905	30,352	30,158

1. Results are based on the CAA passenger Survey, which is carried out at selected airports each year.

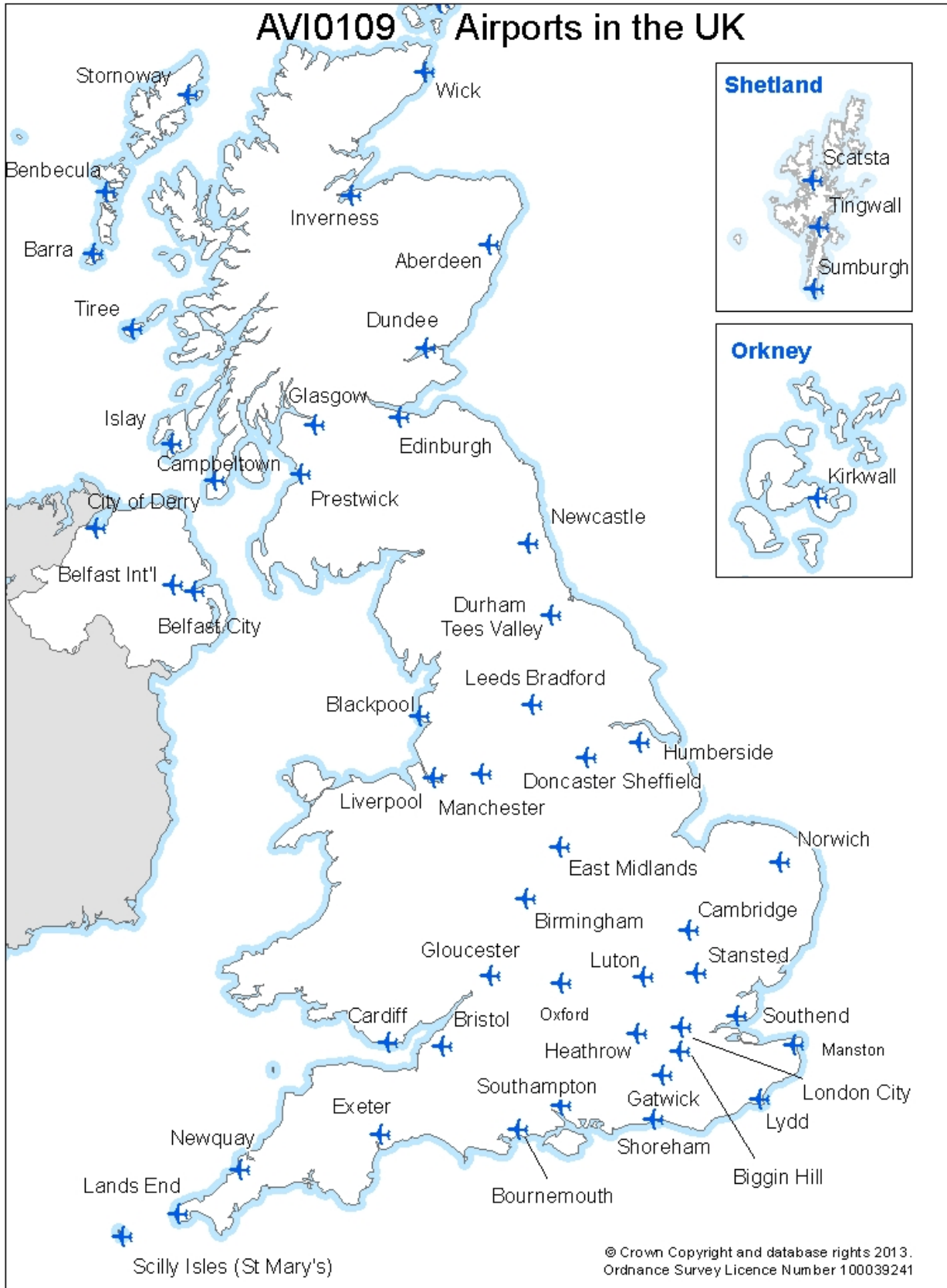
2. In 2006 'Holiday' includes some cases at Stansted which were classified as 'leisure unspecified'.

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# AVI0109 Airports in the UK



Department for Transport statistics

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Table AVI0201 (TSGB0210)

Main outputs by type of service<sup>1</sup>: United Kingdom airlines, 2003-2013

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>(a) Aircraft kilometres flown</b> <span style="float:right">Million kilometres</span>											
<b>International:</b>											
Scheduled	965	1,059	1,178	1,251	1,333	1,371	1,320	1,293	1,390	1,375	1,401
Non-scheduled	431	423	414	425	444	408	347	330	332	308	290
<b>Total</b>	<b>1,396</b>	<b>1,483</b>	<b>1,592</b>	<b>1,677</b>	<b>1,778</b>	<b>1,779</b>	<b>1,667</b>	<b>1,624</b>	<b>1,722</b>	<b>1,683</b>	<b>1,691</b>
<b>Domestic:</b>											
Scheduled	123	138	147	148	141	137	123	115	116	113	109
Non-scheduled	8	8	7	7	6	7	7	8	7	8	8
<b>Total</b>	<b>131</b>	<b>146</b>	<b>154</b>	<b>155</b>	<b>147</b>	<b>144</b>	<b>131</b>	<b>123</b>	<b>123</b>	<b>121</b>	<b>117</b>
<b>All services:</b>											
Scheduled	1,088	1,198	1,326	1,400	1,474	1,508	1,444	1,409	1,506	1,488	1,511
Non-scheduled	440	431	421	432	451	414	354	338	339	316	297
<b>Total</b>	<b>1,528</b>	<b>1,629</b>	<b>1,746</b>	<b>1,831</b>	<b>1,925</b>	<b>1,923</b>	<b>1,798</b>	<b>1,747</b>	<b>1,845</b>	<b>1,804</b>	<b>1,808</b>
<b>(b) Passengers uplifted</b> <span style="float:right">Millions</span>											
<b>International:</b>											
Scheduled	56	64	71	75	80	84	83	83	92	96	99
Non-scheduled	33	32	30	29	29	26	22	20	20	19	17
<b>Total</b>	<b>89</b>	<b>96</b>	<b>101</b>	<b>104</b>	<b>108</b>	<b>110</b>	<b>105</b>	<b>104</b>	<b>112</b>	<b>114</b>	<b>116</b>
<b>Domestic:</b>											
Scheduled	20.8	22.5	23.1	22.9	22.1	20.9	19.5	18.2	19	19	19
Non-scheduled	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0	0	0
<b>Total</b>	<b>21.0</b>	<b>22.7</b>	<b>23.3</b>	<b>23.0</b>	<b>22.3</b>	<b>21.0</b>	<b>19.7</b>	<b>18.4</b>	<b>19</b>	<b>19</b>	<b>20</b>
<b>All services:</b>											
Scheduled	76	86	94	98	102	105	102	101	111	115	118
Non-scheduled	34	32	30	30	29	26	22	21	20	19	18
<b>Total</b>	<b>110</b>	<b>118</b>	<b>124</b>	<b>127</b>	<b>131</b>	<b>131</b>	<b>124</b>	<b>122</b>	<b>132</b>	<b>134</b>	<b>136</b>
<b>(c) Passenger kilometres flown</b> <span style="float:right">Billion kilometres</span>											
<b>International:</b>											
Scheduled	156	173	191	204	218	224	222	218	234	242	251
Non-scheduled	89	90	87	86	86	79	66	63	62	58	52
<b>Total</b>	<b>245</b>	<b>263</b>	<b>278</b>	<b>290</b>	<b>305</b>	<b>302</b>	<b>288</b>	<b>280</b>	<b>296</b>	<b>300</b>	<b>303</b>
<b>Domestic:</b>											
Scheduled	8.9	9.5	9.8	9.8	9.4	9.0	8.3	7.7	8.2	8	8
Non-scheduled	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
<b>Total</b>	<b>9.1</b>	<b>9.8</b>	<b>9.9</b>	<b>9.9</b>	<b>9.5</b>	<b>9.0</b>	<b>8.4</b>	<b>7.8</b>	<b>8.2</b>	<b>8.3</b>	<b>8.4</b>
<b>All services:</b>											
Scheduled	165	183	200	213	228	233	231	226	242	251	259
Non-scheduled	90	90	87	86	87	79	66	63	62	58	52
<b>Total</b>	<b>254</b>	<b>273</b>	<b>287</b>	<b>300</b>	<b>314</b>	<b>311</b>	<b>297</b>	<b>288</b>	<b>304</b>	<b>309</b>	<b>311</b>
<b>(d) Passenger seat occupancy</b> <span style="float:right">Percentage</span>											
<b>International:</b>											
Scheduled	74.8	75.8	76.1	76.2	76.5	76.9	79.5	80.6	79.9	81.8	83.1
Non-scheduled	89.2	89.9	89.0	88.3	88.1	89.0	88.6	89.0	89.1	90.9	91.0
<b>Total</b>	<b>79.5</b>	<b>80.1</b>	<b>79.7</b>	<b>79.4</b>	<b>79.5</b>	<b>79.7</b>	<b>81.4</b>	<b>82.3</b>	<b>81.6</b>	<b>83.4</b>	<b>84.4</b>
<b>Domestic:</b>											
Scheduled	70.5	68.0	65.3	66.1	65.3	64.3	66.4	65.7	68.4	69.4	69.4
Non-scheduled	66.0	61.8	37.9	43.4	46.4	49.1	51.1	48.2	54.2	47.1	61.4
<b>Total</b>	<b>70.4</b>	<b>67.9</b>	<b>65.0</b>	<b>65.9</b>	<b>65.1</b>	<b>64.2</b>	<b>66.2</b>	<b>65.5</b>	<b>68.3</b>	<b>69.0</b>	<b>69.3</b>
<b>All services:</b>											
Scheduled	74.5	75.3	75.5	75.6	76.0	76.3	78.9	80.0	79.4	81.3	82.6
Non-scheduled	89.1	89.8	88.9	88.2	88.1	88.9	88.6	88.9	89.0	90.8	90.9
<b>Total</b>	<b>79.1</b>	<b>79.6</b>	<b>79.1</b>	<b>78.9</b>	<b>79.0</b>	<b>79.1</b>	<b>80.9</b>	<b>81.8</b>	<b>81.2</b>	<b>82.9</b>	<b>83.9</b>
<b>(e) Cargo uplifted (freight and mail)</b> <span style="float:right">Thousand tonnes</span>											
<b>International:</b>											
Scheduled	783	879	911	938	934	974	895	924	957	946	904
Non-scheduled	105	122	104	125	220	170	120	88	112	113	143
<b>Total</b>	<b>888</b>	<b>1,002</b>	<b>1,016</b>	<b>1,063</b>	<b>1,154</b>	<b>1,144</b>	<b>1,015</b>	<b>1,013</b>	<b>1,069</b>	<b>1,059</b>	<b>1,048</b>
<b>Domestic:</b>											
Scheduled	17	15	10	8	7	6	5	5	5	5	3
Non-scheduled	64	56	80	79	72	82	78	75	76	72	63
<b>Total</b>	<b>81</b>	<b>71</b>	<b>90</b>	<b>87</b>	<b>79</b>	<b>88</b>	<b>83</b>	<b>80</b>	<b>81</b>	<b>77</b>	<b>67</b>
<b>All services:</b>											
Scheduled	801	895	921	946	941	980	901	929	961	951	908
Non-scheduled	169	178	185	204	292	252	198	163	188	185	206
<b>Total</b>	<b>969</b>	<b>1,072</b>	<b>1,106</b>	<b>1,150</b>	<b>1,233</b>	<b>1,232</b>	<b>1,098</b>	<b>1,092</b>	<b>1,149</b>	<b>1,136</b>	<b>1,114</b>
<b>(f) Cargo tonne-kilometres flown (freight and mail)</b> <span style="float:right">Millions</span>											
<b>International:</b>											
Scheduled	5,235	5,693	6,085	6,311	6,308	6,381	5,951	6,165	6,381	6,366	6,156
Non-scheduled	343	331	326	725	1,427	1,084	866	695	692	670	825
<b>Total</b>	<b>5,578</b>	<b>6,024</b>	<b>6,411</b>	<b>7,036</b>	<b>7,735</b>	<b>7,465</b>	<b>6,817</b>	<b>6,860</b>	<b>7,073</b>	<b>7,036</b>	<b>6,981</b>
<b>Domestic:</b>											
Scheduled	6	5	3	2	2	2	2	1	1	1	1
Non-scheduled	24	23	34	35	33	35	33	31	31	29	26
<b>Total</b>	<b>30</b>	<b>29</b>	<b>37</b>	<b>37</b>	<b>35</b>	<b>37</b>	<b>35</b>	<b>32</b>	<b>33</b>	<b>31</b>	<b>27</b>
<b>All services:</b>											
Scheduled	5,242	5,698	6,088	6,313	6,311	6,383	5,952	6,167	6,382	6,367	6,157
Non-scheduled	367	354	360	760	1,460	1,120	899	726	723	699	851
<b>Total</b>	<b>5,608</b>	<b>6,053</b>	<b>6,449</b>	<b>7,073</b>	<b>7,770</b>	<b>7,502</b>	<b>6,851</b>	<b>6,892</b>	<b>7,106</b>	<b>7,066</b>	<b>7,008</b>

1. Excludes sub-charter operations performed on behalf of UK airlines.

Source - Civil Aviation Authority

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Table AVI0203 (TSGB0211)

Employment worldwide: United Kingdom airlines, 2003-2013

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Pilots and co-pilots</b>	9,758	9,798	10,064	10,671	11,259	11,534	10,690	10,268	10,188	10,232	10,159
<b>Other cockpit personnel</b>	120	102	135	158	152	111	125	97	27	33	33
<b>Cabin attendants</b>	28,398	29,634	31,120	32,718	34,369	35,267	31,592	29,542	30,782	31,554	31,375
<b>Maintenance and overhaul personnel</b>	11,186	9,933	9,611	9,488	9,075	8,616	8,325	7,878	8,223	8,699	8,836
<b>Tickets and sales personnel</b>	8,168	7,706	7,312	6,555	6,258	6,314	5,997	5,477	4,704	5,030	4,975
<b>All other personnel</b>	27,265	26,399	26,141	25,481	24,571	25,037	22,551	20,902	21,553	21,521	20,456
<b>Total</b>	<b>84,895</b>	<b>83,572</b>	<b>84,383</b>	<b>85,071</b>	<b>85,684</b>	<b>86,879</b>	<b>79,280</b>	<b>74,164</b>	<b>74,757</b>	<b>77,069</b>	<b>75,834</b>

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Table AVI0301 (TSGB0213)

Activity at major airports<sup>1</sup>: worldwide, 2013

Country	Location	Name	Terminal passengers <sup>2</sup>		Commercial air transport movements <sup>3</sup>	
			All (millions)	International (millions)	All (thousands)	International (thousands)
USA	Atlanta, GA	Hartsfield-Jackson International	94.4	10.3	911	68
China	Beijing	Capital International	83.7	..	568	..
UK	London	Heathrow	72.4	67.4	470	424
Japan	Tokyo	Haneda (Tokyo International)	68.9	..	403	..
USA	Chicago, IL	O'Hare International	66.9	..	883	..
USA	Los Angeles, CA	Los Angeles International	66.7	17.8	612	..
UAE	Dubai	Dubai International	65.9	65.9	370	370
France	Paris	Charles de Gaulle	61.5	55.5	475	413
USA	Dallas/Fort Worth, TX	Dallas-Fort Worth International	60.4	6.7	678	..
Indonesia	Jakarta	Jakarta Soekarno Hatta International	60.1	..	399	..
China	Hong Kong	Hong Kong International	59.9	59.9	372	372
Germany	Frankfurt	Frankfurt	58.0	51.4	466	395
Singapore	Singapore	Changi	53.7	53.7	344	344
Netherlands	Amsterdam	Amsterdam-Schiphol	52.6	52.6	430	430
USA	Denver, CO	Denver International	52.6	2.0	587	..
China	Guangzhou	Guangzhou Baiyun International	52.5	..	394	..
USA	New York, NY	John F. Kennedy International	51.9	27.3	396	158
Thailand	Bangkok	Bangkok Suvarnabhumi International	51.5	42.6	298	237
Turkey	Istanbul	Ataturk International	51.3	34.1	387	260
Malaysia	Kuala Lumpur	Kuala Lumpur International	47.5	33.0	326	211
China	Shanghai	Pudong	47.2	..	371	..
USA	San Francisco, CA	San Francisco International	45.0	9.7	419	..
USA	Charlotte, NC	Charlotte-Douglas International	43.5	2.8	557	..
USA	Las Vegas, NV	Maccarran International	41.9	3.0	520	..
Republic of Korea	Seoul	Incheon	41.7	41.0	271	253.2

1. Complete data for all airports was not available at the time of publication.

2. In some cases this figure may include transit passengers

3. In some cases this figure may include non-commercial movements

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Source - Airport websites; International Civil Aviation Organisation  
 Last updated: December 2014  
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Table AVI0302 (TSGB0213)

Passenger traffic via major airlines: worldwide, 2013

Country	Airline	All scheduled traffic		International scheduled traffic		Charter traffic	
		Passengers uplifted (millions)	Passenger kilometres (billions)	Passengers uplifted (millions)	Passenger kilometres (billions)	Passenger kilometres (billions)	International passenger kilometres (billions)
United States	Delta	121.2	277.5	22.4	126.4	0.7	0.3
United States	United	91.1	286.8	25.4	141.3	0.6	0.4
United States	American	87.4	206.5	21.9	88.5	0.1	0.1
Ireland	Ryanair	81.4	..	..	..	..	..
China	China Southern Airlines	70.8	121.2	6.9	28.0	0.6	0.5
Germany	Lufthansa	63.3	144.2	50.7	139.1	0.5	0.5
China	China Eastern Airlines	62.7	97.7	7.6	29.8	1.5	1.5
United States	US Airways	57.8	106.4	7.0	27.8	0.1	-
China	Air China	52.1	104.0	7.0	39.7	0.2	0.1
United Kingdom	Easyjet	51.0	58.5	44.7	55.5	0.0	0.0
France	Air France	47.8	136.4	33.1	127.8	-	-
Turkey	Turkish Airlines	47.2	90.0	27.4	77.9	2.0	1.8
Japan	All Nippon Airways	45.2	64.5	6.3	30.0	-	-
United Arab Emirates	Emirates	43.3	209.4	43.3	209.4	0.0	0.0
United Kingdom	British Airways	38.3	129.1	33.2	126.6	0.2	0.2
Brazil	Tam Linhas Aereas	36.2	58.5	4.5	24.0	0.8	0.3
Germany	Air Berlin	31.5	..	..	..	..	..
United States	Jetblue Airways	30.5	57.7	4.6	9.6	-	-
United States	Skywest Airlines	27.3	24.1	1.6	2.4	0.0	0.0
Netherlands	KLM	26.6	89.0	26.6	89.0	0.0	0.0
Scandinavia	SAS	25.4	28.9	15.1	23.7	3.8	3.8
Saudi Arabia	Saudia	24.7	44.7	10.0	32.6	2.3	2.3
Canada	Air Canada	24.2	82.6	12.8	60.8	0.1	-
Japan	JAL	23.9	48.6	7.6	34.9	0.3	0.3

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Source - International Civil Aviation Organisation and  
 International Air Transport Association  
 Last updated: December 2014  
 Next update: December 2015

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Table AVI0401 (TSGB0214)

Casualties caused by aviation accidents: United Kingdom, 2003-2013

Number

				2003	2004	2005	2006	2007	2008	2009	2010 <sup>1</sup>	2011 <sup>1</sup>	2012 <sup>1</sup>	2013	
<b>(a) Casualties caused by accidents involving United Kingdom registered aircraft in United Kingdom airspace</b>															
Airline and air taxi:	Fixed-wing:	Crew:	Fatal	0	0	1	0	0	0	0	0	0	0	0	0
			Total	3	0	1	1	0	4	0	0	0	0	0	0
		Passengers:	Fatal	0	0	1	0	0	0	0	0	0	0	0	0
		Total	0	0	1	0	0	9	2	0	1	0	0	5	
		Total fixed-wing <sup>2</sup>		3	0	2	1	1	13	2	1	0	0	5	
	Rotary wing:	Crew:	Fatal	0	0	0	2	0	0	2	0	0	0	0	1
		Total	3	0	0	2	0	0	2	1	1	0	1		
Passengers:		Fatal	0	0	0	5	0	0	14	0	0	0	4		
	Total	0	0	0	5	0	0	17	3	2	0	16			
	Total rotary-wing <sup>2</sup>		3	0	0	7	0	0	19	5	3	0	19		
Other (general aviation, etc.):	Crew:	Fatal	8	12	17	8	14	8	14	5	7	7	6		
		Total	46	41	52	38	40	35	43	28	29	34	21		
	Passengers:	Fatal	7	7	8	1	17	6	6	3	1	1	5		
	Total	21	14	17	22	28	24	22	8	13	9	13			
	Total other <sup>2</sup>		68	55	70	60	68	61	67	37	42	41	52		
Overall total <sup>2</sup>		Fatal	15	19	25	16	31	14	36	8	8	8	23		
		Total	74	55	70	68	69	74	88	43	45	41	76		
<b>(b) Casualties caused by accidents involving United Kingdom registered aircraft in foreign airspace</b>															
Airline and air taxi:	Fixed-wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0	
			Total	4	1	0	1	0	1	2	1	0	0	0	
		Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0	
	Total	1	3	0	2	0	3	1	0	0	0	0			
	Total fixed-wing <sup>2</sup>		5	4	0	4	0	4	3	1	0	0	4		
Other (general aviation, etc.):	Crew:	Fatal	1	1	0	2	2	1	1	1	4	1	1		
		Total	2	4	1	2	4	4	4	2	4	5	1		
	Passengers:	Fatal	1	1	0	1	1	3	2	1	3	1	0		
	Total	2	3	0	1	3	4	5	1	4	2	0			
	Total other <sup>2</sup>		4	7	1	3	7	10	9	3	8	7	1		
Overall total <sup>2</sup>		Fatal	2	2	0	3	3	4	3	2	7	2	1		
		Total	9	11	1	7	7	14	12	4	8	7	5		
<b>(c) Casualties caused by accidents involving aircraft registered overseas in United Kingdom airspace</b>															
Airline and air taxi:	Fixed-wing:	Crew:	Fatal	0	0	0	0	0	0	0	0	0	0	0	
			Total	0	0	1 <sup>3</sup>	1	0	0	0	1	0	0	0	
		Passengers:	Fatal	0	0	0	0	0	0	0	0	0	0	0	
	Total	0	0	24 <sup>3</sup>	0	0	0	0	0	0	0	0			
	Total fixed-wing <sup>2</sup>		0	0	25 <sup>3</sup>	1	0	0	0	1	0	0			
Other (general aviation, etc.):	Crew:	Fatal	4	1	1	0	2	3	1	2	4	0	2		
		Total	5	4	5	2	4	5	2	2	7	0	2		
	Passengers:	Fatal	2	0	1	0	2	4	1	3	0	0	1		
	Total	5	2	5	0	4	6	2	3	0	0	1			
	Total other <sup>2</sup>		11	6	10	3	8	11	4	5	7	0			
Overall total <sup>2</sup>		Fatal	6	1	2	0	4	7	2	5	4	0	3		
		Total	11	6	35 <sup>3</sup>	4	8	11	4	6	7	0	3		

1. Some figures have been revised in 2014

2. These totals include 'third-party' casualties, not shown separately.

3. There were 25 minor injuries (1 crew and 24 passengers) in a single incident in March 2005 involving the evacuation of an aircraft.

Source - Civil Aviation Authority

Last updated: December 2014

Next updated: December 2015

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Table AVI0402 (TSGB0215)

Aircraft proximity (AIRPROX): number of incidents: United Kingdom airspace, 2002-2013

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Number
<b>Civil and military:</b>												
Risk-bearing:												
Risk of collision	14	15	19	15	9	13	11	12	23	18	22	
Safety not assured	58	53	51	40	39	38	36	33	36	27	43	
Total	72	68	70	55	48	51	47	45	59	45	65	
No risk of collision	108	131	116	103	106	100	97	116	88	97	72	
Risk not determined	1	8	2	1	0	4	3	6	2	5	9	
Non-event (introduced 2011)	0	0	0	0	0	0	0	0	12	14	26	
<b>Total AIRPROX</b>	<b>181</b>	<b>207</b>	<b>188</b>	<b>159</b>	<b>154</b>	<b>155</b>	<b>147</b>	<b>167</b>	<b>161</b>	<b>161</b>	<b>172</b>	
<i>ow:</i> Commercial air transport:												
Risk-bearing:												
Risk of collision	0	1	1	0	0	0	0	0	0	1	1	
Safety not assured	12	7	7	6	5	2	1	0	1	0	3	
Total	12	8	8	6	5	2	1	0	1	1	4	
No risk of collision	54	67	78	68	60	58	33	33	18	23	12	
Risk not determined	0	4	1	0	0	1	1	2	0	4	3	
Non-event (introduced 2011)	.	.	.	.	.	.	.	.	3	7	11	
<b>Total commercial air transport aircraft in risk-bearing AIRPROX per 100,000 hours flown in UK airspace</b>	<b>66</b>	<b>79</b>	<b>87</b>	<b>74</b>	<b>65</b>	<b>61</b>	<b>35</b>	<b>35</b>	<b>22</b>	<b>35</b>	<b>30</b>	
	<b>0.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.3</b>	

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Source - UK Airprox Board

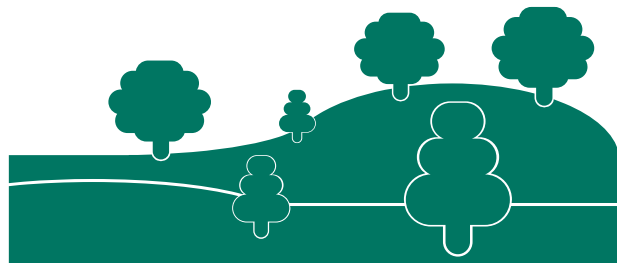
Last updated: December 2014

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# Energy and Environment Statistics



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Table ENV0101 (TSGB0301)

Petroleum consumption by transport mode and fuel type: United Kingdom, 2000-2013<sup>1</sup>

		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
		Million tonnes/percentage													
Road transport <sup>2</sup>	Petrol <sup>3</sup>	20.1	19.7	19.7	18.9	18.5	17.9	17.2	16.8	15.7	14.8	13.8	13.1	12.5	..
	Cars and taxis	0.8	0.7	0.6	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.3	0.2	0.2	..
	Light vans	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	..
	Motorcycles and mopeds	21.1	20.6	20.5	19.6	19.1	18.5	17.7	17.4	16.2	15.3	14.2	13.5	12.9	12.6
Diesel <sup>3</sup>	Cars and taxis	3.8	4.1	4.5	4.9	5.4	5.8	6.3	6.7	7.1	7.1	7.1	7.4	7.8	..
	Light vans	3.2	3.4	3.6	3.9	4.1	4.3	4.4	4.6	4.5	4.4	4.4	4.5	4.6	..
	Heavy goods vehicles	7.1	7.0	7.2	7.2	7.3	7.5	7.6	8.2	7.1	6.8	7.4	7.3	7.6	..
	Buses and coaches	1.2	1.2	1.3	1.4	1.4	1.4	1.5	1.5	1.4	1.4	1.4	1.3	1.2	..
LPG <sup>4</sup>	Total	15.3	15.7	16.6	17.4	18.2	19.0	19.8	21.0	20.1	19.8	20.4	20.6	21.2	21.9
	Total	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Rail <sup>5</sup>	Total	36.4	36.4	37.2	37.1	37.4	37.7	37.7	38.5	36.4	35.1	34.7	34.2	34.1	34.6
	Gas oil	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Shipping <sup>6</sup>	Gas oil	2.1	2.2	1.7	2.0	1.9	1.8	2.2	1.8	1.9	1.8	1.7	1.7	1.8	1.9
	Fuel oils	1.0	0.9	0.8	0.9	1.3	1.5	1.8	2.0	2.6	2.4	1.9	2.2	1.6	1.4
	Total	3.0	3.1	2.6	2.9	3.2	3.3	4.0	3.9	4.4	4.2	3.7	4.0	3.4	3.3
Aviation <sup>6</sup>	Aviation spirit	0.1	0.1	-	-	-	0.1	-	-	-	-	-	-	-	-
	Aviation turbine fuel	10.8	10.6	10.5	10.8	11.6	12.5	12.6	12.6	12.1	11.5	11.1	11.6	11.2	11.1
Total	Total	10.9	10.7	10.6	10.8	11.7	12.5	12.7	12.6	12.2	11.6	11.1	11.6	11.2	11.1
	All petroleum used by transport <sup>6,7</sup>	51.0	50.9	51.0	51.5	53.1	54.3	55.1	55.8	53.8	51.7	50.3	50.6	49.6	49.6
All petroleum use (energy and non-energy) <sup>6,7</sup>		79.3	78.7	78.1	78.9	81.2	83.0	82.1	79.8	78.6	74.6	73.4	71.9	69.7	68.7
Transport as a percentage of all energy and non-energy use		64	65	65	65	65	65	67	70	68	69	69	70	71	72

1. There are revisions to some of the earlier data, for details see Digest of UK Energy Statistics 2012 (DUKES) published by DECC.

2. Figures for the latest year include a small amount of fuel used in off road machinery, agricultural machinery and inland waterways.

3. Revisions to the back series for the breakdown by mode for road transport arise from methodological improvements to the UK Greenhouse Gas Inventory (see notes and definitions).

4. Liquefied petroleum gas - consists of propane and butane.

5. Includes a small amount of other oils

6. These figures include international and military aviation/shipping and marine bunkers.

7. These figures include a small amount of petrol and road diesel used in inland waterways

Sources - Department for Energy and Climate Change (DECC); National Atmospheric Emissions Inventory (NAEI)  
 Last updated: November 2014  
 Next updated: November 2015

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Table ENV0102 (TSGB0302) Energy consumption by transport mode and source of energy: United Kingdom, 2000-2013<sup>1,2</sup>

	Million tonnes of oil equivalent/percentage													Percent of all energy consumed by final users in 2013	
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		2013
<b>(a) Transport energy consumption</b>															
Road transport	41.1	41.1	41.9	41.8	42.2	42.5	42.5	42.9	41.1	39.6	39.2	38.6	38.5	38.2	26
Petroleum <sup>3</sup>	-	-	-	-	-	0.2	0.4	0.4	0.8	1.0	1.2	1.1	1.0	1.1	1
Biofuels	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electricity	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>41.1</b>	<b>41.1</b>	<b>41.9</b>	<b>41.8</b>	<b>42.2</b>	<b>42.6</b>	<b>43.2</b>	<b>41.9</b>	<b>40.7</b>	<b>40.4</b>	<b>39.8</b>	<b>39.8</b>	<b>39.5</b>	<b>39.3</b>	<b>27</b>
Railways	0.6	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	-
Petroleum	0.7	0.8	0.7	0.7	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	-
Electricity	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Coal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1</b>
Shipping <sup>4</sup>	3.2	3.3	2.7	3.1	3.4	3.5	4.3	4.1	4.7	4.4	3.9	4.2	3.6	3.5	2
Petroleum	12.0	11.8	11.7	11.9	12.9	13.9	14.0	13.9	13.4	12.8	12.3	12.8	12.4	12.3	8
Aviation <sup>4</sup>	57.7	57.6	57.7	58.2	59.6	61.0	62.0	62.3	61.1	58.9	57.6	57.8	56.6	56.1	39
<b>Total transport energy consumption<sup>3,4</sup></b>	<b>161.6</b>	<b>163.4</b>	<b>158.5</b>	<b>160.0</b>	<b>162.2</b>	<b>161.8</b>	<b>159.5</b>	<b>156.7</b>	<b>157.6</b>	<b>147.0</b>	<b>152.9</b>	<b>141.2</b>	<b>144.4</b>	<b>145.2</b>	<b>100</b>
All energy used by final users <sup>1</sup>	36	35	36	36	37	38	39	40	39	40	38	41	39	39	.
Energy used by transport as a percentage of all energy used by final users <sup>1</sup>															
<b>(b) Domestic transport energy consumption from renewable sources (excluding air transport)<sup>5</sup></b>															
% electricity generated from renewable sources	..	..	..	..	4	4	5	5	5	7	7	9	11	14	
Transport renewable electricity	..	..	..	..	-	-	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Road transport biofuels (sustainable from 2011)	-	-	-	-	-	0.1	0.2	0.3	0.8	1.0	1.2	1.0	0.9	1.0	2.7
<b>Total domestic renewable transport energy consumption</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.4</b>	<b>0.9</b>	<b>1.0</b>	<b>1.2</b>	<b>1.0</b>	<b>1.0</b>	<b>1.1</b>	<b>2.9</b>
<b>Total domestic transport energy consumption</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>40.9</b>	<b>41.1</b>	<b>41.4</b>	<b>42.0</b>	<b>40.7</b>	<b>39.4</b>	<b>39.2</b>	<b>38.6</b>	<b>38.3</b>	<b>38.2</b>	<b>100.0</b>
Renewable energy as a percentage of all transport energy consumption <sup>6</sup>	..	..	..	..	0.2	0.3	0.6	1.0	2.1	2.6	3.1	2.7	3.7	4.4	.

1. This is the energy content of both primary and secondary fuel supplied to final users. Thus it is net of the fuel industry's own use and conversion, transmission and distribution losses. The energy necessary to evaporate the water present in the fuel or formed during the combustion process is also excluded. The non-energy use of fuels is excluded.

2. There are revisions to some of the earlier data, (mainly from 2008 onwards) for details see Digest of UK Energy Statistics 2014 (DUKES) published by DECC and note 5.

3. The 'road transport - petroleum' and 'transport total' energy consumption figures differ slightly from those in ENV0101 since they include a small amount of petroleum consumption from off-road machinery and equipment.

4. These figures include international and military aviation/shipping and thus marine bunkers.

5. This table was revised in 2013 to include only domestic transport and, from 2011, biofuels that meet sustainability criteria under the 2009 EU Renewable Energy Directive. (See also DUKES Table 6.7). Not weighted.

6. Some sustainable biofuels are double weighted in the numerator of this calculation, as specified by the Directive

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Sources - Department for Energy and Climate Change (DECC);  
Digest of United Kingdom Energy Statistics;  
National Atmospheric Emissions Inventory (NAEI)  
Last updated: November 2014  
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Table ENV0103 (TSGB0303)

Average new car fuel consumption: Great Britain, 1997-2013<sup>1,2</sup>

	litres per 100 km/miles per gallon																	
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
<b>Petrol cars</b>	litres per 100km	8.31	8.26	8.14	7.99	7.89	7.79	7.66	7.63	7.53	7.37	7.23	6.96	6.50	6.32	6.10	5.84	5.63
	miles per gallon	34.00	34.20	34.71	35.34	35.81	36.27	36.85	37.03	37.53	38.32	39.05	40.57	43.45	44.67	46.34	48.37	50.18
<b>Diesel cars</b>	litres per 100km	7.05	6.93	6.64	6.33	6.22	6.14	6.21	6.19	6.23	6.28	6.19	5.93	5.72	5.46	5.20	5.03	4.87
	miles per gallon	40.06	40.76	42.55	44.60	45.43	46.00	45.50	45.62	45.31	45.02	45.67	47.62	49.39	51.76	54.32	56.15	57.96

1. These figures are registration weighted (weighted to account for the relative sales of different models of cars).

2. These figures are obtained under consistent, carefully controlled laboratory conditions and do not reflect external factors such as cold starts, differing driving conditions, different loads carried, etc.

Sources - DVLA database;  
 Society of Motor Manufacturers  
 and Traders (SMMT);  
 Defra/DECC's Greenhouse  
 Gas Conversion Factors  
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Table ENV0104 (TSGB0304)

Average heavy goods vehicle fuel consumption: Great Britain, 1999-2010<sup>1,2,3</sup>

Net weight (tonnes)	Miles per gallon										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>Rigid vehicles</b>											
Over 3.5t to 7.5t	13.4	12.3	13.2	12.6	13.3	13.7	13.7	13.7	13.2	12.8	12.8
Over 7.5t to 14t	11.6	11.0	11.3	10.9	11.0	11.6	10.8	11.4	10.6	10.5	11.1
Over 14t to 17t	9.6	9.8	9.7	9.7	10.0	10.1	9.6	9.1	9.3	9.7	9.7
Over 17t to 25t	8.6	9.0	8.9	9.1	9.6	10.0	10.0	9.5	9.1	9.4	9.4
Over 25t	6.7	6.6	6.8	6.6	6.6	6.9	6.7	6.7	6.4	6.4	6.5
<b>All rigid vehicles</b>	<b>10.1</b>	<b>9.7</b>	<b>9.8</b>	<b>9.5</b>	<b>9.8</b>	<b>10.0</b>	<b>9.7</b>	<b>9.4</b>	<b>9.0</b>	<b>9.2</b>	<b>9.1</b>
<b>Artic vehicles</b>											
Over 3.5t to 33t	8.8	8.6	8.6	8.6	9.0	9.3	9.0	8.9	8.8	8.8	8.5
Over 33t	7.8	7.6	7.7	7.6	7.9	8.0	8.0	7.9	7.6	7.6	7.6
<b>All artic vehicles</b>	<b>8.0</b>	<b>7.8</b>	<b>7.8</b>	<b>7.8</b>	<b>8.0</b>	<b>8.2</b>	<b>8.1</b>	<b>8.0</b>	<b>7.7</b>	<b>7.7</b>	<b>7.6</b>

1. These figures are for heavy goods vehicles registered as goods vehicles in Great Britain, carrying freight within the United Kingdom. The figures exclude non-freight carrying HGVs such as recovery vehicles or fire engines.
2. These figures are based on the gallons of fuel purchased by hauliers or taken from their own supplies for a surveyed vehicle, together with their records of miles travelled during a given survey week (see notes and definitions).
3. An update of fuel consumption data should be available in early 2015.

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Source: Continuing Survey of Roads Goods Transport, DfT  
 Last updated: November 2011  
 Next updated: 2015

The figures in this table are National Statistics

Department for Transport statistics  
[Transport energy and environment](#)

**Table ENV0105 (TSGB0305)  
 Petrol and diesel prices and duties per litre in April: United Kingdom from 2000<sup>1</sup>**

	Pence per litre/ percentage														
	April 2000	April 2001	April 2002	April 2003	April 2004	April 2005	April 2006	April 2007	April 2008	April 2009 <sup>2</sup>	April 2010 <sup>2</sup>	April 2011 <sup>3</sup>	April 2012	April 2013	April 2014
<b>Petrol</b>															
Total price	80.0	75.9	75.0	78.2	77.8	85.4	94.1	91.9	107.6	93.6	119.8	134.7	141.7	136.8	128.8
Of which tax															
Fuel duty	48.8	45.8	45.8	45.8	47.1	47.1	47.1	48.4	50.4	54.2	57.2	58.0	58.0	58.0	58.0
VAT	11.9	11.3	11.2	11.7	11.6	12.7	14.0	13.7	16.0	12.2	17.8	22.5	23.6	22.8	21.5
All tax	60.7	57.1	57.0	57.5	58.7	59.8	61.1	62.0	66.4	66.4	75.0	80.4	81.6	80.8	79.4
All tax as a percentage of total price	76	75	76	73	75	70	65	67	62	71	63	60	58	59	62
<b>Diesel</b>															
Total price	81.1	77.3	76.9	80.9	79.2	89.6	97.6	94.7	116.6	101.9	121.0	141.1	147.8	141.3	135.9
Of which tax															
Fuel duty	48.8	45.8	45.8	45.8	47.1	47.1	47.1	48.4	50.4	54.2	57.2	58.0	58.0	58.0	58.0
VAT	12.1	11.5	11.5	12.0	11.8	13.3	14.5	14.1	17.4	13.3	18.0	23.5	24.6	23.6	22.6
All tax	60.9	57.3	57.3	57.9	58.9	60.4	61.6	62.5	67.7	67.5	75.2	81.5	82.6	81.5	80.6
All tax as a percentage of total price	75	74	74	72	74	67	63	66	58	66	62	58	56	58	59

1. These prices are for ultra low sulphur petrol and diesel. They based on information provided by oil marketing companies and super/hypermarket chains. Pump prices are broadly the same.

2. The VAT rate was reduced to 15% from 1<sup>st</sup> December 2008 and returned to 17.5% on the 1<sup>st</sup> January 2010.

3. The VAT rate was increased from 17.5% to 20% on the 1<sup>st</sup> January 2011.

Source - Department for Energy  
 and Climate Change (DECC)  
 Last Updated: November 2014  
 Next Updated: November 2015

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Table ENV0201 (TSGB0306)  
 Greenhouse gas emissions by transport mode: United Kingdom, 2000-2012<sup>1</sup>

		Million tonnes of carbon dioxide equivalent/percentage														
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Percent of all domestic in 2012	
<b>(a) By source<sup>2</sup></b>																
Domestic transport	Road transport	Cars and taxis	76.4	76.0	77.2	75.8	76.1	75.6	74.6	74.6	72.2	69.4	66.3	65.1	64.2	11
		Heavy goods vehicles	22.5	22.3	22.9	22.9	23.1	23.8	24.2	26.2	22.6	21.8	23.5	23.4	24.3	4
		Light vans	12.8	13.1	13.4	13.9	14.5	14.8	15.3	15.8	15.4	14.9	15.0	15.2	15.3	3
		Buses and coaches	4.0	4.0	4.2	4.5	4.5	4.6	4.7	4.9	4.6	4.6	4.6	4.3	3.9	1
		Motorcycles & mopeds	0.6	0.6	0.6	0.7	0.6	0.7	0.6	0.7	0.6	0.6	0.6	0.6	0.5	-
		Other road transport emissions <sup>3</sup>	0.3	0.4	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	-
	<b>Total</b>	<b>116.5</b>	<b>116.4</b>	<b>118.7</b>	<b>118.3</b>	<b>119.4</b>	<b>120.0</b>	<b>120.0</b>	<b>122.7</b>	<b>115.9</b>	<b>111.7</b>	<b>110.4</b>	<b>108.9</b>	<b>108.7</b>	<b>19</b>	
	Other transport	Rail <sup>4</sup>	1.7	1.8	1.7	1.8	1.8	1.9	1.9	2.0	2.0	2.0	2.0	2.1	2.1	-
		Domestic aviation	2.1	2.2	2.2	2.3	2.4	2.6	2.5	2.3	2.2	2.0	1.8	1.7	1.7	-
		Domestic shipping <sup>1</sup>	2.6	2.5	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.6	2.6	2.5	2.4	-
		Other <sup>5</sup>	3.8	3.8	3.9	3.7	3.6	3.4	4.0	4.3	3.8	3.5	3.4	3.3	3.1	1
	<b>Total</b>	<b>10.2</b>	<b>10.3</b>	<b>10.4</b>	<b>10.3</b>	<b>10.4</b>	<b>10.5</b>	<b>11.1</b>	<b>11.3</b>	<b>10.8</b>	<b>10.0</b>	<b>9.8</b>	<b>9.6</b>	<b>9.3</b>	<b>2</b>	
	<b>Total domestic transport</b>		<b>126.7</b>	<b>126.7</b>	<b>129.1</b>	<b>128.6</b>	<b>129.8</b>	<b>130.6</b>	<b>131.0</b>	<b>134.1</b>	<b>126.6</b>	<b>121.8</b>	<b>120.2</b>	<b>118.5</b>	<b>118.0</b>	<b>21</b>
<b>Net domestic emissions all sources</b>		<b>689.8</b>	<b>694.2</b>	<b>674.7</b>	<b>680.9</b>	<b>676.9</b>	<b>670.5</b>	<b>667.2</b>	<b>657.3</b>	<b>637.8</b>	<b>584.4</b>	<b>599.8</b>	<b>556.7</b>	<b>575.4</b>	<b>100</b>	
<b>International emissions (Memo items)<sup>6</sup></b>																
	International aviation	30.4	29.6	29.1	29.8	32.7	35.4	35.9	35.7	34.9	33.0	31.6	33.2	32.3	.	
	International shipping <sup>1</sup>	6.7	7.0	5.4	6.4	7.3	7.8	10.1	9.6	11.3	10.7	9.1	10.2	8.6	.	
<b>(b) By end user<sup>2</sup></b>																
Domestic transport	Road	132.9	132.9	136.4	134.9	134.9	135.5	134.9	137.6	129.5	125.5	123.9	122.1	121.1	21	
	Rail <sup>4</sup>	4.1	4.3	4.2	4.3	4.4	4.3	4.5	4.5	4.4	4.3	4.3	4.4	4.5	1	
	Domestic aviation	2.4	2.5	2.5	2.6	2.7	2.9	2.8	2.6	2.5	2.2	2.0	2.0	1.9	-	
	Domestic shipping <sup>1</sup>	2.9	2.8	3.0	2.9	3.0	3.0	3.0	3.0	3.0	2.9	2.9	2.8	2.6	-	
	Other <sup>5</sup>	4.3	4.3	4.4	4.2	4.1	3.8	4.5	4.8	4.3	3.9	3.8	3.7	3.5	1	
	<b>Total</b>	<b>146.6</b>	<b>146.8</b>	<b>150.6</b>	<b>148.9</b>	<b>148.9</b>	<b>149.6</b>	<b>149.6</b>	<b>152.5</b>	<b>143.7</b>	<b>138.8</b>	<b>136.9</b>	<b>134.9</b>	<b>133.6</b>	<b>23</b>	
<b>Net domestic emissions all end users</b>		<b>689.8</b>	<b>694.2</b>	<b>674.7</b>	<b>680.9</b>	<b>676.9</b>	<b>670.5</b>	<b>667.2</b>	<b>657.3</b>	<b>637.8</b>	<b>584.4</b>	<b>599.8</b>	<b>556.7</b>	<b>575.4</b>	<b>100</b>	
<b>(c) By industry<sup>7</sup></b>																
	<b>SIC 2007 code<sup>7</sup></b>	<b>Industry</b>													<b>Percent of all sectors in 2012</b>	
Transport and storage industries	49.1 + 49.2	Rail transport	2.1	2.2	2.2	2.2	2.3	2.3	2.4	2.5	2.4	2.5	2.6	2.7	-	
	49.31/9 + 49.39	Buses, coaches, trams, etc	4.8	4.8	5.0	5.3	5.3	5.4	5.6	5.9	5.6	5.6	5.3	4.9	1	
	49.31/1	Underground & metro	0.7	0.7	0.6	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-	
	49.32	Taxi operation	2.2	2.3	2.3	2.3	2.3	2.4	2.5	2.6	2.6	2.8	2.9	2.9	-	
	49.4	Road freight and removal services	15.4	15.1	15.4	15.2	15.2	15.4	15.6	16.8	14.5	12.9	13.9	13.8	14.2	2
	49.5	Transport via pipeline	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	-	
	50	Water transport services	16.9	21.3	23.0	25.3	28.2	28.2	20.0	19.6	17.3	14.7	15.4	17.2	13.8	2
	51	Air transport services	37.6	37.0	36.2	37.4	39.6	43.0	43.7	44.2	43.8	41.6	40.1	42.2	40.7	6
	52	Warehousing and transport support	1.3	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.5	1.4	1.4	1.4	1.4	-
	53	Postal and courier services	1.4	1.4	1.4	1.4	1.4	1.5	1.5	1.6	1.7	1.7	1.9	1.9	1.9	-
<b>H</b>	<b>All transport and storage industries</b>	<b>82.7</b>	<b>86.2</b>	<b>87.4</b>	<b>90.9</b>	<b>96.1</b>	<b>100.2</b>	<b>93.3</b>	<b>95.1</b>	<b>90.0</b>	<b>83.5</b>	<b>83.9</b>	<b>87.5</b>	<b>82.9</b>	<b>13</b>	
<b>Household private transport</b>		<b>65.3</b>	<b>66.5</b>	<b>68.8</b>	<b>68.2</b>	<b>69.7</b>	<b>69.8</b>	<b>69.3</b>	<b>69.6</b>	<b>67.9</b>	<b>66.4</b>	<b>64.0</b>	<b>63.0</b>	<b>62.5</b>	<b>10</b>	
<b>Total emissions all sectors</b>		<b>750.4</b>	<b>760.7</b>	<b>744.0</b>	<b>756.1</b>	<b>757.5</b>	<b>755.9</b>	<b>746.3</b>	<b>738.3</b>	<b>718.7</b>	<b>662.3</b>	<b>680.2</b>	<b>642.0</b>	<b>656.3</b>	<b>100</b>	

1. UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years.

2. The 'by source' figures for transport only include direct emissions from transport while the 'by final user' transport figures also include approximate emissions resulting from the production of the fuels used, which takes place within the UK (see notes and definitions).

3. 'Other road transport emissions' consist of emissions from road vehicles running on liquefied petroleum gas (propane and butane) and emissions from the evaporation of engine lubricants.

4. There are no direct emissions from electric trains. However the final user emissions do include the emissions resulting from the production of the electricity used by electric trains.

5. Other mainly consists of 'military aircraft and shipping', 'aircraft support vehicles' and 'railways-stationary combustion'.

6. International aviation and international shipping emissions are not included in the national total reported to the UNFCCC, since there is no internationally agreed way of allocating these emissions to individual nation states (see notes and definitions).

7. The economic sectors are based on similar concepts and classifications of industries to those used in the National Accounts (see notes and definitions).

SIC 2007 = UK Standard Industrial Classification of Economic Activities 2007.

Sources - Ricardo-AEA/DECC (NAEI);  
 Office for National Statistics (Environmental Accounts)  
 Last updated: November 2014  
 Next updated: November 2015

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Note: The basket of greenhouse gases consists of carbon dioxide, methane, nitrous oxide, hydro-fluorocarbons, perfluorocarbons and sulphur hexafluoride (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs and SF<sub>6</sub>).

Table ENV0202 (TSGB0307)  
 Carbon dioxide emissions by transport mode: United Kingdom, 2000-2012<sup>1</sup>

			Million tonnes of carbon dioxide/percentage													
			2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
<b>(a) By source<sup>2</sup></b>																<b>Percent of all domestic in 2012</b>
<b>Domestic transport</b>	<b>Road transport</b>	Cars and taxis	75.0	74.8	76.0	74.6	75.1	74.6	73.6	73.7	71.5	68.8	65.7	64.5	63.7	13
		Heavy goods vehicles	22.4	22.2	22.8	22.8	23.0	23.7	24.1	26.1	22.4	21.6	23.4	23.2	24.1	5
		Light vans	12.7	13.0	13.3	13.8	14.4	14.7	15.1	15.7	15.3	14.8	14.8	15.1	15.2	3
		Buses and coaches	3.9	3.9	4.1	4.5	4.5	4.6	4.7	4.9	4.6	4.6	4.6	4.2	3.9	1
		Motorcycles & mopeds	0.5	0.6	0.6	0.7	0.6	0.6	0.6	0.7	0.6	0.6	0.5	0.5	0.5	-
		Other road transport emissions <sup>3</sup>	0.3	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	-
		<b>Total</b>	<b>114.8</b>	<b>114.8</b>	<b>117.2</b>	<b>116.9</b>	<b>118.0</b>	<b>118.8</b>	<b>118.8</b>	<b>121.6</b>	<b>114.9</b>	<b>110.8</b>	<b>109.5</b>	<b>108.0</b>	<b>107.7</b>	<b>23</b>
	<b>Other transport</b>	Rail <sup>4</sup>	1.7	1.8	1.7	1.7	1.8	1.9	1.9	2.0	2.0	2.0	2.0	2.1	2.1	-
		Domestic aviation	2.1	2.2	2.2	2.2	2.3	2.5	2.4	2.3	2.2	1.9	1.8	1.7	1.6	-
		Domestic shipping <sup>1</sup>	2.5	2.5	2.6	2.6	2.6	2.7	2.6	2.6	2.7	2.6	2.6	2.5	2.4	-
		Other <sup>5</sup>	3.7	3.7	3.8	3.6	3.5	3.3	3.9	4.2	3.7	3.4	3.3	3.2	3.1	1
		<b>Total</b>	<b>10.1</b>	<b>10.2</b>	<b>10.3</b>	<b>10.2</b>	<b>10.3</b>	<b>10.4</b>	<b>10.9</b>	<b>11.2</b>	<b>10.6</b>	<b>9.9</b>	<b>9.7</b>	<b>9.5</b>	<b>9.2</b>	<b>2</b>
	<b>Total domestic transport</b>		<b>124.9</b>	<b>125.0</b>	<b>127.5</b>	<b>127.1</b>	<b>128.3</b>	<b>129.2</b>	<b>129.7</b>	<b>132.7</b>	<b>125.5</b>	<b>120.7</b>	<b>119.1</b>	<b>117.4</b>	<b>116.9</b>	<b>25</b>
<b>Net domestic emissions all sources</b>			<b>552.2</b>	<b>562.3</b>	<b>545.1</b>	<b>555.6</b>	<b>556.2</b>	<b>552.8</b>	<b>552.3</b>	<b>544.9</b>	<b>527.3</b>	<b>477.9</b>	<b>495.2</b>	<b>454.0</b>	<b>474.1</b>	<b>100</b>
<b>International emissions (Memo items)<sup>6</sup></b>		International aviation	30.1	29.3	28.8	29.5	32.4	35.0	35.5	35.3	34.5	32.7	31.3	32.8	32.0	.
		International shipping <sup>1</sup>	6.7	6.9	5.3	6.4	7.2	7.7	10.0	9.5	11.2	10.6	9.0	10.1	8.6	.
<b>(b) By end user<sup>2</sup></b>																<b>Percent of all domestic in 2012</b>
<b>Domestic transport</b>		Road	130.4	130.5	134.2	132.8	132.9	133.6	133.1	135.8	128.0	124.0	122.4	120.6	119.5	25
		Rail <sup>4</sup>	4.0	4.2	4.1	4.2	4.3	4.3	4.4	4.4	4.3	4.2	4.3	4.3	4.5	1
		Domestic aviation	2.4	2.5	2.5	2.5	2.6	2.9	2.7	2.6	2.5	2.2	2.0	1.9	1.8	-
		Domestic shipping <sup>1</sup>	2.8	2.8	2.9	2.9	2.9	3.0	2.9	2.9	3.0	2.8	2.8	2.7	2.6	1
		Other <sup>5</sup>	4.2	4.2	4.3	4.1	4.0	3.7	4.4	4.7	4.1	3.8	3.7	3.6	3.4	1
		<b>Total</b>	<b>143.8</b>	<b>144.2</b>	<b>148.0</b>	<b>146.6</b>	<b>146.6</b>	<b>147.5</b>	<b>147.6</b>	<b>150.4</b>	<b>141.9</b>	<b>137.0</b>	<b>135.3</b>	<b>133.1</b>	<b>131.8</b>	<b>28</b>
<b>Net domestic emissions all end users</b>			<b>552.2</b>	<b>562.3</b>	<b>545.1</b>	<b>555.6</b>	<b>556.2</b>	<b>552.8</b>	<b>552.3</b>	<b>544.9</b>	<b>527.3</b>	<b>477.9</b>	<b>495.2</b>	<b>454.0</b>	<b>474.1</b>	<b>100</b>
<b>(c) By industry<sup>7</sup></b>	<b>SIC 2007 code<sup>7</sup></b>	<b>Industry</b>														<b>Percent of all sectors in 2012</b>
<b>Transport and storage industries</b>	49.1+ 49.2	Rail transport	2.1	2.2	2.1	2.2	2.3	2.3	2.3	2.5	2.4	2.4	2.4	2.5	2.7	-
	49.31/9 + 49.39	Buses, coaches, trams, etc	4.7	4.7	4.9	5.2	5.2	5.4	5.6	5.8	5.6	5.5	5.5	5.2	4.8	1
	49.31/1	Underground & metro	0.7	0.7	0.6	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-
	49.32	Taxi operation	2.2	2.2	2.3	2.3	2.3	2.4	2.5	2.6	2.6	2.7	2.8	2.8	2.8	1
	49.4	Road freight and removal services	15.2	14.9	15.2	15.1	15.0	15.2	15.4	16.6	14.3	12.8	13.7	13.6	14.0	3
	49.5	Transport via pipeline	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
	50	Water transport services	16.8	21.1	22.8	25.1	27.9	28.0	19.9	19.4	17.2	14.6	15.3	17.0	13.7	2
	51	Air transport services	37.2	36.6	35.8	37.0	39.2	42.5	43.2	43.7	43.3	41.1	39.6	41.7	40.2	7
	52	Warehousing and transport support	1.2	1.1	1.1	1.1	1.1	1.2	1.3	1.3	1.3	1.1	1.1	1.1	1.1	-
	53	Postal and courier services	1.3	1.3	1.3	1.4	1.3	1.5	1.4	1.5	1.6	1.6	1.8	1.8	1.8	-
	<b>H</b>	<b>All transport and storage industries</b>	<b>81.5</b>	<b>84.9</b>	<b>86.1</b>	<b>89.6</b>	<b>94.7</b>	<b>98.7</b>	<b>91.8</b>	<b>93.6</b>	<b>88.5</b>	<b>82.0</b>	<b>82.5</b>	<b>86.0</b>	<b>81.3</b>	<b>15</b>
<b>Household private transport</b>			<b>63.2</b>	<b>64.3</b>	<b>66.4</b>	<b>65.8</b>	<b>67.2</b>	<b>67.1</b>	<b>66.5</b>	<b>66.7</b>	<b>65.0</b>	<b>63.5</b>	<b>61.1</b>	<b>60.2</b>	<b>59.6</b>	<b>11</b>
<b>Total emissions all sectors</b>			<b>613.4</b>	<b>629.5</b>	<b>615.0</b>	<b>631.4</b>	<b>637.2</b>	<b>638.7</b>	<b>631.9</b>	<b>626.5</b>	<b>608.7</b>	<b>556.4</b>	<b>576.1</b>	<b>539.8</b>	<b>555.4</b>	<b>100</b>

1. UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years.  
 2. The 'by source' figures for transport only include direct emissions from transport while the 'by final user' transport figures also include approximate emissions resulting from the production of the fuels used, which takes place within the UK (see notes and definitions).  
 3. 'Other road transport emissions' consist of emissions from road vehicles running on liquefied petroleum gas (propane and butane) and emissions from the evaporation of engine lubricants.  
 4. There are no direct emissions from electric trains. However the final user emissions do include the emissions resulting from the production of the electricity used by electric trains.  
 5. Other mainly consists of 'military aircraft and shipping', 'aircraft support vehicles' and 'railway-stationary combustion'.  
 6. International aviation and international shipping emissions are not included in the national total reported to the UNFCCC, since there is no internationally agreed way of allocating these emissions to individual nation states (see notes and definitions).  
 7. The economic sectors are based on similar concepts and classifications of industries to those used in the National Accounts (see notes and definitions).  
 SIC 2007 = UK Standard Industrial Classification of Economic Activities 2007.

Sources - Ricardo-AEA/DECC (NAEI);  
 Office for National Statistics (Environmental Accounts)  
 Last updated: November 2014  
 Next updated: November 2015  
 E-mail: environment.stats@dft.gsi.gov.uk  
 Telephone: 020 7944 4129

Table ENV0301 (TSGB0308)  
 Air pollutant emissions by transport mode: United Kingdom, from 1999<sup>1</sup>

	Thousand tonnes/percentage												Percent of total in 2012		
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010		2011	2012
<b>(a) Carbon monoxide (CO)</b>															
<b>Transport emissions</b>															
<b>Road transport</b>															
Cars and taxis <sup>1</sup>	3,877	3,382	3,057	2,731	2,427	2,173	1,890	1,655	1,392	1,259	920	773	622	541	27
Light vans	370	290	235	188	154	128	104	95	82	70	62	56	49	45	2
Heavy goods vehicles	47	46	44	43	41	40	38	36	34	28	20	18	15	12	1
Buses and coaches	11	9	9	8	8	7	7	7	6	5	5	4	3	3	-
Motorcycles & mopeds	98	93	92	93	99	87	85	76	73	62	59	50	47	43	2
<b>Total</b>	<b>4,402</b>	<b>3,820</b>	<b>3,437</b>	<b>3,063</b>	<b>2,730</b>	<b>2,436</b>	<b>2,123</b>	<b>1,868</b>	<b>1,588</b>	<b>1,424</b>	<b>1,066</b>	<b>901</b>	<b>736</b>	<b>643</b>	<b>33</b>
<b>Other transport</b>															
Rail	7	7	6	6	6	6	7	8	8	8	8	8	8	9	-
Aviation - LTO <sup>2</sup>	53	60	64	55	51	59	60	55	38	34	26	7	8	8	-
Domestic shipping	22	23	23	25	26	27	29	30	31	32	33	34	34	34	2
<b>Total</b>	<b>82</b>	<b>89</b>	<b>93</b>	<b>85</b>	<b>83</b>	<b>92</b>	<b>96</b>	<b>93</b>	<b>77</b>	<b>75</b>	<b>68</b>	<b>50</b>	<b>50</b>	<b>51</b>	<b>3</b>
<b>Transport total</b>	<b>4,484</b>	<b>3,909</b>	<b>3,530</b>	<b>3,148</b>	<b>2,813</b>	<b>2,528</b>	<b>2,219</b>	<b>1,961</b>	<b>1,666</b>	<b>1,499</b>	<b>1,133</b>	<b>951</b>	<b>786</b>	<b>694</b>	<b>35</b>
<b>National total reported to the UNECE</b>	<b>6,392</b>	<b>5,613</b>	<b>5,270</b>	<b>4,702</b>	<b>4,282</b>	<b>3,910</b>	<b>3,526</b>	<b>3,315</b>	<b>3,012</b>	<b>2,815</b>	<b>2,351</b>	<b>2,230</b>	<b>2,050</b>	<b>1,978</b>	<b>100</b>
<b>Transport memo items<sup>3</sup></b>															
Aviation - cruise <sup>2</sup>	11	12	12	12	12	13	14	14	14	13	12	12	12	12	12
International shipping	17	16	16	13	15	17	18	23	22	26	25	21	24	20	20
<b>(b) Nitrogen oxides (NO<sub>x</sub>)</b>															
<b>Transport emissions</b>															
<b>Road transport</b>															
Cars and taxis	451	396	369	340	309	288	269	254	232	225	176	164	160	158	15
Light vans	88	84	81	77	75	74	72	70	70	66	63	62	62	62	6
Heavy goods vehicles	191	186	183	179	176	175	170	165	166	149	117	110	97	85	8
Buses and coaches	53	50	48	46	47	44	43	43	42	37	35	34	30	27	3
Motorcycles & mopeds	1	1	2	2	2	2	2	1	1	1	1	1	1	1	-
<b>Total</b>	<b>784</b>	<b>716</b>	<b>683</b>	<b>645</b>	<b>608</b>	<b>582</b>	<b>555</b>	<b>534</b>	<b>511</b>	<b>479</b>	<b>393</b>	<b>372</b>	<b>350</b>	<b>332</b>	<b>31</b>
<b>Other transport</b>															
Rail	36	36	34	35	35	36	38	38	38	38	38	38	41	39	4
Aviation - LTO <sup>2</sup>	11	12	11	11	12	13	14	14	14	13	12	11	11	11	1
Domestic shipping	50	47	45	46	46	46	47	46	46	46	43	42	41	39	4
<b>Total</b>	<b>97</b>	<b>95</b>	<b>91</b>	<b>93</b>	<b>92</b>	<b>95</b>	<b>99</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>92</b>	<b>91</b>	<b>93</b>	<b>88</b>	<b>8</b>
<b>Transport total</b>	<b>881</b>	<b>811</b>	<b>774</b>	<b>738</b>	<b>701</b>	<b>677</b>	<b>654</b>	<b>632</b>	<b>608</b>	<b>575</b>	<b>485</b>	<b>464</b>	<b>443</b>	<b>421</b>	<b>40</b>
<b>National total reported to the UNECE</b>	<b>1,868</b>	<b>1,801</b>	<b>1,762</b>	<b>1,691</b>	<b>1,663</b>	<b>1,607</b>	<b>1,592</b>	<b>1,539</b>	<b>1,473</b>	<b>1,322</b>	<b>1,151</b>	<b>1,117</b>	<b>1,045</b>	<b>1,062</b>	<b>100</b>
<b>Transport memo items<sup>3</sup></b>															
Aviation - cruise <sup>2</sup>	122	133	129	126	129	141	152	154	153	150	143	137	143	139	-
International shipping	164	145	147	114	135	155	166	214	226	265	252	214	241	203	-

Table ENV0301 (continued) Air pollutant emissions from transport: United Kingdom, from 1999<sup>1</sup>

	Thousand tonnes/percentage														
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Percent of total in 2012
<b>(c) Particulates (PM<sub>10</sub>) - airborne particulate matter with aerodynamic diameter less than 10 micrometres</b>															
<b>Transport emissions</b>															
Road transport	8.5	7.1	6.9	6.6	6.4	6.3	6.1	5.9	5.7	5.8	5.7	5.4	4.5	4.2	4
Cars and taxis	8.5	7.2	7.2	6.6	6.4	6.2	5.9	5.3	4.9	4.5	4.1	4.1	3.6	3.2	3
Light vans	5.9	5.2	4.8	4.5	4.2	3.9	3.6	3.4	3.1	2.5	2.0	1.8	1.5	1.3	1
Heavy goods vehicles	1.7	1.4	1.2	1.1	1.0	0.9	0.8	0.7	0.7	0.6	0.5	0.5	0.4	0.3	-
Buses and coaches	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Motorcycles and mopeds	8.7	8.7	8.8	9.0	9.1	9.2	9.2	9.3	9.4	9.3	9.1	9.0	9.0	8.9	8
Tyre and brake wear	4.6	4.6	4.7	4.8	4.8	4.9	4.9	5.0	5.0	4.9	4.8	4.8	4.7	4.7	4
Road abrasion	<b>38.2</b>	<b>34.3</b>	<b>33.8</b>	<b>32.7</b>	<b>32.0</b>	<b>31.5</b>	<b>30.6</b>	<b>29.8</b>	<b>29.0</b>	<b>27.6</b>	<b>26.3</b>	<b>25.5</b>	<b>23.8</b>	<b>22.7</b>	<b>20</b>
<b>Total</b>	1.6	1.6	1.5	1.4	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.4	1.4	1
Other transport	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Rail	3.5	3.2	3.1	3.2	3.2	3.2	3.4	3.2	2.4	2.4	2.3	2.3	2.2	2.1	2
Aviation - LTO <sup>2</sup>	5.2	4.9	4.7	4.7	4.6	4.6	4.8	4.7	3.8	3.8	3.7	3.7	3.7	3.6	3
Domestic shipping	<b>43.4</b>	<b>39.3</b>	<b>38.5</b>	<b>37.5</b>	<b>36.7</b>	<b>36.1</b>	<b>35.4</b>	<b>34.5</b>	<b>32.8</b>	<b>31.4</b>	<b>30.0</b>	<b>29.2</b>	<b>27.5</b>	<b>26.2</b>	<b>23</b>
<b>Transport total</b>	183.7	170.0	164.0	142.6	140.4	137.3	134.8	134.0	131.7	125.4	115.1	116.8	112.7	113.1	100
National total reported to the UNECE	19.3	19.3	19.6	20.1	20.2	20.5	20.5	20.8	21.0	20.8	20.6	20.3	20.4	20.3	.
Road transport resuspension <sup>4</sup>	1.7	1.9	1.8	1.8	1.9	2.0	2.2	2.2	2.2	2.2	2.1	2.0	2.1	2.0	.
Transport memo items <sup>3</sup>	7.4	5.9	5.6	4.6	5.6	7.7	9.0	11.6	15.2	18.8	17.6	14.6	16.8	12.9	.
Aviation - cruise <sup>2</sup>															
International shipping															
<b>(d) Particulates (PM<sub>2.5</sub>) - airborne particulate matter with aerodynamic diameter less than 2.5 micrometres</b>															
<b>Transport emissions</b>															
Road transport	8.1	6.7	6.6	6.3	6.1	5.9	5.8	5.6	5.4	5.5	5.4	5.1	4.3	4.0	5
Cars and taxis	8.1	6.8	6.8	6.3	6.1	5.9	5.6	5.1	4.7	4.2	3.9	3.9	3.4	3.0	4
Light vans	5.6	4.9	4.6	4.3	4.0	3.7	3.5	3.2	2.9	2.4	1.9	1.7	1.5	1.2	2
Heavy goods vehicles	1.6	1.3	1.1	1.0	0.9	0.8	0.7	0.7	0.6	0.5	0.5	0.4	0.4	0.3	-
Buses and coaches	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Motorcycles and mopeds	4.8	4.8	4.8	4.9	5.0	5.1	5.1	5.1	5.2	5.1	5.0	5.0	4.9	4.9	6
Tyre and brake wear	2.5	2.5	2.5	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.6	2.6	2.6	2.5	3
Road abrasion	<b>30.9</b>	<b>27.2</b>	<b>26.6</b>	<b>25.5</b>	<b>24.8</b>	<b>24.2</b>	<b>23.4</b>	<b>22.5</b>	<b>21.7</b>	<b>20.5</b>	<b>19.4</b>	<b>18.7</b>	<b>17.1</b>	<b>16.1</b>	<b>21</b>
<b>Total</b>	1.5	1.5	1.4	1.3	1.3	1.2	1.3	1.2	1.2	1.2	1.2	1.2	1.3	1.3	2
Other transport	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Rail	3.3	3.1	2.9	3.1	3.0	3.1	3.2	3.1	2.3	2.3	2.2	2.1	2.1	2.0	3
Aviation - LTO <sup>2</sup>	4.9	4.7	4.5	4.5	4.4	4.4	4.5	4.4	3.6	3.6	3.5	3.4	3.5	3.3	4
Domestic shipping	<b>35.8</b>	<b>31.9</b>	<b>31.1</b>	<b>30.0</b>	<b>29.2</b>	<b>28.6</b>	<b>28.0</b>	<b>27.0</b>	<b>25.3</b>	<b>24.1</b>	<b>22.9</b>	<b>22.2</b>	<b>20.6</b>	<b>19.4</b>	<b>25</b>
<b>Transport total</b>	131.3	117.3	114.3	99.5	97.5	94.1	92.7	91.0	89.4	85.9	80.3	81.7	78.2	77.2	100
National total reported to the UNECE	5.6	5.6	5.7	5.8	5.9	5.9	6.0	6.0	6.1	6.0	6.0	5.9	5.9	5.9	.
Road transport resuspension <sup>4</sup>	1.7	1.9	1.8	1.8	1.9	2.0	2.2	2.2	2.2	2.2	2.1	2.0	2.1	2.0	.
Transport memo items <sup>3</sup>	7.0	5.6	5.3	4.4	5.4	7.3	8.6	10.9	14.4	17.8	16.6	13.8	15.9	12.2	.
Aviation - cruise <sup>2</sup>															
International shipping															

Table ENV0301 (continued) Air pollutant emissions from transport: United Kingdom, from 1999<sup>1</sup>

	Thousand tonnes/percentage														
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Percent of total in 2012
<b>(e) Benzene</b>															
<b>Transport emissions</b>	<b>Road transport<sup>5</sup></b>														
	16.0	11.0	11.0	10.4	9.6	8.8	7.7	6.7	5.4	4.6	3.2	2.4	1.8	1.4	1.7
	0.9	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	1
	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1
	-	-	-	-	-	-	0.1	0.1	0.1	-	-	-	-	-	-
	0.8	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.1	2
	1.7	0.4	0.4	0.3	0.2	0.2	0.1	0.1	0.1	-	-	-	-	-	-
	<b>19.6</b>	<b>12.1</b>	<b>12.1</b>	<b>11.4</b>	<b>10.5</b>	<b>9.6</b>	<b>8.4</b>	<b>7.3</b>	<b>6.0</b>	<b>5.1</b>	<b>3.6</b>	<b>2.8</b>	<b>2.1</b>	<b>1.7</b>	<b>21</b>
	<b>Other transport</b>														
	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	1
	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-
	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	6
	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>7</b>
	<b>20.1</b>	<b>12.6</b>	<b>12.6</b>	<b>11.9</b>	<b>11.1</b>	<b>10.1</b>	<b>9.0</b>	<b>7.9</b>	<b>6.5</b>	<b>5.7</b>	<b>4.2</b>	<b>3.4</b>	<b>2.7</b>	<b>2.2</b>	<b>27</b>
<b>National total reported to the UNECE</b>	<b>30.4</b>	<b>21.9</b>	<b>21.3</b>	<b>19.9</b>	<b>19.0</b>	<b>18.1</b>	<b>16.7</b>	<b>15.4</b>	<b>14.0</b>	<b>12.7</b>	<b>10.5</b>	<b>9.6</b>	<b>8.6</b>	<b>8.1</b>	<b>100</b>
<b>Transport memo items<sup>3</sup></b>	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	.
	0.9	0.9	0.9	0.7	0.8	0.9	1.0	1.3	1.2	1.4	1.4	1.2	1.3	1.1	.
<b>(f) 1,3-butadiene</b>															
<b>Transport emissions</b>	<b>Road transport</b>														
	5.7	4.7	4.0	3.4	2.9	2.5	2.1	1.8	1.5	1.4	0.8	0.7	0.5	0.4	29
	0.6	0.4	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	5
	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	5
	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	2
	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	2
	<b>6.9</b>	<b>5.8</b>	<b>4.9</b>	<b>4.2</b>	<b>3.6</b>	<b>3.1</b>	<b>2.7</b>	<b>2.3</b>	<b>2.0</b>	<b>1.8</b>	<b>1.1</b>	<b>0.9</b>	<b>0.7</b>	<b>0.6</b>	<b>43</b>
	<b>Other transport</b>														
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	-	-	-	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	5
	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>8</b>
	<b>7.0</b>	<b>5.9</b>	<b>5.0</b>	<b>4.3</b>	<b>3.7</b>	<b>3.2</b>	<b>2.8</b>	<b>2.5</b>	<b>2.1</b>	<b>1.9</b>	<b>1.2</b>	<b>1.0</b>	<b>0.9</b>	<b>0.7</b>	<b>51</b>
<b>National total reported to the UNECE</b>	<b>8.4</b>	<b>7.2</b>	<b>6.2</b>	<b>5.4</b>	<b>4.8</b>	<b>4.3</b>	<b>3.8</b>	<b>3.5</b>	<b>3.1</b>	<b>2.8</b>	<b>2.2</b>	<b>2.0</b>	<b>1.7</b>	<b>1.4</b>	<b>100</b>
<b>Transport memo items<sup>3</sup></b>	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	.

Table ENV0301 (continued) Air pollutant emissions by transport mode: United Kingdom, from 1999<sup>1</sup>

	Tonnes/percentage														
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Percent of total in 2012
<b>(g) Lead (Pb)</b>															
<b>Transport emissions</b>															
<b>Road transport<sup>5</sup></b>															
Cars and taxis	303.1	1.6	1.4	1.4	1.4	1.4	1.4	1.4	1.0	1.0	1.0	0.9	0.9	0.9	1
Light vans	14.8	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	-
Heavy goods vehicles	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	1
Buses and coaches	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Motorcycles and mopeds	2.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>320.9</b>	<b>2.3</b>	<b>2.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.1</b>	<b>2.2</b>	<b>2.2</b>	<b>1.8</b>	<b>1.7</b>	<b>1.7</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>3</b>
<b>Other transport</b>															
Rail	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-
Aviation - LTO <sup>2</sup>	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-
Domestic shipping	0.3	0.3	0.2	0.3	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-
<b>Total</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>1</b>
<b>Transport total</b>	<b>321.4</b>	<b>2.8</b>	<b>2.6</b>	<b>2.5</b>	<b>2.5</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.3</b>	<b>2.2</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>3</b>
<b>National total reported to the UNECE</b>	<b>498.7</b>	<b>149.7</b>	<b>142.8</b>	<b>132.1</b>	<b>117.3</b>	<b>116.5</b>	<b>107.3</b>	<b>88.5</b>	<b>79.9</b>	<b>73.3</b>	<b>63.8</b>	<b>62.3</b>	<b>59.5</b>	<b>61.5</b>	<b>100</b>
<b>Transport memo items<sup>3</sup></b>															
Aviation - cruise <sup>2</sup>	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.5	-
International shipping	0.9	0.8	0.8	0.6	0.8	0.9	1.0	1.3	1.3	1.6	1.5	1.3	1.4	1.2	-
<b>(h) Sulphur dioxide (SO<sub>2</sub>)</b>															
<b>Transport emissions</b>															
<b>Road transport<sup>5</sup></b>															
Cars and taxis	12.0	5.5	3.1	2.7	2.7	2.5	2.1	2.1	1.8	1.3	0.7	0.8	0.7	0.6	-
Light vans	0.9	0.4	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.1	-
Heavy goods vehicles	1.0	0.6	0.6	0.6	0.6	0.5	0.5	0.3	0.3	0.1	0.1	0.1	0.1	0.1	-
Buses and coaches	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	-	-
Mopeds and motorcycles	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>14.2</b>	<b>6.6</b>	<b>4.1</b>	<b>3.7</b>	<b>3.7</b>	<b>3.5</b>	<b>3.0</b>	<b>2.7</b>	<b>2.3</b>	<b>1.5</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>0.8</b>	-
<b>Other transport</b>															
Rail	1.4	1.4	1.3	1.5	1.7	1.7	1.7	1.9	1.9	1.2	1.3	1.1	0.7	0.6	-
Aviation - LTO <sup>2</sup>	0.6	0.7	0.8	0.6	0.7	0.8	0.9	1.0	0.9	0.9	0.7	0.7	0.7	1.0	-
Domestic shipping	23.5	21.6	20.9	21.6	21.3	21.5	22.1	21.3	15.9	11.7	11.0	10.0	9.2	8.6	2
<b>Total</b>	<b>25.6</b>	<b>23.7</b>	<b>23.0</b>	<b>23.8</b>	<b>23.7</b>	<b>24.0</b>	<b>24.8</b>	<b>24.3</b>	<b>18.6</b>	<b>13.8</b>	<b>13.0</b>	<b>11.8</b>	<b>10.6</b>	<b>10.2</b>	<b>2</b>
<b>Transport total</b>	<b>39.8</b>	<b>30.3</b>	<b>27.1</b>	<b>27.5</b>	<b>27.4</b>	<b>27.5</b>	<b>27.8</b>	<b>27.0</b>	<b>20.9</b>	<b>15.3</b>	<b>13.9</b>	<b>12.8</b>	<b>11.5</b>	<b>11.0</b>	<b>3</b>
<b>National total reported to the UNECE</b>	<b>1,247.4</b>	<b>1,230.2</b>	<b>1,134.1</b>	<b>1,015.1</b>	<b>993.6</b>	<b>833.0</b>	<b>708.6</b>	<b>667.5</b>	<b>588.3</b>	<b>490.6</b>	<b>397.5</b>	<b>415.3</b>	<b>385.7</b>	<b>426.8</b>	<b>100</b>
<b>Transport memo items<sup>3</sup></b>															
Aviation - cruise <sup>2</sup>	5.9	6.6	7.2	5.9	6.9	8.2	8.9	10.6	9.5	10.1	8.3	8.1	8.9	12.5	-
International shipping	62.8	48.0	45.2	38.3	46.9	65.7	77.5	99.1	133.5	134.8	117.8	89.7	80.8	74.8	-

Sources: Ricardo - AEA/DEFRA (NAEI)  
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Next updated: November 2015

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1. UK national emission estimates are updated annually and any developments in methodology are applied retrospectively to earlier years. The main revisions to the latest emissions estimates were for shipping and rail (see notes and definitions).

2. Domestic and international aviation are combined. LTO = Landing and takeoff.

3. Emissions from aviation (cruise) and international shipping are not included in the national total that is reported to UNECE but reported separately as memo items (see notes and definitions).

4. Emissions resulting from the resuspension of particles caused by the turbulence of passing vehicles. These emissions are not included in the total for PM10, to avoid double counting, but are important in reconciling roadside concentration measurements.

5. The sharp falls in benzene, lead and sulphur dioxide emissions from road transport between 1999 and 2000 were mainly due to changes in the composition of road fuels as a result of an EU directive on the quality of petrol and diesel (Directive 98/70/EC).

Table ENV0302 (TSGB0309)

Emissions for road vehicles (per vehicle kilometre) in urban conditions: Great Britain

				Index: petrol car without three-way catalyst: pre 1993 = 100				
(a) Road vehicles (per vehicle kilometre)		Legislative vehicle class		Carbon monoxide	Hydrocarbons <sup>1,3</sup>	Oxides of nitrogen <sup>2</sup>	Particulates <sup>3,4</sup>	Carbon dioxide <sup>5</sup>
Petrol cars	Without three-way catalyst	Pre-Euro 1	pre 1993	100	100	100	2	100
		Euro 1	1993-1996	25	11	12	2	93
	With three-way catalyst	Euro 2	1997-2000	5	4	7	2	89
		Euro 3	2001-2005	2	1	3	1	83
		Euro 4	2006-2010	4	1	2	1	76
Euro 5	2011-	4	1	2	1	67		
Diesel cars	pre 1993	Pre-Euro 1	pre 1993	6	9	27	100	91
		Euro 1	1993-1996	3	4	27	32	88
	Euro 2	1997-2000	2	3	28	25	83	
		2001-2005	1	2	33	16	76	
		2006-2010	1	1	23	16	72	
Euro 5	2011-	0.4	1	28	0.8	63		
Petrol light vans	Without three-way catalyst	Pre-Euro 1	pre 1994	120	108	134	2	104
		Euro 1	1994-1997	32	13	19	2	96
	With three-way catalyst	Euro 2	1998-2000	1	2	7	2	92
		Euro 3	2001-2005	4	2	4	1	86
		Euro 4	2006-2011	4	1	2	1	79
Euro 5	2012-	3	1	1	1	71		
Diesel light vans	pre 1994	Pre-Euro 1	pre 1994	7	9	61	170	93
		Euro 1	1994-1997	6	9	50	37	116
	Euro 2	1998-2001	6	10	50	37	108	
		2002-2005	2	6	42	25	95	
		2006-2011	1	2	34	13	95	
Euro 5	2012-	1	2	42	1	95		
Rigid HGVs	pre 1993	Pre-Euro I	pre 1993	22	52	411	210	See table (b) below
		Euro I	1993-1996	14	27	281	136	
	Euro II	1997-2001	12	19	304	66		
		2002-2005	11	17	238	68		
		2006-2007	6	3	165	16		
Euro V	2008-	1	2	132	15			
Artic HGVs	pre 1993	Pre-Euro I	pre 1993	25	25	663	283	See table (b) below
		Euro I	1993-1996	22	38	465	220	
	Euro II	1997-2001	18	25	495	119		
		2002-2005	20	24	397	110		
		2006-2007	3	4	273	25		
Euro V	2008-	1	3	182	26			
Buses and coaches	pre 1993	Pre-Euro I	pre 1993	28	58	515	266	See table (b) below
		Euro I	1993-1996	17	25	345	158	
	Euro II	1997-2001	14	18	373	85		
		2002-2005	15	17	292	82		
		2006-2007	1	3	200	20		
Euro V	2008-	1	2	159	17			
Motorcycles	Less than 50cc - two stroke	Pre-Euro 1	pre 2000	141	1,116	1	111	38
		Euro 1	2000-2004	57	219	1	44	23
		Euro 2	2004-2006	13	125	0	22	19
	Greater than 50cc - two stroke	Euro 3	2006-	13	96	0	7	16
		Pre-Euro 1	pre 2000	165	601	1	118	41
		Euro 1	2000-2004	109	185	2	47	38
	Greater than 50cc - four stroke	Euro 2	2004-2006	86	100	2	24	38
		Euro 3	2006-	47	63	1	7	38
		Pre-Euro 1	pre 2000	170	114	11	10	53
	Euro 1	2000-2004	103	63	11	10	50	
	Euro 2	2004-2006	54	22	6	3	48	
	Euro 3	2006-	30	14	3	3	48	

(b) Fleet averaged CO<sub>2</sub> emissions for HGVs and buses (per vehicle kilometre) in urban conditions<sup>6</sup>

Year	Rigid HGVs	Artic HGVs	Buses
1990	414	667	409
1991	421	665	409
1992	421	660	409
1993	406	627	408
1994	394	616	403
1995	400	601	397
1996	393	590	389
1997	390	589	388
1998	373	564	388
1999	380	563	402
2000	377	563	421
2001	395	571	423
2002	384	567	441
2003	399	575	462
2004	386	555	475
2005	381	549	491
2006	399	553	492
2007	411	557	500
2008	426	578	514
2009	429	580	518
2010	434	586	513
2011	433	584	512
2012	433	585	496

1. The hydrocarbons figures are based on non-methane hydrocarbons.

2. Oxides of nitrogen emission factors have been revised since the last edition.

3. Oxides of nitrogen emission factors for Euro 5 diesel cars have been updated in the 2012 National Atmospheric Emissions Inventory (NAEI) based on factors provided by the "Computer Programme to Calculate Emissions from Road Transport", or referred to as COPERT 4 (version 10.0). The NAEI also applied the changes to diesel LGVs.

4. For particulates, legislative standards exist only for diesel vehicles. This particulates index applies to both PM10 and PM2.5. Particulates index is diesel car: pre 1993 =100.

5. Legislative standards do not apply to CO<sub>2</sub> emissions, but average factors are available for different legislative vehicle classes based on test cycle data. Better information on HGVs is based on average fuel economy of the HGV fleet each year, see table (b) above.

6. The fleet averaged carbon dioxide figures for HGVs were based on fleet averaged fuel economy of HGVs using data from the DfT Continuing Survey of Road Goods Transport (CSRGT). For buses (not including coaches) the figures are based on the DfT Bus Service Operators Grant system (BSOG). Both sets of figures are corrected for urban driving conditions.

The figures in this table are outside the scope of national statistics  
 Source - National Atmospheric Emissions Inventory (Ricardo-AEA)  
 Last updated: November 2014  
 Next updated: November 2015

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Department for Transport statistics

Energy and the Environment

Table ENV0303 (TSGB0310)

Aircraft noise: population affected by noise around airports: 2000-2013

		square km/thousands														
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Heathrow <sup>1</sup>	Air transport movements (000's)	459.7	457.6	460.3	457.1	469.8	472	470.9	475.8	473.2	460.2	449.3	476.3	471	470	
	Area (sq km) within:	57 Leq contour	135.6	117.4	126.9	126.9	117.4	117.2	117.4	119.6	123.1	112.5	108.3	108.8	110.1	107.3
		63 Leq contour	48.2	41.2	43.8	43.8	40.3	39.1	38.4	37.6	37.7	34.4	33.8	33.9	34.3	34.6
		69 Leq contour	19.0	14.1	16.4	15.6	13.3	12.4	11.9	12.2	11.8	10.2	9.8	10.0	10.3	9.8
	Population (000's) within:	57 Leq contour	275.2	240.4	258.3	263.7	239.7	251.7	258.0	251.9	268.5	245.3	228.7	243.4	239.6	264.3
		63 Leq contour	71.9	54.9	64.2	64.6	55.9	51.8	51.2	45.1	47.1	40.2	38.6	41.9	42.4	50.65
		69 Leq contour	11.5	6.8	8.6	8.0	5.7	3.9	3.6	3.7	3.9	3.2	2.8	3.3	3.6	3.45
Gatwick	Air transport movements (000's)	251.2	244	233.6	234.5	241.2	252	254.4	258.9	256.4	245.4	233.6	244.6	240	244	
	Area (sq km) within:	57 Leq contour	71.9	55.9	45.2	46.1	48.0	49.3	46.7	49.0	46.7	41.0	39.6	40.4	41.2	40.9
		63 Leq contour	26.4	19.6	15.8	16.5	16.7	16.9	15.6	16.3	15.1	12.8	12.5	12.8	12.8	12.5
		69 Leq contour	9.0	6.0	4.6	4.8	4.8	5.1	4.6	4.9	4.5	3.7	3.6	3.6	3.7	3.5
	Population (000's) within:	57 Leq contour	8.7	5.2	3.5	4.2	4.5	4.7	4.5	4.8	4.4	3.6	2.9	3.1	3.7	3.3
		63 Leq contour	1.4	0.8	0.5	0.6	0.6	0.7	0.6	0.6	0.6	0.5	0.4	0.4	0.4	0.4
		69 Leq contour	0.2	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	0.0	0.0	0.0
Stansted	Air transport movements (000's)	143.6	150.6	152.4	169.2	176.8	178.0	190.0	191.5	177.3	156.0	143.0	136.9	131	132	
	Area (sq km) within:	57 Leq contour	52.4	32.1	31.7	33.3	29.9	27.4	29.3	30.8	29.1	24.1	22.5	21.2	21.1	20
		63 Leq contour	20.4	11.6	11.3	11.7	9.9	8.7	8.6	8.9	8.2	6.9	6.4	5.8	6	5.6
		69 Leq contour	7.6	3.6	3.4	3.5	2.8	2.4	2.3	2.5	2.3	1.9	1.8	1.6	1.6	1.6
	Population (000's) within:	57 Leq contour	5.7	2.3	2.0	2.3	2.9	2.0	2.0	2.5	2.9	1.5	1.4	1.3	1.3	1.3
		63 Leq contour	1.3	0.4	0.3	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.1	0.1
		69 Leq contour	0.2	0.1	0.1	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Manchester	Air transport movements (000's)	177.6	182.1	177.5	191.5	208.5	218	213	206.5	191.2	162.1	148.9	158.0	160.5	161	
	Area (sq km) within:	57 Leq contour	46.4	43.4	40.3	39.1	39.6	40.2	37.7	37.5	35.0	29.4	29.2	30.2	29.3	30.5
		63 Leq contour	15.8	14.6	12.8	13.3	13.7	14.3	13.0	12.4	11.1	9.7	9.4	9.4	9.3	9.6
		69 Leq contour	5.0	4.8	4.2	4.4	4.6	4.8	4.6	4.4	3.8	3.3	3.1	3.2	3.2	3.3
	Population (000's) within:	57 Leq contour	48.4	44.9	38.7	40.6	40.9	41.6	39.2	36.8	33.1	28.5	28.6	27.6	29.1	30.2
		63 Leq contour	9.4	6.4	4.5	5.8	5.1	5.6	4.0	3.5	3.0	2.6	2.6	2.1	2.3	2.9
		69 Leq contour	1.2	0.5	0.5	0.6	0.6	0.6	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Birmingham	Air transport movements (000's)	108.4	111.0	112.3	116.0	109.2	113.0	108.7	104.5	102.9	93.9	84.8	83.8	84	85	
	Area (sq km) within:	57 Leq contour	19.0	..	14.8	..	16.2	..	16.8	..	15.6	..	12.9	..	..	12.6
		63 Leq contour	6.2	..	4.4	..	5.1	..	5.2	..	4.6	..	3.9	..	..	3.8
		69 Leq contour	1.7	..	1.2	..	1.3	..	1.4	..	1.4	..	1.2	..	..	1.2
	Population (000's) within:	57 Leq contour	33.7	..	23.7	..	26.2	..	26.8	..	22.2	..	18.7	..	..	17.5
		63 Leq contour	5.5	..	2.6	..	3.8	..	3.6	..	2.4	..	2.0	..	..	1.9
		69 Leq contour	0.1	..	-	..	-	..	-	..	-	..	-	..	..	0.0
Luton <sup>2</sup>	Air transport movements (000's)	55.5	56.0	55.0	58.4	64.2	75.4	78.8	83.3	85.7	75.1	68.6	72.1	72	71	
	Area (sq km) within:	57 Leq contour	17.6	10.6	10.9	12.2	12.8	13.5	14.9	15.4	16.6	14.9	13.1	12.8	14.7	13.8
		63 Leq contour	6.6	3.5	3.6	4.0	4.2	4.2	4.8	5.1	5.2	5.0	4.3	4.3	5.2	4.8
		69 Leq contour	2.4	1.2	1.2	1.3	1.3	1.3	1.5	1.6	1.5	1.5	1.3	1.3	1.4	1.3
	Population (000's) within:	57 Leq contour	8.1	2.3	2.4	3.2	3.8	2.6	3.0	4.4	5.3	5.7	4.6	5.2	7.3	7.1
		63 Leq contour	1.7	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.2	0.4	1.1
		69 Leq contour	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1. There were improvements made to the noise model for Heathrow in 2008; these are explained in more detail in the noise contour report on the DfT website. An updated version of the Integrated Noise Model (INM) was used to estimate noise contours for Luton airport in 2008 and this was further updated for 2009 and 2012. As a result, any year on year comparison for Heathrow and Luton for 2007 onwards should be treated with caution.

The figures in this table are outside the scope of National Statistics  
Sources - Noise contour data: Major UK airports  
Air transport movements: Civil Aviation Authority

Last updated: December 2014  
Next update: December 2015  
Telephone: 020 7944 4276



# Freight Statistics



Department for Transport Statistics

Freight

Table TSGB0401

Domestic freight transport: by mode: 1953-2013

For greater detail for the years 2000-2013 see Table TSGB0403

Year <sup>1</sup>	Goods moved (billion tonne kilometres)					Goods lifted (million tonnes)				
	Road <sup>2,4</sup>	Rail <sup>3</sup>	Water	Pipeline	All modes	Road <sup>2,4</sup>	Rail <sup>3</sup>	Water	Pipeline	All modes
1953	32	37	20	-	89	889	294	52	2	1,237
1954	35	36	20	-	91	940	288	52	2	1,282
1955	38	35	20	-	93	1,013	279	50	2	1,344
1956	38	35	22	-	95	1,009	281	55	2	1,347
1957	37	34	21	-	92	985	279	55	2	1,321
1958	41	30	21	-	92	1,078	247	53	2	1,380
1959	46	29	21	-	96	1,164	238	53	3	1,458
1960	49	30	20	-	99	1,211	252	54	4	1,521
1961	53	29	22	1	105	1,260	242	56	6	1,564
1962	55	26	24	1	106	1,268	232	58	7	1,565
1963	57	25	25	1	108	1,407	239	60	15	1,721
1964	66	26	25	1	118	1,560	243	61	18	1,882
1965	69	25	25	1	120	1,590	232	62	26	1,910
1966	73	24	26	2	125	1,641	217	61	31	1,950
1967	75	21	25	2	123	1,651	204	57	32	1,944
1968	79	23	25	2	129	1,707	211	59	32	2,009
1969	83	23	24	3	133	1,658	211	59	36	1,964
1970	85	25	23	3	136	1,610	209	57	39	1,915
1971	86	22	22	4	134	1,582	198	52	49	1,881
1972	88	21	29	4	142	1,629	177	117	45	1,968
1973	90	23	31	5	149	1,660	196	122	50	2,028
1974	90	22	31	5	148	1,537	176	117	50	1,880
1975	92	21	28	6	147	1,511	175	108	52	1,846
1976	96	21	30	6	153	1,515	176	113	53	1,857
1977	98	20	41	9	168	1,429	171	122	75	1,797
1978	100	20	48	10	178	1,503	171	133	83	1,890
1979	103	20	56	10	189	1,499	169	140	85	1,893
1980	93	18	54	10	175	1,395	154	137	83	1,769
1981	94	18	53	9	174	1,299	154	129	75	1,657
1982	95	16	59	10	179	1,389	146	137	78	1,750
1983	96	17	60	10	183	1,358	139	143	82	1,722
1984	100	13	60	10	183	1,400	65	140	88	1,693
1985	103	15	58	11	187	1,452	140	142	89	1,823
1986	105	17	55	10	187	1,473	138	144	79	1,834
1987	113	17	54	11	195	1,542	144	142	83	1,911
1988	130	18	59	11	219	1,758	150	156	99	2,163
1989	138	17	58	10	222	1,812	143	155	93	2,203
1990	136	16	56	11	219	1,749	138	152	121	2,160
1991	130	15	58	11	214	1,600	136	144	105	1,985
1992	127	16	55	11	209	1,555	122	140	106	1,923
1993	135	14	51	12	211	1,615	103	134	125	1,977
1994	144	13	52	12	221	1,689	97	140	161	2,087
1995	150	13	53	11	227	1,701	101	143	168	2,113
1996	154	15	55	12	236	1,730	102	142	157	2,131
1997	157	17	48	11	234	1,740	105	142	148	2,135
1998	160	17	57	12	246	1,727	102	149	153	2,131
1999	158	18	59	12	246	1,664	96	144	155	2,059
2000	159	18	67	11	256	1,693	96	137	150	2,077
2001	159	19	59	12	248	1,682	94	131	150	2,058
2002	159	19	67	11	256	1,734	87	139	146	2,106
2003	162	19	61	10	252	1,753	89	133	141	2,116
2004	163	20	59	11	253	1,863	101	127	158	2,249
2005	163	22	61	11	257	1,868	105	133	168	2,275
2006	163	22	52	10	248	1,901	108	126	159	2,294
2007	169	21	51	10	251	1,953	102	126	146	2,328
2008	157	21	50	10	238	1,800	103	123	147	2,173
2009	137	19	49	10	215	1,488	87	110	148	1,833
2010	151	19	42	10	222	1,621	90	106	149	1,966
2011	..	21	43	10	..	..	102	104	151	..
2012	..	21	35	..	..	..	113	96	..	..
2013	..	23	29	..	..	..	117	91	..	..

<sup>1</sup> Discontinuities in the series (denoted by lines) are described in detail in the Notes and Definitions.

<sup>2</sup> Statistics for all goods vehicles, including those under 3.5 tonnes gross vehicle weight.

<sup>3</sup> Figures for rail are for financial years (e.g. 2013 will be 2013/14).

<sup>4</sup> Road freight figures are not available.

Notes and definitions

Sources: Road and water - DfT

Rail - ORR

Pipeline - DECC

Last updated: 11 December 2014

Next update: December 2015

Rail: 020 7944 2419

Road: 020 7944 4261

Water: 020 7944 2168

Pipeline: 020 7215 2718

Department for Transport Statistics  
[Freight](#)

**Table TSGB0402**  
**Domestic freight moved: by commodity: 2013<sup>1</sup>**

Commodity group (NST <sup>3</sup> Chapter)	Billion tonne kilometres/percentage							
	Road <sup>1,2</sup>		Rail <sup>1</sup>		Water		Pipeline <sup>1</sup>	
	tonne-kms	Percentage	tonne-kms	Percentage	tonne-kms	Percentage	tonne-kms	Percentage
Agricultural products and live animals	11.7	7.8	..	..	0.4	1.0	..	..
Foodstuffs and animal fodder	39.2	26.0	..	..	..	..	..	..
Solid mineral fuels	1.5	1.0	8.1	35.5	0.4	1.0	..	..
Petroleum products	6.0	4.0	1.3	5.6	16.1	56.0	10.1	100.0
Ores and metal waste	1.1	0.8	..	..	0.2	1.0	..	..
Metal products	4.9	3.3	1.8	7.8	0.1	0.0	..	..
Crude and manufactured minerals and building materials	19.5	12.9	3.6	15.7	..	..	..	..
Fertilisers	2.5	1.7	..	..	..	..	..	..
Chemicals	6.2	4.1	..	..	..	..	..	..
Machinery, transport equipment, manufactured articles and miscellaneous articles	57.9	38.5	..	..	..	..	..	..
Not categorised <sup>4</sup>	..	..	8.0	35.4	11.3	40.0	-	-
<b>All commodities</b>	<b>150.5</b>	<b>100.0</b>	<b>22.7</b>	<b>100.0</b>	<b>28.5</b>	<b>100.0</b>	<b>10.1</b>	<b>100.0</b>

1. Figures for roads are for 2010, pipelines for 2011, rail for the financial year 2013/14.

2. British-registered goods vehicles, including those 3.5 tonnes gross vehicle weight or less.

3. Standard EC classification for transport. See Notes and definitions.

4. The rail categories provided by ORR and the water categories provided by DfT Port Freight Statistics do not all match the NST categories. Unmatched categories are recorded as "Not categorised".

Telephone:

Rail: 020 7944 2419

Road: 020 7944 4261

Water: 020 7944 2168

Pipeline: 020 7215 2718

[Notes and definitions](#)

Sources: Road and water - DfT; Rail - ORR; Pipeline - DECC

Last updated: December 2014

Next update: December 2015

Department for Transport statistics

Freight

Table TSGB0403

Domestic freight transport<sup>1</sup>: by mode: 2000-2013

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 <sup>2</sup>	2012 <sup>2</sup>	2013 <sup>2</sup>
<b>(a) Goods moved</b> <span style="float: right;">Billion tonne kilometres/percentage</span>														
<b>Petroleum products</b>														
Road <sup>3</sup>	6.4	5.8	5.2	5.5	5.7	5.5	5.5	5.0	6.2	4.5	6.0	..	..	..
Rail <sup>4</sup>	1.4	1.2	1.2	1.2	1.2	1.2	1.5	1.6	1.5	1.4	1.3	1.2	1.2	1.3
Water	52.7	43.5	51.7	46.9	46.9	47.2	37.8	36.4	36.4	36.4	28.3	29.6	22.1	16.1
ow: coastwise	26.0	23.1	24.2	23.3	26.6	30.3	22.8	25.1	26.5	27.1	20.6	22.6	15.6	11.6
Pipeline	11.4	11.5	10.9	10.5	10.7	10.8	10.4	10.2	10.2	10.2	10.3	10.1	..	..
<b>All modes</b>	<b>71.9</b>	<b>62.0</b>	<b>69.0</b>	<b>64.1</b>	<b>64.5</b>	<b>64.7</b>	<b>55.2</b>	<b>53.2</b>	<b>54.3</b>	<b>52.5</b>	<b>45.9</b>	..	..	..
<b>Coal and coke</b>														
Road <sup>3</sup>	1.5	2.1	1.5	1.5	1.2	1.5	1.3	1.5	1.0	0.9	1.4	..	..	..
Rail <sup>4</sup>	4.8	6.2	5.7	5.8	6.7	8.3	8.6	7.7	7.9	6.2	5.5	6.4	7.5	8.1
Water	0.2	0.5	0.3	0.5	0.3	0.4	0.5	0.5	0.5	0.3	1.0	0.4	0.3	0.4
<b>All modes</b>	<b>6.5</b>	<b>8.8</b>	<b>7.5</b>	<b>7.9</b>	<b>8.2</b>	<b>10.2</b>	<b>10.4</b>	<b>9.7</b>	<b>9.4</b>	<b>7.5</b>	<b>7.9</b>	..	..	..
<b>Other freight</b>														
Road <sup>3</sup>	151.5	150.6	152.7	154.7	155.6	156.4	156.6	162.3	150.2	131.3	143.1	..	..	..
Rail <sup>4</sup>	11.9	12.0	11.7	11.9	12.5	12.2	11.8	11.9	11.2	11.4	12.5	13.4	14.0	14.6
Water	14.6	14.8	15.2	13.5	12.2	13.3	13.5	13.9	12.7	11.9	12.6	13.1	12.6	12.0
<b>All modes</b>	<b>178.1</b>	<b>177.4</b>	<b>179.6</b>	<b>180.0</b>	<b>180.3</b>	<b>181.9</b>	<b>182.0</b>	<b>188.1</b>	<b>174.1</b>	<b>154.6</b>	<b>168.2</b>	..	..	..
<b>All traffic</b>														
Road <sup>3</sup>	159.4	158.5	159.4	161.7	162.5	163.4	163.4	168.8	157.4	136.8	150.5	..	..	..
Rail <sup>4</sup>	18.1	19.4	18.5	18.9	20.3	21.7	21.9	21.2	20.6	19.1	19.2	21.1	21.5	22.7
Water	67.4	58.8	67.2	60.9	59.4	60.9	51.8	50.8	49.7	48.6	41.9	43.0	35.0	28.5
Pipeline	11.4	11.5	10.9	10.5	10.7	10.8	10.4	10.2	10.2	10.2	10.3	10.1	..	..
<b>All modes</b>	<b>256.3</b>	<b>248.2</b>	<b>256.0</b>	<b>252.0</b>	<b>253.0</b>	<b>256.8</b>	<b>247.6</b>	<b>251.0</b>	<b>237.8</b>	<b>214.6</b>	<b>221.9</b>	..	..	..
<b>Percentage of all traffic</b>														
Road <sup>3</sup>	62	64	62	64	64	64	66	67	66	64	68	..	..	..
Rail <sup>4</sup>	7	8	7	7	8	8	9	8	9	9	9	..	..	..
Water	26	24	26	24	24	24	21	20	21	23	19	..	..	..
Pipeline	4	5	4	4	4	4	4	4	4	5	5	..	..	..
<b>All modes</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	..	..	..
<b>(b) Goods lifted</b> <span style="float: right;">Million tonnes/percentage</span>														
<b>Petroleum products</b>														
Road <sup>3</sup>	75	74	59	64	67	70	66	69	76	57	67	..	..	..
Rail <sup>4</sup>	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Water	72	60	67	64	63	66	57	56	58	55	46	46	41	35
ow: coastwise	40	34	36	35	38	42	34	35	36	35	28	28	23	19
Pipeline	151	151	146	141	158	168	159	146	147	148	149	151	..	..
<b>All modes</b>	<b>298</b>	<b>285</b>	<b>272</b>	<b>269</b>	<b>288</b>	<b>304</b>	<b>282</b>	<b>272</b>	<b>281</b>	<b>259</b>	<b>263</b>	..	..	..
<b>Coal and coke</b>														
Road <sup>3</sup>	22	21	17	22	14	21	16	23	14	10	11	..	..	..
Rail <sup>4</sup>	35	39	34	35	44	48	49	43	47	38	39	44	52	52
Water	3	3	2	2	1	2	2	2	2	1	2	1	1	1
<b>All modes</b>	<b>60</b>	<b>63</b>	<b>53</b>	<b>59</b>	<b>59</b>	<b>71</b>	<b>68</b>	<b>68</b>	<b>63</b>	<b>49</b>	<b>52</b>	..	..	..
<b>Other freight</b>														
Road <sup>3</sup>	1,596	1,587	1,658	1,667	1,782	1,777	1,819	1,861	1,709	1,422	1,543	..	..	..
Rail <sup>4</sup>	60	54	53	54	57	58	59	59	56	49	51	57	61	65
Water <sup>3</sup>	62	68	70	67	63	65	66	68	63	54	57	57	54	55
<b>All modes</b>	<b>1,718</b>	<b>1,709</b>	<b>1,781</b>	<b>1,788</b>	<b>1,902</b>	<b>1,900</b>	<b>1,945</b>	<b>1,988</b>	<b>1,828</b>	<b>1,525</b>	<b>1,651</b>	..	..	..
<b>All traffic</b>														
Road <sup>3</sup>	1,693	1,682	1,734	1,753	1,863	1,868	1,901	1,953	1,800	1,488	1,621	..	..	..
Rail <sup>4</sup>	96	94	87	89	101	105	108	102	103	87	90	102	113	117
Water	137	131	139	133	127	133	126	126	123	110	106	104	96	91
Pipeline	151	151	146	141	158	168	159	146	147	148	149	151	..	..
<b>All modes</b>	<b>2,077</b>	<b>2,058</b>	<b>2,106</b>	<b>2,116</b>	<b>2,249</b>	<b>2,275</b>	<b>2,294</b>	<b>2,328</b>	<b>2,173</b>	<b>1,833</b>	<b>1,966</b>	..	..	..
<b>Percentage of all traffic</b>														
Road <sup>3</sup>	82	82	82	83	83	82	83	84	83	81	82	..	..	..
Rail <sup>4</sup>	5	5	4	4	4	5	5	4	5	5	5	..	..	..
Water	7	6	7	6	6	6	6	5	6	6	5	..	..	..
Pipeline	7	7	7	7	7	7	7	6	7	8	8	..	..	..
<b>All modes</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	..	..	..

1. Discontinuities in the series (denoted by lines) are described in detail in the Notes and Definitions.

2. Road freight data are not currently available.

3. Statistics for all goods vehicles, including those 3.5 tonnes gross vehicle weight or less.

4. Figures for rail are for financial years (e.g. 2013 will be 2013/14).

[Notes and definitions](#)

Sources: Road and water - DfT; Rail - ORR; Pipeline - DECC

Last updated: December 2014

Next update: December 2015

Telephone:

Rail: 020 7944 2419

Road: 020 7944 3180

Pipeline: 020 7215 2718

Table RFS0106 (TSGB0404)

Goods lifted<sup>1</sup> by type and weight of vehicle: annual 2004-2010, quarterly 2004-2011; by GB HGVs in UK

Year	Million tonnes								
	Rigids					Articulated vehicles			
	Over 3.5t to 7.5t	Over 7.5t to 17t	Over 17t to 25t	Over 25t	All Rigids	Over 3.5t to 33t	Over 33t	All artics	All vehicles
1990	84	279	258	325	947	192	506	698	1,645
1991	75	256	236	289	857	165	484	648	1,505
1992	79	236	219	282	817	142	505	646	1,463
1993	76	246	211	307	840	144	540	683	1,523
1994	81	236	202	332	852	142	604	746	1,597
1995	77	221	162	373	833	139	637	776	1,609
1996	84	222	133	371	811	138	679	817	1,628
1997	76	218	120	380	793	124	726	850	1,643
1998	77	191	106	401	776	125	729	854	1,630
1999	81	173	86	408	748	113	706	819	1,567
2000	77	152	87	424	741	107	746	852	1,593
2001	80	123	86	443	733	97	751	848	1,581
2002	77	111	90	491	768	81	778	859	1,627
2003	70	89	100	506	765	69	809	878	1,643
2004	77	87	108	540	812	59	873	932	1,744
2005	70	70	110	562	812	51	883	934	1,746
2006	64	64	118	585	831	49	896	945	1,776
2007	54	52	127	614	848	49	926	975	1,822
2008	56	44	118	513	731	44	892	937	1,668
2009	56	37	102	377	572	38	746	785	1,356
2010	54	37	103	414	607	33	848	881	1,489
2011	.	.	.	.	.	.	.	.	.
<i>Percentage change between</i>									
1990 - 2010	-36	-87	-60	27	-36	-83	68	26	-10
2000 - 2010	-30	-76	18	-2	-18	-69	14	3	-7
2009 - 2010	-3	0	1	10	6	-13	14	12	10
2004 Q1	18	22	29	135	204	16	206	222	426
2004 Q2	22	23	29	130	204	15	236	251	455
2004 Q3	18	25	28	137	207	14	213	227	434
2004 Q4	19	18	22	138	197	14	218	232	429
2005 Q1	17	18	25	126	186	13	213	226	412
2005 Q2	22	19	31	154	226	13	222	235	461
2005 Q3	16	18	25	149	207	13	222	235	442
2005 Q4	15	15	29	133	192	13	225	238	431
2006 Q1	16	16	27	139	198	12	221	232	431
2006 Q2	16	16	27	146	205	12	214	226	431
2006 Q3	17	18	30	159	223	13	236	249	472
2006 Q4	16	14	33	141	204	12	226	238	442
2007 Q1	15	15	31	135	197	11	223	234	430
2007 Q2	14	13	33	150	210	13	233	246	456
2007 Q3	13	10	35	169	226	12	229	241	467
2007 Q4	13	13	28	160	215	13	241	254	469
2008 Q1	15	12	30	147	204	13	231	244	448
2008 Q2	13	11	31	132	187	10	216	226	413
2008 Q3	14	11	30	122	176	12	227	239	415
2008 Q4	14	9	27	113	163	10	218	228	391
2009 Q1	14	10	24	97	145	9	186	195	340
2009 Q2	14	11	25	92	142	9	183	192	334
2009 Q3	16	9	27	97	149	10	197	207	356
2009 Q4	12	7	25	91	136	9	181	190	326
2010 Q1	13	8	26	97	144	8	203	211	355
2010 Q2	14	10	28	109	161	8	216	224	386
2010 Q3	14	9	29	106	158	8	226	234	393
2010 Q4	13	9	20	102	144	9	203	211	355
2011 Q1 p	14	14	24	130	181	9	218	227	408
<i>Percentage change between</i>									
Q1 2010 - Q1 2011	9	63	-8	34	26	9	7	7	15

1. Weight of goods transported  
 p Provisional

Telephone: 020 7944 4261  
 Email: roadfreight.stats@dft.gsi.gov.uk

Source: Continuing Survey of Road Goods Transport, DfT  
 Last updated: November 2012  
 Next update: November 2013  
 The figures in this table are National Statistics

Table RFS0107 (TSGB0405)

Goods moved<sup>1</sup> by type and weight of vehicle: annual 1990-2010 and quarterly 2004-2011, by GB HGVs in the UK

Year	Rigid vehicles					Articulated vehicles				All vehicles
	Over 3.5t to 7.5t	Over 7.5t to 17t	Over 17t to 25t	Over 25t	All Rigid	Over 3.5t to 33t	Over 33t	All artics		
	Billion tonne kilometres					Billion tonne kilometres				
1990	5	16	7	12	41	22	68	90	131	
1991	5	16	7	11	39	19	68	86	125	
1992	4	15	7	11	36	17	68	85	121	
1993	4	15	7	11	37	17	76	92	129	
1994	5	15	6	12	38	17	83	99	138	
1995	4	14	6	13	38	16	90	106	144	
1996	5	15	5	14	38	16	93	109	147	
1997	5	14	5	14	38	14	97	111	150	
1998	5	13	4	15	37	14	101	115	152	
1999	5	13	4	15	37	14	98	112	149	
2000	5	11	5	15	36	14	100	114	150	
2001	5	9	6	16	34	13	102	115	149	
2002	5	7	6	17	36	10	104	114	150	
2003	4	6	7	18	35	9	108	116	152	
2004	4	5	7	19	36	7	109	116	152	
2005	4	4	8	21	37	6	110	116	153	
2006	4	3	8	20	36	6	111	117	152	
2007	3	3	9	22	37	6	115	120	157	
2008	3	2	8	20	33	5	108	113	146	
2009	3	2	7	17	30	5	91	96	125	
2010	3	2	7	18	31	4	104	108	139	
2011	.	.	.	.	.	.	.	.	.	
<i>Percentage change between</i>										
1990 - 2010	-38	-86	2	53	-24	-82	53	20	6	
2000 - 2010	-39	-78	48	19	-14	-72	4	-6	-8	
2009 - 2010	-1	4	-2	9	5	-14	14	13	11	
2004 Q1	1	1	2	4	9	2	27	29	38	
2004 Q2	1	1	2	5	9	2	28	30	39	
2004 Q3	1	1	2	5	10	2	27	28	38	
2004 Q4	1	1	2	5	9	2	27	29	38	
2005 Q1	1	1	2	5	9	2	27	28	37	
2005 Q2	1	1	2	6	10	2	28	30	40	
2005 Q3	1	1	2	6	9	1	28	30	39	
2005 Q4	1	1	2	5	8	1	27	28	37	
2006 Q1	1	1	2	5	9	1	27	28	37	
2006 Q2	1	1	2	5	9	2	27	29	38	
2006 Q3	1	1	2	5	9	2	28	30	39	
2006 Q4	1	1	3	5	9	2	28	29	39	
2007 Q1	1	1	3	6	10	1	27	29	38	
2007 Q2	1	1	2	5	9	1	29	31	40	
2007 Q3	1	1	2	6	9	1	28	30	39	
2007 Q4	1	1	2	5	9	1	30	31	40	
2008 Q1	1	1	2	5	9	1	28	30	38	
2008 Q2	1	1	2	5	9	1	28	29	37	
2008 Q3	1	0	2	5	8	1	26	28	36	
2008 Q4	1	0	2	4	7	1	26	27	34	
2009 Q1	1	1	2	4	7	1	23	24	31	
2009 Q2	1	1	2	5	8	1	23	24	32	
2009 Q3	1	1	2	4	8	1	23	25	32	
2009 Q4	1	0	2	4	7	1	22	23	30	
2010 Q1	1	1	2	5	8	1	26	27	35	
2010 Q2	1	1	2	5	8	1	25	26	34	
2010 Q3	1	1	2	4	8	1	28	29	37	
2010 Q4	1	1	2	5	8	1	25	26	33	
2011 Q1 p	1	1	1	6	9	1	26	27	36	
<i>Percentage change between</i>										
Q1 2010 - Q1 2011	10	27	-20	30	16	4	2	2	5	

1. Weight of goods multiplied by distance transported  
 p Provisional

Source: Continuing Survey of Road Goods Transport, DfT  
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Table RFS0108 (TSGB0407)

Goods lifted<sup>1</sup> and goods moved<sup>2</sup> by mode of working: annual 1990-2010 and quarterly 2004-2011, by GB HGVs in the UK

Year	Million tonnes					Billion tonne kilometres				
	Goods lifted <sup>1</sup>					Goods moved <sup>2</sup>				
	Mainly public haulage	% of total	Mainly own account	% of total	All modes	Mainly public haulage	% of total	Mainly own account	% of total	All modes
1990	978	59	667	41	1,645	95	73	36	28	131
1991	862	57	643	43	1,505	86	69	39	31	125
1992	843	58	620	42	1,463	86	71	35	29	121
1993	911	60	612	40	1,523	93	72	35	28	129
1994	980	61	618	39	1,597	101	73	37	27	138
1995	987	61	622	39	1,609	107	74	37	26	144
1996	1,011	62	618	38	1,628	109	74	38	26	147
1997	1,044	64	599	36	1,643	112	75	37	25	150
1998	1,041	64	589	36	1,630	114	75	38	25	152
1999	991	64	576	36	1,567	111	75	38	25	149
2000	1,038	65	556	35	1,593	113	75	37	25	150
2001	1,052	67	529	33	1,581	115	77	35	23	149
2002	1,019	63	608	37	1,627	111	74	39	26	150
2003	1,053	64	590	36	1,643	114	75	37	25	152
2004	1,101	63	643	37	1,744	111	73	41	27	152
2005	1,079	62	667	38	1,746	110	72	43	28	153
2006	1,104	62	671	38	1,776	110	72	43	28	152
2007	1,116	61	706	39	1,822	113	72	45	28	157
2008	948	57	720	43	1,668	99	68	47	32	146
2009	690	51	666	49	1,356	77	62	48	38	125
2010	800	54	689	46	1,489	89	64	50	36	139
2011	.	.	.	.	.	.	.	.	.	.
<i>Percentage change between</i>										
1990 - 2010	-18		3		-10	-6		39		6
2000 - 2010	-23		24		-7	-21		33		-8
2009 - 2010	16		3		10	15		5		11
2004 Q1	268	63	158	37	426	28	73	10	27	38
2004 Q2	291	64	163	36	455	28	74	10	26	39
2004 Q3	270	62	164	38	434	28	72	10	28	38
2004 Q4	272	63	157	37	429	27	72	10	28	38
2005 Q1	257	62	155	38	412	27	72	10	28	37
2005 Q2	284	62	177	38	461	28	71	11	29	40
2005 Q3	272	61	170	39	442	28	72	11	28	39
2005 Q4	267	62	164	38	431	26	72	10	28	37
2006 Q1	264	61	167	39	431	26	71	11	29	37
2006 Q2	271	63	160	37	431	28	74	10	26	38
2006 Q3	287	61	184	39	472	28	71	11	29	39
2006 Q4	282	64	160	36	442	28	72	11	28	39
2007 Q1	260	60	170	40	430	27	72	11	28	38
2007 Q2	285	62	172	38	456	29	73	11	27	40
2007 Q3	281	60	186	40	467	27	70	12	30	39
2007 Q4	290	62	179	38	469	29	72	11	28	40
2008 Q1	261	58	187	42	448	27	71	11	29	38
2008 Q2	248	60	165	40	413	26	71	11	29	37
2008 Q3	232	56	183	44	415	23	64	13	36	36
2008 Q4	207	53	185	47	391	22	65	12	35	34
2009 Q1	157	46	183	54	340	19	60	12	40	31
2009 Q2	181	54	153	46	334	20	63	12	37	32
2009 Q3	188	53	168	47	356	20	62	12	38	32
2009 Q4	163	50	163	50	326	19	62	11	38	30
2010 Q1	195	55	160	45	355	23	67	12	33	35
2010 Q2	199	52	187	48	386	21	62	13	38	34
2010 Q3	207	53	186	47	393	24	64	13	36	37
2010 Q4	199	56	157	44	355	21	62	13	38	33
2011 Q1 p	192	47	216	53	408	20	56	16	44	36
<i>Percentage change between</i>										
Q1 2010 - Q1 2011	-1	-	35	-	15	-11	-	38	-	5

1. Weight of goods transported  
2. Weight of goods multiplied by distance transported  
p Provisional

Source: Continuing Survey of Road Goods Transport, DfT  
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**Table RFS0202 (TSGB0411)**  
**International road haulage by UK-registered vehicles: goods lifted<sup>2</sup> by country of unloading, 2000-2010**

Country of unloading	Goods loaded in the UK <sup>1</sup>											Thousand tonnes loaded in the UK			
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010				
Austria	66	27	26	35	13	9	13	8	*	*	*	*	*	*	*
Belgium	926	827	686	747	753	771	760	856	903	754	975				
Denmark	34	25	18	13	9	*	*	*	*	*	*				
Finland	*	*	1	*	*	*	*	*	*	*	*				
France	1,979	1,952	2,066	1,916	1,618	1,683	1,723	1,748	1,440	1,281	1,566				
Germany	1,396	1,191	1,032	1,055	721	624	586	604	535	523	636				
Greece	50	55	61	63	24	27	*	*	*	*	*				
Ireland	132	266	259	203	500	668	648	696	829	747	657				
Italy	897	802	619	588	505	299	307	263	230	218	240				
Luxembourg	53	45	49	38	93	97	61	54	41	29	45				
Netherlands	629	536	576	657	628	520	515	494	683	511	515				
Portugal	61	29	26	23	27	17	14	*	*	13	20				
Spain	535	439	381	393	345	316	336	335	304	215	130				
Sweden	14	8	6	8	*	*	*	*	39	*	*				
<b>EU15 (excl UK)</b>	<b>6,772</b>	<b>6,202</b>	<b>5,805</b>	<b>5,739</b>	<b>5,241</b>	<b>5,038</b>	<b>5,011</b>	<b>5,112</b>	<b>5,029</b>	<b>4,322</b>	<b>4,805</b>				
Norway	*	2	4	*	*	*	*	*	*	*	*				
Switzerland	162	124	215	225	112	69	61	52	59	46	58				
Other Countries	129	134	78	70	116	62	139	87	57	69	74				
<b>Total</b>	<b>7,064</b>	<b>6,463</b>	<b>6,101</b>	<b>6,035</b>	<b>5,470</b>	<b>5,168</b>	<b>5,212</b>	<b>5,252</b>	<b>5,154</b>	<b>4,437</b>	<b>4,936</b>				

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

2. Weight of goods transported

An asterisk "\*" means the sample size was too small for a reliable estimate.

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Source: International Road Haulage Survey, DfT, and  
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**Table RFS0203 (TSGB0412)**  
**International road haulage by UK-registered vehicles: goods lifted<sup>2</sup> by country of loading, 2000-2010**

Country of loading	Thousand tonnes unloaded in the UK										
	Goods unloaded in the UK <sup>1</sup>										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Austria	35	18	17	24	*	28	*	*	*	*	*
Belgium	1,154	1,139	1,051	1,280	1,184	1,405	1,339	1,234	1,410	1,418	1,658
Denmark	22	34	20	15	*	*	*	*	*	*	*
Finland	*	*	1	*	*	*	*	*	*	*	*
France	2,233	2,458	2,498	2,348	1,990	2,125	2,026	2,336	2,181	1,613	1,929
Germany	1,461	1,267	1,193	1,118	877	655	682	582	524	488	509
Greece	13	9	24	6	*	*	*	*	*	*	*
Ireland	53	92	93	80	266	263	234	266	218	181	169
Italy	1,042	913	793	771	550	370	344	280	269	264	252
Luxembourg	57	38	52	37	108	117	52	47	39	36	71
Netherlands	809	789	773	789	777	718	784	626	792	848	801
Portugal	45	20	17	29	21	9	*	*	*	*	12
Spain	517	424	379	431	409	342	467	410	319	257	174
Sweden	14	6	3	4	*	*	*	*	*	*	*
<b>EU15 (excl UK)</b>	<b>7,455</b>	<b>7,208</b>	<b>6,914</b>	<b>6,933</b>	<b>6,201</b>	<b>6,048</b>	<b>5,962</b>	<b>5,819</b>	<b>5,764</b>	<b>5,122</b>	<b>5,591</b>
Norway	*	1	*	*	*	*	*	*	*	*	*
Switzerland	118	104	187	164	111	44	56	69	48	44	38
Other Countries	91	91	57	49	44	25	23	13	*	15	12
<b>Total</b>	<b>7,665</b>	<b>7,405</b>	<b>7,159</b>	<b>7,147</b>	<b>6,356</b>	<b>6,117</b>	<b>6,044</b>	<b>5,901</b>	<b>5,829</b>	<b>5,181</b>	<b>5,641</b>

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.  
2. Weight of goods transported

An asterisk \* means the sample size was too small for a reliable estimate.

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**Table RFS0204 (TSGB0413)**  
**International road haulage by UK-registered vehicles: goods moved<sup>2</sup> by country of unloading, 2000-2010**

Country of unloading	Goods loaded in the UK <sup>1</sup>										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Austria	109	43	45	52	23	13	21	13	*	*	*
Belgium	472	395	347	366	364	368	380	407	403	349	465
Denmark	38	28	22	14	12	*	*	*	*	*	*
Finland	*	*	3	*	*	*	*	*	*	*	*
France	1,537	1,466	1,559	1,394	1,124	1,105	1,114	1,192	988	832	1,037
Germany	1,318	1,130	967	1,007	644	554	529	546	479	457	526
Greece	159	182	204	194	78	86	*	*	*	*	*
Ireland	57	103	94	75	179	243	231	256	317	236	249
Italy	1,451	1,268	1,017	961	800	458	468	424	362	347	383
Luxembourg	33	28	32	22	55	57	36	32	26	18	26
Netherlands	385	298	301	351	320	257	286	283	394	287	270
Portugal	132	63	59	51	61	40	31	*	*	30	46
Spain	997	807	700	734	636	587	625	613	536	380	218
Sweden	18	10	7	9	*	*	*	*	50	*	*
<b>EU15 (excl UK)</b>	<b>6,707</b>	<b>5,820</b>	<b>5,356</b>	<b>5,230</b>	<b>4,307</b>	<b>3,772</b>	<b>3,818</b>	<b>3,859</b>	<b>3,597</b>	<b>2,971</b>	<b>3,249</b>
Norway	*	3	4	*	*	*	*	*	*	*	*
Switzerland	199	148	257	271	139	84	76	63	70	55	66
Other Countries	284	308	190	169	262	136	316	207	111	154	157
<b>Total</b>	<b>7,190</b>	<b>6,280</b>	<b>5,808</b>	<b>5,670</b>	<b>4,709</b>	<b>3,992</b>	<b>4,212</b>	<b>4,129</b>	<b>3,791</b>	<b>3,180</b>	<b>3,471</b>

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.  
2. Weight of goods multiplied by distance transported

An asterisk '\*' means the sample size was too small for a reliable estimate.

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**Table RFS0205 (TSGB0414)**  
**International road haulage by UK-registered vehicles: goods moved<sup>2</sup> by country of loading, 2000-2010**

Country of loading	Million tonne kilometres unloaded in the UK										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Austria	54	28	26	36	*	47	*	*	*	*	*
Belgium	565	535	515	625	565	685	657	606	649	674	809
Denmark	23	36	25	16	*	*	*	*	*	*	*
Finland	*	*	2	*	*	*	*	*	*	*	*
France	1,537	1,611	1,607	1,507	1,191	1,207	1,181	1,303	1,224	897	1,113
Germany	1,355	1,175	1,087	1,047	793	584	600	515	477	426	440
Greece	37	30	74	18	*	*	*	*	*	*	*
Ireland	22	35	31	34	84	72	63	94	73	72	63
Italy	1,651	1,445	1,285	1,237	864	565	525	436	431	409	380
Luxembourg	34	23	34	22	65	71	32	28	24	23	48
Netherlands	471	425	418	417	425	400	450	368	455	473	445
Portugal	89	41	35	63	43	17	*	*	*	*	24
Spain	930	747	677	775	778	619	889	747	542	460	293
Sweden	21	8	5	7	*	*	*	*	*	*	*
<b>EU15 (excl UK)</b>	<b>6,789</b>	<b>6,140</b>	<b>5,820</b>	<b>5,805</b>	<b>4,836</b>	<b>4,289</b>	<b>4,449</b>	<b>4,149</b>	<b>3,897</b>	<b>3,461</b>	<b>3,632</b>
Norway	*	2	1	*	*	*	*	*	*	*	*
Switzerland	133	123	207	198	134	49	67	81	58	52	43
Other Countries	207	210	134	124	92	64	47	30	*	31	25
<b>Total</b>	<b>7,129</b>	<b>6,476</b>	<b>6,161</b>	<b>6,127</b>	<b>5,062</b>	<b>4,401</b>	<b>4,568</b>	<b>4,260</b>	<b>3,974</b>	<b>3,545</b>	<b>3,703</b>

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.  
2. Weight of goods multiplied by distance transported

An asterisk \*\* means the sample size was too small for a reliable estimate.

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### Table RFS0206 (TSGB0415)

International road haulage by UK-registered vehicles: goods lifted<sup>1</sup> by commodity group, 2004-2010

	Inward to the UK										Thousand tonnes			
	2004	2005	2006	2007	2008	2009	2010	2004	2005	2006		2007	2008	2009
Agricultural products	234	226	244	160	257	191	213	580	625	612	493	599	631	439
Foodstuffs	879	745	909	985	942	997	1,175	1,566	1,632	1,619	1,759	1,976	1,974	2,055
Solid fuels	*	*	*	*	*	*	63	*	*	*	*	*	*	*
Petroleum products	*	*	*	*	*	*	89	49	*	*	23	47	39	57
Metal ore & waste	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Metal products	212	190	164	151	154	118	139	133	102	115	86	73	96	86
Building materials	122	81	84	85	70	50	59	126	90	82	139	209	135	120
Fertilisers	*	*	*	*	*	*	*	*	*	*	*	*	*	33
Chemicals	669	601	655	557	471	594	565	417	337	350	382	326	346	420
Miscellaneous	226	401	341	439	533	458	349	280	269	285	318	335	193	236
Machinery & engines	813	823	864	855	730	666	548	877	781	671	747	664	591	565
Leather & textiles	696	650	492	504	684	421	563	524	619	497	423	347	254	294
Groupage	1,574	1,389	1,417	1,435	1,239	869	1,152	1,745	1,559	1,722	1,482	1,187	859	1,299
<b>Total</b>	<b>5,470</b>	<b>5,168</b>	<b>5,212</b>	<b>5,252</b>	<b>5,154</b>	<b>4,437</b>	<b>4,936</b>	<b>6,356</b>	<b>6,117</b>	<b>6,044</b>	<b>5,901</b>	<b>5,829</b>	<b>5,181</b>	<b>5,641</b>

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

2. Weight of goods transported

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**Table RFS0207 (TSGB0416)**  
**International road haulage by UK-registered vehicles: goods moved<sup>2</sup> by commodity group, 2004-2010**

	Million tonne kilometres													
	Outward from the UK					Inward to the UK								
	2004	2005	2006	2007	2008	2009	2010	2004	2005	2006	2007	2008	2009	2010
Agricultural products	299	198	242	118	163	102	115	501	377	599	438	392	446	306
Foodstuffs	824	585	876	886	882	758	923	1,018	1,025	1,064	1,110	1,227	1,158	1,247
Solid fuels	*	*	*	*	*	*	28	*	*	*	*	*	*	*
Petroleum products	*	*	*	*	*	*	38	32	*	*	17	25	21	31
Metal ore & waste	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Metal products	209	151	120	134	128	96	93	124	75	96	49	45	84	67
Building materials	91	62	71	64	55	51	56	102	67	64	169	210	137	103
Fertilisers	*	*	*	*	*	*	*	*	*	*	*	*	*	18
Chemicals	612	533	537	435	363	414	446	305	237	253	252	236	220	270
Miscellaneous	164	218	179	233	265	198	205	381	321	368	292	233	151	169
Machinery & engines	706	694	719	715	590	534	432	707	624	530	579	496	444	431
Leather & textiles	543	463	395	433	407	310	386	480	490	335	330	236	192	221
Groupage	1,235	1,037	1,050	1,069	892	690	732	1,377	1,109	1,200	991	837	662	821
<b>Total</b>	<b>4,709</b>	<b>3,992</b>	<b>4,212</b>	<b>4,129</b>	<b>3,791</b>	<b>3,180</b>	<b>3,471</b>	<b>5,062</b>	<b>4,401</b>	<b>4,568</b>	<b>4,260</b>	<b>3,974</b>	<b>3,545</b>	<b>3,703</b>

1. Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

2. Weight of goods multiplied by distance transported

An asterisk (\*) means the sample size was too small for a reliable estimate.

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Source: International Road Haulage Survey and  
 Continuing Survey of Road Goods Transport Northern Ireland, DfT  
 Last updated: October 2011  
 The figures in this table are National Statistics

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Table RFS0208 (TSGB0417)

Goods lifted<sup>1</sup> from the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Thousand tonnes loaded in the UK									
	Goods loaded in UK but unloaded elsewhere <sup>2</sup>									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>EU-27</b>										
Belgium	992	936	818	735	676	632	444	371	335	235
Bulgaria	..	..	..	..	6	34	19	112	29	127
Czech Republic	459	299	399	568	560	609	525	527	567	611
Denmark	84	51	87	78	80	46	72	46	16	12
Germany	1,084	1,232	1,350	1,359	1,370	1,669	1,197	1,065	996	907
Estonia	..	14	..	12	31	34	51	79	85	104
Ireland	4,431	5,186	4,971	4,193	4,486	3,485	3,724	2,762	2,205	2,286
Greece	..	49	57	66	60	32	12	33	15	9
Spain	716	754	906	968	972	880	716	614	638	584
France	1,883	1,922	2,110	1,847	2,143	2,308	1,920	1,092	967	766
Italy	335	464	626	450	473	413	163	136	240	58
Cyprus	1	0	0	1	1	1	0	0	0	0
Latvia	8	15	17	9	20	38	83	53	34	54
Lithuania	..	78	114	267	396	489	425	336	469	568
Luxembourg	57	120	105	94	107	73	96	55	80	69
Hungary	92	119	198	287	496	736	859	819	593	629
Netherlands	1,293	1,007	1,973	1,816	1,542	1,303	1,371	1,137	1,211	1,066
Austria	365	456	479	438	356	260	194	61	56	52
Poland	..	..	674	1,041	1,676	2,170	2,610	2,715	3,251	2,904
Portugal	82	109	241	345	208	254	112	88	128	123
Romania	..	..	..	..	73	259	317	142	183	241
Slovenia	86	66	61	118	123	159	230	190	197	221
Slovakia	..	42	139	170	364	416	480	493	413	367
Finland	..	5	..	4	1	..	..	1	2	..
Sweden	17	24	17	10	6	6	6	7	12	10
<b>Non-EU</b>										
Norway	1	..	..	..	2	4	0	..	4	..
Switzerland	..	..	..	..	..	..	69	39	51	22
Croatia	..	..	..	..	..	..	15	6	8	6

1. Weight of goods transported

2. Note that these are not cabotage journeys because goods were unloaded in another country not the UK

Note: some data may have been revised by Member States since the Road Freight Statistics (2010) publication

.. Indicates the data were not available

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Source: Eurostat

Last updated: November 2012

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Table RFS0209 (TSGB0418)

Goods lifted<sup>1</sup> to the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Thousand tonnes unloaded in the UK									
	Goods unloaded in UK but loaded elsewhere <sup>2</sup>									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>EU-27</b>										
Belgium	1,809	1,634	1,588	1,341	1,270	1,292	973	755	790	592
Bulgaria	..	..	..	..	46	27	100	263	105	209
Czech Republic	613	681	635	678	794	819	799	720	768	831
Denmark	157	113	189	167	168	106	103	65	20	16
Germany	1,716	2,136	2,172	2,368	2,224	2,531	2,381	1,841	1,619	1,585
Estonia	..	13	..	31	43	47	88	73	106	112
Ireland	2,852	4,398	4,069	3,490	3,486	4,058	3,644	2,652	2,614	2,805
Greece	..	70	71	76	200	113	63	79	26	23
Spain	1,883	1,627	1,978	2,056	2,384	2,264	2,160	1,568	1,467	1,421
France	3,603	3,244	3,652	3,285	3,414	3,404	3,213	1,634	1,427	1,443
Italy	995	1,000	1,393	1,394	765	663	580	398	589	201
Cyprus	2	1	1	1	2	1	1	1	1	0
Latvia	6	14	21	26	50	46	98	66	78	78
Lithuania	..	92	135	299	481	515	482	411	527	663
Luxembourg	151	229	214	219	198	153	160	122	114	132
Hungary	158	187	259	428	549	876	948	918	650	699
Netherlands	2,390	1,897	3,267	3,198	2,943	2,856	2,715	2,143	2,222	1,948
Austria	432	536	614	550	465	420	280	126	132	94
Poland	..	..	983	1,427	2,365	2,628	3,258	3,592	4,329	3,600
Portugal	196	249	333	420	330	382	314	238	217	214
Romania	..	..	..	..	197	463	520	208	303	313
Slovenia	87	90	132	228	234	360	362	353	292	311
Slovakia	..	73	186	221	368	563	545	566	406	549
Finland	8	9	6	2	8	4	30	2	1	..
Sweden	21	39	15	12	9	2	2	8	1	20
<b>Non-EU</b>										
Norway	3	14	2	..	15	7	0	15	6	0
Switzerland	..	..	..	..	..	..	87	45	129	59
Croatia	..	..	..	..	..	..	45	35	76	44

1. Weight of goods transported

2. Note that these are not cabotage journeys because goods were loaded in another country not the UK

Note: some data may have been revised by Member States since the Road Freight Statistics (2010) publication

.. Indicates the data were not available

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Table RFS0210 (TSGB0419)

Goods moved<sup>1</sup> from the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Million tonne kilometres loaded in the UK <sup>2</sup>									
	Goods loaded in UK but unloaded elsewhere <sup>3</sup>									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>EU-27</b>										
Belgium	561	465	441	397	352	324	234	196	159	124
Bulgaria	..	..	..	..	21	53	26	239	65	207
Czech Republic	885	547	678	831	731	740	685	630	684	820
Denmark	99	68	103	99	107	53	93	54	17	9
Germany	1,021	1,152	1,332	1,210	1,279	1,426	983	879	797	767
Estonia	..	12	..	11	30	41	69	99	90	105
Ireland	735	811	816	855	859	872	864	721	604	639
Greece	..	107	124	136	123	50	28	73	32	21
Spain	1,233	1,299	1,623	1,748	1,563	1,491	1,262	1,040	1,047	930
France	1,157	1,096	1,180	1,083	1,296	1,328	1,015	535	438	387
Italy	542	764	932	689	735	715	232	96	315	95
Cyprus	3	1	1	2	3	2	0	1	1	1
Latvia	21	18	19	9	22	99	100	53	49	47
Lithuania	..	177	218	373	527	650	551	415	651	668
Luxembourg	51	93	86	76	77	61	80	43	65	57
Hungary	185	240	360	457	705	983	1,070	996	764	707
Netherlands	966	769	1,577	1,398	1,317	1,068	1,159	917	862	683
Austria	478	608	609	518	350	256	204	57	56	66
Poland	..	..	1,116	1,506	2,205	2,896	3,330	3,129	4,032	3,465
Portugal	190	242	513	715	414	538	221	184	265	278
Romania	..	..	..	..	210	797	1,017	287	338	409
Slovenia	161	112	115	199	213	287	329	306	265	274
Slovakia	..	95	265	317	615	624	777	649	573	597
Finland	..	5	..	12	3	..	..	1	4	..
Sweden	28	28	21	17	3	9	5	7	8	13
<b>Non-EU</b>										
Norway	2	..	..	..	2	6	0	..	2	..
Switzerland	..	..	..	..	..	..	76	32	46	25
Croatia	..	..	..	..	..	..	28	11	14	9

1. Weight of goods multiplied by distance transported

2. Tonne kilometres includes the international leg of the trip - not just the part of the journey on UK soil

3. Note that these are not cabotage journeys because goods were unloaded in another country not the UK

.. Indicates data were not available

Note: some data may have been revised by Member States since the Road Freight Statistics (2010) publication

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Last updated: November 2012



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Table RFS0211 (TSGB0420)

Goods moved<sup>1</sup> to the UK by foreign-registered HGVs, by vehicle registration country: 2002-2011

Country of vehicle registration	Million tonne kilometres unloaded in the UK <sup>2</sup>									
	Goods unloaded in UK but loaded elsewhere <sup>3</sup>									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>EU-27</b>										
Belgium	972	850	900	761	697	694	528	397	409	298
Bulgaria	..	..	..	..	100	57	117	536	193	399
Czech Republic	1,131	1,182	1,099	1,078	1,216	1,201	1,125	988	993	1,105
Denmark	189	133	242	234	197	125	115	78	28	13
Germany	1,643	2,015	2,118	2,278	2,262	2,277	2,157	1,672	1,441	1,389
Estonia	..	41	..	45	48	74	111	96	129	113
Ireland	814	955	944	934	930	1,073	1,081	931	764	791
Greece	..	117	156	152	403	158	136	150	56	51
Spain	3,691	2,999	3,797	4,127	4,594	4,448	4,256	3,092	2,714	2,629
France	2,397	1,978	2,251	1,985	1,984	2,024	1,806	959	791	704
Italy	1,725	1,702	2,430	2,340	1,229	1,063	904	619	925	342
Cyprus	5	4	3	4	5	3	2	2	3	1
Latvia	11	15	29	36	61	45	124	93	113	103
Lithuania	..	176	195	413	660	676	602	493	677	763
Luxembourg	128	173	176	178	147	115	134	94	94	94
Hungary	319	394	493	738	927	1,316	1,423	1,305	904	994
Netherlands	1,777	1,416	2,525	2,308	2,266	2,101	2,046	1,573	1,538	1,273
Austria	600	745	845	728	596	515	338	155	156	116
Poland	..	..	1,599	2,047	3,162	3,682	4,167	4,577	5,605	4,721
Portugal	445	554	685	870	678	819	580	464	441	486
Romania	..	..	..	..	556	1,179	1,343	468	619	547
Slovenia	162	161	254	423	437	670	649	582	520	538
Slovakia	..	161	339	377	598	917	908	820	598	878
Finland	14	13	10	4	5	8	29	4	3	..
Sweden	23	39	15	22	9	3	3	6	1	23
<b>Non-EU</b>										
Norway	3	8	1	..	14	7	0	30	12	0
Switzerland	..	..	..	..	..	..	83	55	116	49
Croatia	..	..	..	..	..	..	99	70	142	86

1. Weight of goods multiplied by distance transported

2. Tonne kilometres includes the international leg of the trip - not just the part of the journey on UK soil

3. Note that these are not cabotage journeys because goods were loaded in another country not the UK

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Table RFS0212 (TSGB0421)

Cabotage<sup>1</sup> within the UK by country of registration of vehicle: 2004-2011<sup>2</sup>

Million tonne kilometres								
Country of vehicle registration	2004	2005	2006	2007	2008	2009	2010	2011
Belgium	252	241	252	166	117	114	70	23
Czech Republic	..	..	..	..	..	..	10	..
Denmark	..	..	6	..	..	6	4	..
Germany	128	146	173	179	203	127	136	99
Estonia	..	..	..	..	..	..	..	..
Ireland	465	442	378	374	544	289	312	298
Spain	..	..	..	..	..	..	..	..
France	198	152	195	331	231	164	129	113
Italy	..	32	..	..	24	..	..	..
Lithuania	..	..	8	10	21	..	6	8
Luxembourg	17	19	16	8	5	4	7	9
Hungary	..	..	..	..	9	9	9	23
Netherlands	688	756	563	309	388	353	282	240
Austria	9	5	10	..	..	..	..	..
Poland	52	36	117	109	117	124	212	173
<b>Total</b>	<b>1,855</b>	<b>1,875</b>	<b>1,760</b>	<b>1,539</b>	<b>1,712</b>	<b>1,231</b>	<b>1,272</b>	<b>1,054</b>
<b>Domestic freight activity by UK vehicles</b>	<b>155,826</b>	<b>156,115</b>	<b>156,370</b>	<b>161,445</b>	<b>149,809</b>	<b>129,082</b>	<b>141,974</b>	<b>..</b>
<i>Cabotage penetration rate (%)</i> <sup>3</sup>	1.2	1.2	1.1	0.9	1.1	0.9	0.9	0.7

1. Cabotage is the national carriage of goods for hire or reward carried out by non-resident hauliers on a temporary basis in a host Member State

2. EU-27 countries where data were unavailable for all years have been excluded from this table

3. The cabotage penetration rate is defined as cabotage (in tonne kilometres) as a proportion of the sum of domestic and cabotage tonne kilometre

No UK domestic freight figures are available for the whole of 2011, so the 2010 figure has been used to calculate the penetration rate for 2011.

.. Indicates data are not available

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Source: Eurostat

Last updated: November 2012

The UK figures in this table are National Statistics

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**Table RAI0401 (TSGB0422)**  
**National Railways freight moved by commodity, annual from 1996/97**

	Billion net tonne-kilometres								
	Coal	Metals	Construction	Oil and petroleum	International	Domestic intermodal	Other	Total <sup>1,2</sup>	Infrastructure <sup>3</sup>
1996/97 <sup>4</sup>	3.9	..	..	..	..	..	11.2	15.1	..
1997/98 <sup>4</sup>	4.4	..	..	..	..	..	12.5	16.9	..
1998/99	4.5	2.1	2.1	1.6	1.1	3.5	2.5	17.3	1.2
1999/00 <sup>5</sup>	4.8	2.2	2.0	1.5	1.0	3.9	2.7	18.2	1.2
2000/01	4.8	2.1	2.4	1.4	1.0	3.8	2.6	18.1	1.2
2001/02	6.2	2.4	2.8	1.2	0.6	3.5	2.6	19.4	1.3
2002/03	5.7	2.6	2.5	1.2	0.5	3.4	2.7	18.5	1.2
2003/04	5.8	2.4	2.7	1.2	0.5	3.5	2.8	18.9	1.2
2004/05	6.7	2.6	2.9	1.2	0.5	4.0	2.5	20.3	1.3
2005/06	8.3	2.2	2.9	1.2	0.5	4.3	2.3	21.7	1.4
2006/07	8.6	2.0	2.7	1.5	0.4	4.7	1.9	21.9	1.4
2007/08	7.7	1.8	2.8	1.6	0.4	5.1	1.7	21.2	1.7
2008/09	7.9	1.5	2.7	1.5	0.4	5.2	1.4	20.6	1.6
2009/10	6.2	1.6	2.8	1.4	0.4	5.5	1.0	19.1	1.4
2010/11	5.5	2.2	3.2	1.3	0.4	5.7	0.9	19.2	1.5
2011/12	6.4	2.2	3.5	1.2	0.4	6.3	1.0	21.1	1.9
2012/13	7.5	1.8	3.1	1.2	0.4	6.3	1.2	21.5	1.7
2013/14	8.1	1.8	3.6	1.3	0.5	6.2	1.4	22.7	1.7

1. Any minor discrepancies between sub-categories and totals are caused by rounding.

2. Infrastructure not included in total.

3. This series excludes some possession trains used during engineering works.

4. The full commodity breakdown is not available for 1996/97 and 1997/98.

5. Break in the series; change in the source data from 1999/00.

Source: Office of Rail Regulation (ORR)

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Next update: December 2015

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Table RAI0402 (TSGB0423)

National Railways freight lifted by commodity, annual from 1996/97

	Coal	Other	Million tonnes Total <sup>1</sup>
1996/97	52.2	49.6	101.8
1997/98	50.3	55.1	105.4
1998/99	45.3	56.8	102.1
1999/00 <sup>2</sup>	35.9	60.6	96.5
2000/01	35.3	60.3	95.6
2001/02	39.5	54.5	93.9
2002/03	34.0	53.0	87.0
2003/04	35.2	53.7	88.9
2004/05 <sup>3</sup>	44.1	56.8	100.9
2005/06 <sup>4</sup>	47.6	57.7	105.3
2006/07	48.7	59.5	108.2
2007/08 <sup>5</sup>	43.3	59.1	102.4
2008/09	46.6	56.1	102.7
2009/10	37.9	49.3	87.2
2010/11	38.8	51.1	89.9
2011/12	44.4	57.3	101.7
2012/13	52.0	61.1	113.1
2013/14	51.5	65.1	116.6

1. Any minor discrepancies between sub-categories and totals are caused by rounding.
2. Break in the series; change in the source data from 1999/00.
3. Break in the series; increase largely due to changes in data collection method.
4. Break in the series; figures from 2005/06 onwards include some of the tonnes lifted by GB Railfreight.
5. Break in the series; coal data was not supplied by GB Railfreight prior to 2007/08.

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Source: Office of Rail Regulation (ORR)  
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**Table RAI0403 (TSGB0424)**  
**National Railways freight**  
**Number of freight train movements, impacts on road haulage and Freight Performance Measure, annual from 2005/06**

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12 <sup>P</sup>	2012/13 <sup>P</sup>	2013/14
<b>(a) Number of freight train movements<sup>1,2</sup></b>									
Total number of freight trains movements	455.6	364.9	332.2	316.7	278.5	265.6	273.9	275.8	288.4
Thousands									
<b>(b) Impacts on road haulage</b>									
Road vehicle kilometres equivalent <sup>3</sup>	1.2	1.4	1.4	1.4	1.4	1.4	1.6	1.6	1.6
Billions									
Road vehicle journeys equivalent <sup>4</sup>	6.7	6.6	6.7	8.2	6.8	6.1	6.9	7.6	7.6
Millions									
<b>(c) Freight Performance Measure (FPM)<sup>1,5</sup></b>									
FPM	65.4	66.8	68.7	71.1	74.6	73.9	75.8	74.1	74.8
Percentage									

1. Figures have been sourced from Network Rail.
2. Measures the total number of train movements (including infrastructure trains) on the network.
3. The equivalent distance that road vehicles would need to have travelled to move the amounts of freight carried on rail, which is affected more by volume than by weight.
4. The equivalent number of road vehicle trips necessary to move this freight.
5. Percentage of trains arriving on time at their final destination. A train is considered 'on time' if it arrives within 10 minutes of its scheduled arrival time.
6. Data for 2013/14 will not be published until June 2015.

P The impact on road haulage statistics for 2011/12 and 2012/13 are provisional.

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Sources: Office of Rail Regulation (ORR); Network Rail  
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Table RFS0105 (TSGB0429)

Average length of haul by type of vehicle: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK

Year	Kilometres								
	Rigids					Articulated vehicles			
	Over 3.5t to 7.5t	Over 7.5t to 17t	Over 17t to 25t	Over 25t	All Rigids	Over 3.5t to 33t	Over 33t	All artics	All vehicles
1990	57	58	29	38	43	113	135	129	79
1991	60	61	30	39	45	113	140	133	83
1992	56	62	30	38	44	118	135	132	83
1993	55	59	31	37	44	115	140	135	84
1994	58	64	30	37	45	119	137	133	86
1995	57	65	34	36	45	115	142	137	89
1996	59	65	40	36	47	115	136	133	90
1997	63	66	39	38	48	116	134	131	91
1998	61	68	40	37	47	115	138	135	93
1999	60	76	50	37	50	124	138	136	95
2000	66	70	56	36	49	131	135	134	94
2001	57	69	67	35	47	132	136	136	94
2002	59	66	70	35	46	122	134	133	92
2003	61	65	68	36	46	128	133	133	92
2004	55	59	69	35	44	120	125	125	87
2005	55	65	71	37	45	121	124	124	87
2006	56	54	72	35	43	122	123	123	86
2007	56	50	73	36	43	113	124	124	86
2008	54	53	68	38	45	112	121	120	87
2009	57	61	71	45	52	119	122	122	92
2010	58	63	69	44	51	118	123	122	93
<i>Percentage change between</i>									
1990 - 2010	2	9	141	18	19	4	-9	-5	17
2000 - 2010	-13	-10	25	22	5	-10	-9	-9	-1
2009 - 2010	2	4	-2	-1	-1	-1	0	0	1
2004 Q1	51	64	67	33	43	114	132	131	89
2004 Q2	52	57	70	35	44	115	118	118	85
2004 Q3	62	58	71	37	46	122	126	125	87
2004 Q4	55	58	71	36	44	129	125	125	88
2005 Q1	59	73	83	36	48	130	125	125	90
2005 Q2	53	60	70	37	45	131	126	126	86
2005 Q3	49	62	70	38	45	113	128	127	88
2005 Q4	60	63	62	35	43	112	119	119	85
2006 Q1	56	58	71	35	44	116	123	122	86
2006 Q2	62	50	69	35	43	126	128	128	88
2006 Q3	53	51	66	33	40	119	121	121	83
2006 Q4	53	58	81	36	46	127	123	123	87
2007 Q1	52	48	80	41	49	110	123	123	89
2007 Q2	52	51	72	36	44	115	126	125	88
2007 Q3	58	53	63	34	41	114	123	123	83
2007 Q4	62	48	80	32	41	114	124	123	86
2008 Q1	51	62	63	36	43	117	122	121	86
2008 Q2	55	55	71	38	46	119	128	128	90
2008 Q3	56	43	76	40	48	110	116	115	87
2008 Q4	56	50	61	38	44	101	119	118	87
2009 Q1	54	59	70	42	49	118	124	124	92
2009 Q2	59	59	67	50	55	119	124	124	95
2009 Q3	51	62	75	43	51	117	118	118	90
2009 Q4	65	64	72	44	52	123	122	122	93
2010 Q1	63	62	70	48	54	118	127	127	97
2010 Q2	52	74	68	43	50	124	116	116	88
2010 Q3	56	60	63	42	48	116	126	125	94
2010 Q4	61	57	80	46	53	113	122	122	94
2011 Q1 p	63	48	60	46	50	113	121	121	89
<i>Percentage change between</i>									
Q1 2010 - Q1 2011	0	-22	-13	-3	-8	-4	-5	-5	-9

p Provisional

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Source: Continuing Survey of Road Goods Transport, DfT  
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Table RFS0103 (TSGB0430)

Goods lifted<sup>1</sup> by commodity grouping: annual 1990-2004 and quarterly 2004-2011; by GB HGVs in the UK

<i>Million tonnes</i>					
Year	Food, drink and tobacco	Bulk products	Chemicals, petrol and fertiliser	Miscellaneous products	All Commodities
1990	299	697	141	508	1,645
1991	291	610	131	473	1,505
1992	290	616	118	440	1,463
1993	300	616	126	479	1,523
1994	302	658	129	509	1,597
1995	308	626	132	542	1,609
1996	326	609	139	555	1,628
1997	342	645	136	520	1,643
1998	346	633	123	529	1,630
1999	333	600	119	515	1,567
2000	346	604	134	510	1,593
2001	321	592	133	534	1,581
2002	339	622	111	554	1,627
2003	333	627	123	559	1,643
2004	351	694	121	577	1,744
2005	339	681	138	588	1,746
2006	353	675	122	626	1,776
2007	364	693	125	640	1,822
2008	355	598	140	574	1,668
2009	352	425	114	466	1,356
2010	382	482	132	492	1,489
2011	.	.	.	.	.
<i>Percentage change between</i>					
1990 - 2010	28	-31	-7	-3	-10
2000 - 2010	10	-20	-2	-4	-7
2009 - 2010	9	14	16	6	10
2004 Q1	88	162	30	146	426
2004 Q2	92	190	31	141	455
2004 Q3	88	168	30	149	434
2004 Q4	83	175	30	141	429
2005 Q1	81	148	37	146	412
2005 Q2	84	204	32	141	461
2005 Q3	91	168	28	155	442
2005 Q4	84	161	41	145	431
2006 Q1	85	153	35	157	431
2006 Q2	74	174	33	150	431
2006 Q3	94	181	30	167	472
2006 Q4	99	167	23	152	442
2007 Q1	93	155	27	155	430
2007 Q2	85	181	29	162	456
2007 Q3	93	187	30	157	467
2007 Q4	93	171	39	167	469
2008 Q1	84	164	42	158	448
2008 Q2	82	161	32	137	413
2008 Q3	89	142	37	147	415
2008 Q4	100	130	30	132	391
2009 Q1	89	110	34	107	340
2009 Q2	84	107	22	121	334
2009 Q3	87	108	32	130	356
2009 Q4	92	99	27	108	326
2010 Q1	97	109	25	124	355
2010 Q2	84	134	38	129	386
2010 Q3	103	125	36	129	393
2010 Q4	97	115	34	110	355
2011 Q1 p	97	123	41	148	408
<i>Percentage change between</i>					
Q1 2010 - Q1 2011	-1	13	67	19	15

1. Weight of goods transported  
p Provisional

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Source: Continuing Survey of Road Goods Transport, DfT  
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Table RFS0104 (TSGB0431)

Goods moved<sup>1</sup> by commodity: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK

Year	<i>Billion tonne kilometres</i>				
	Food, drink and tobacco	Bulk products	Chemicals, petrol and fertiliser	Miscellaneous products	All Commodities
1990	33	41	15	43	131
1991	33	38	14	40	125
1992	33	37	13	39	121
1993	36	38	14	41	129
1994	37	40	15	47	138
1995	38	41	15	50	144
1996	39	40	15	52	147
1997	41	43	15	51	150
1998	42	41	14	54	152
1999	41	40	14	54	149
2000	44	39	14	53	150
2001	41	40	14	54	149
2002	43	39	13	55	150
2003	42	40	14	56	152
2004	42	42	13	56	152
2005	41	41	14	57	153
2006	41	40	12	58	152
2007	44	42	13	59	157
2008	42	36	13	54	146
2009	41	29	11	44	125
2010	44	33	13	49	139
2011	.	.	.	.	.
<i>Percentage change between</i>					
1990 - 2010	34	-19	-13	16	6
2000 - 2010	-1	-16	-13	-7	-8
2009 - 2010	7	13	13	13	11
<hr/>					
2004 Q1	11	10	3	14	38
2004 Q2	10	11	3	14	39
2004 Q3	10	10	3	14	38
2004 Q4	11	10	3	14	38
2005 Q1	10	9	4	15	37
2005 Q2	11	12	4	13	40
2005 Q3	11	11	3	15	39
2005 Q4	10	9	4	14	37
2006 Q1	10	10	4	14	37
2006 Q2	10	11	3	14	38
2006 Q3	10	11	3	15	39
2006 Q4	12	10	3	15	39
2007 Q1	11	10	3	14	38
2007 Q2	11	11	3	15	40
2007 Q3	11	11	3	14	39
2007 Q4	11	10	4	15	40
2008 Q1	10	10	4	14	38
2008 Q2	10	10	3	13	37
2008 Q3	10	8	3	14	36
2008 Q4	11	8	3	12	34
2009 Q1	11	8	3	10	31
2009 Q2	10	8	2	12	32
2009 Q3	10	7	3	12	32
2009 Q4	11	6	3	11	30
2010 Q1	12	7	3	13	35
2010 Q2	9	9	3	13	34
2010 Q3	12	9	3	13	37
2010 Q4	11	8	3	12	33
2011 Q1 p	10	8	4	14	36
<i>Percentage change between</i>					
Q1 2010 - Q1 2011	-15	9	57	12	5

1. Weight of goods multiplied by distance travelled  
p Provisional

Source: Continuing Survey of Road Goods Transport, DfT  
Last updated: November 2012

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Table RFS0101 (TSGB0432)

Goods moved<sup>1</sup> and goods lifted<sup>2</sup>: annual 1990-2010 and quarterly 2004-2011; by GB HGVs in the UK

Year	Index (2004=100)		Index (2004=100)	
	Goods Moved Tonne kms (billion)	Goods lifted Tonnes (million)	Goods Moved	Goods lifted
1990	131	1,645	86	94
1991	125	1,505	82	86
1992	121	1,463	80	84
1993	129	1,523	85	87
1994	138	1,597	91	92
1995	144	1,609	94	92
1996	147	1,628	97	93
1997	150	1,643	98	94
1998	152	1,630	100	93
1999	149	1,567	98	90
2000	150	1,593	99	91
2001	149	1,581	98	91
2002	150	1,627	98	93
2003	152	1,643	100	94
2004	152	1,744	100	100
2005	153	1,746	100	100
2006	152	1,776	100	102
2007	157	1,822	103	105
2008	146	1,668	96	96
2009	125	1,356	82	78
2010	139	1,489	91	85
2011	.	.	.	.
<i>Percentage change between</i>				
2000 - 2010	-8	-7	-8	-7
2009 - 2010	11	10	11	10
<i>Index (Q1 2004=100)</i>				
2004 Q1	38	426	100	100
2004 Q2	39	455	102	107
2004 Q3	38	434	100	102
2004 Q4	38	429	100	101
2005 Q1	37	412	98	97
2005 Q2	40	461	105	108
2005 Q3	39	442	103	104
2005 Q4	37	431	97	101
2006 Q1	37	431	98	101
2006 Q2	38	431	100	101
2006 Q3	39	472	103	111
2006 Q4	39	442	102	104
2007 Q1	38	430	101	101
2007 Q2	40	456	106	107
2007 Q3	39	467	102	110
2007 Q4	40	469	106	110
2008 Q1	38	448	101	105
2008 Q2	37	413	99	97
2008 Q3	36	415	95	98
2008 Q4	34	391	90	92
2009 Q1	31	340	83	80
2009 Q2	32	334	84	78
2009 Q3	32	356	85	84
2009 Q4	30	326	80	77
2010 Q1	35	355	91	83
2010 Q2	34	386	90	91
2010 Q3	37	393	98	92
2010 Q4	33	355	88	83
2011 Q1 p	36	408	96	96
<i>Percentage change between</i>				
Q1 2010 - Q1 2011	5	15	5	15

1. Weight of goods multiplied by distance travelled  
 2. Weight of goods  
 p Provisional

Source: Continuing Survey of Road Goods Transport, DfT  
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Table RFS0144 (TSGB0433)

Summary of domestic and international road freight by UK HGVs: annual 2004-2010 and quarterly 2004-2011

Year	Million tonnes					Billion tonne kilometres				
	Goods lifted <sup>1</sup>					Goods moved <sup>2</sup>				
	Domestic <sup>3,4</sup>		International <sup>5</sup>		Cabotage <sup>6</sup>	Domestic <sup>3,4</sup>		International <sup>5</sup>		Cabotage <sup>6</sup>
	GB HGVs	NI HGVs	GB HGVs	NI HGVs	UK HGVs	GB HGVs	NI HGVs	GB HGVs	NI HGVs	UK HGVs
2004	1,743.7	65.3	11.5	10.2	1.9	152.1	3.7	9.6	1.5	0.4
2005	1,745.9	65.5	10.7	9.4	1.9	152.6	3.5	8.0	1.7	0.4
2006	1,775.8	69.7	10.8	13.0	2.4	152.4	3.9	8.4	1.9	0.4
2007	1,822.4	82.0	10.8	11.3	2.2	157.3	4.1	8.2	1.6	0.4
2008	1,667.5	73.7	10.5	7.9	2.5	145.8	4.0	7.4	1.3	0.4
2009	1,356.2	63.7	9.4	7.1	1.3	125.2	3.9	6.7	1.0	0.3
2010	1,488.5	56.6	10.4	8.2	2.3	138.9	3.1	7.1	1.2	0.6
2011	.	.	.	.	.	.	.	.	.	.
<i>Percentage change between</i>										
2009 - 2010	10	-11	10	15	75	11	-20	6	27	112
2004 Q1	425.8	16.8	2.9	2.7	0.9	37.8	0.8	2.6	0.4	0.1
2004 Q2	454.5	14.1	2.9	2.6	0.4	38.6	0.9	2.4	0.4	0.1
2004 Q3	434.0	18.2	2.9	2.4	0.4	38.0	1.0	2.3	0.3	0.1
2004 Q4	429.4	16.2	2.8	2.5	0.2	37.7	0.9	2.3	0.4	0.1
2005 Q1	412.3	19.0	2.6	2.7	0.3	37.2	1.0	2.0	0.5	0.1
2005 Q2	461.0	17.4	2.9	2.4	0.6	39.7	0.9	2.2	0.4	0.1
2005 Q3	441.7	13.0	2.7	2.2	0.8	39.0	0.8	2.0	0.4	0.1
2005 Q4	430.8	16.1	2.5	2.1	0.3	36.6	0.9	1.8	0.4	0.1
2006 Q1	430.9	18.1	2.6	2.8	0.7	37.1	1.2	2.0	0.5	0.1
2006 Q2	431.3	17.7	2.7	3.1	0.8	37.8	1.0	2.0	0.5	0.1
2006 Q3	471.9	16.2	2.8	4.0	0.3	38.9	0.8	2.3	0.5	0.1
2006 Q4	441.8	17.7	2.7	3.1	0.7	38.7	0.9	2.1	0.5	0.1
2007 Q1	430.5	19.8	2.8	2.0	0.5	38.3	1.1	2.1	0.3	0.1
2007 Q2	456.2	19.4	2.8	3.2	0.2	40.1	1.0	2.2	0.5	0.1
2007 Q3	466.8	23.0	2.6	2.7	0.9	38.8	1.1	2.0	0.4	0.1
2007 Q4	468.9	19.7	2.6	3.4	0.6	40.2	1.0	1.9	0.4	0.1
2008 Q1	447.9	19.3	2.7	1.4	0.8	38.4	1.0	1.9	0.4	0.1
2008 Q2	412.9	19.5	2.8	2.2	0.5	37.3	1.0	1.9	0.4	0.1
2008 Q3	415.2	19.6	2.8	1.7	0.6	35.9	1.0	2.0	0.3	0.1
2008 Q4	391.4	15.3	2.1	2.5	0.6	34.1	1.0	1.6	0.3	0.1
2009 Q1	339.8	16.7	2.2	1.6	0.2	31.2	1.2	1.5	0.2	0.0
2009 Q2	334.1	15.4	2.6	2.3	0.3	31.7	0.8	1.8	0.3	0.1
2009 Q3	356.2	14.7	2.4	1.6	0.5	32.1	0.9	1.7	0.3	0.1
2009 Q4	326.1	16.9	2.3	1.6	0.3	30.2	1.0	1.6	0.3	0.1
2010 Q1	354.9	15.0	2.5	1.7	0.5	34.6	0.8	1.7	0.3	0.1
2010 Q2	385.8	18.9	2.6	2.5	0.9	34.0	0.9	1.8	0.4	0.3
2010 Q3	392.6	11.7	2.7	2.4	0.6	37.0	0.8	1.8	0.3	0.1
2010 Q4	355.2	11.1	2.6	1.5	0.3	33.2	0.6	1.8	0.2	0.1
2011 Q1 p	408.4	15.2	2.7	2.4	0.5	36.4	1.1	1.7	0.4	0.1
<i>Percentage change between</i>										
Q1 2010 - Q1 2011	15	1	10	37	-6	5	30	0	23	-36

1. Weight of goods in tonnes

2. Weight of goods multiplied by distance in tonne kilometres

3. Domestic freight lifted by GB and NI-registered HGVs within the UK

4. The estimates for domestic haulage include the domestic legs of international trips

5. Includes all journeys, including those within the island of Ireland, so figures will be higher than those in Table RFS0201 which exclude these

6. Cabotage is the national carriage of goods for hire or reward carried out by non-resident hauliers on a temporary basis in a host Member State

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Source: Continuing Survey of Road Goods Transport and International Road Haulage Survey, DfT

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**Table RORO0101 (TSGB0434)**  
**Road goods vehicles travelling to mainland Europe, 1990-2013**

Thousands

Year	Powered vehicles by country of registration				Unaccompanied trailers	All vehicles
	UK	Foreign	Unknown	Total		
1990	339	383	2	724	583	1,307
1991	360	363	2	726	598	1,324
1992	374	394	2	770	629	1,399
1993	398	392	6	796	593	1,390
1994	453	439	4	896	702	1,598
1995	486	461	3	950	677	1,628
1996	531	484	2	1,018	626	1,644
1997	543	598	6	1,146	740	1,886
1998	544	726	5	1,275	737	2,012
1999	563	885	6	1,454	738	2,191
2000	545	1,043	18	1,605	713	2,318
2001	518	1,174	20	1,712	686	2,398
2002	493	1,290	18	1,802	726	2,527
2003	474	1,322	19	1,815	780	2,595
2004	441	1,446	10	1,897	787	2,684
2005	418	1,513	10	1,941	763	2,704
2006	406	1,606	9	2,021	784	2,805
2007	400	1,719	11	2,129	772	2,901
2008	382	1,672	5	2,060	709	2,768
2009	347	1,404	13	1,764	611	2,375
2010	379	1,406	9	1,794	673	2,468
2011	361	1,446	4	1,812	660	2,472
2012	338	1,471	1	1,811	620	2,430
2013	326	1,707	5	2,037	652	2,689
<b>Percentage annual change</b>	<b>-4</b>	<b>16</b>	<b>*</b>	<b>13</b>	<b>5</b>	<b>11</b>

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Source: DfT Roll-on Roll-off Goods Vehicle Survey  
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**Table RORO0201 (TSGB0435)**  
**Powered goods vehicles by country of registration, 1990-2013**

Year	UK	Germany	France	Italy	Netherlands	Poland	EU15 <sup>1</sup>	EU27 <sup>2</sup>	Non EU <sup>3</sup>	Unknown	All foreign	All countries
1990	339	34	131	15	71	..	689	..	33	2	383	724
1991	360	30	129	14	69	..	696	..	27	2	363	726
1992	374	31	141	14	72	..	738	..	30	2	394	770
1993	398	28	144	13	73	..	760	..	30	6	392	796
1994	453	28	163	23	76	..	858	..	34	4	439	897
1995	486	28	155	29	85	..	918	..	29	3	461	950
1996	531	30	182	29	87	..	989	..	26	2	484	1,018
1997	543	39	234	30	107	..	1,113	..	28	6	598	1,146
1998	544	52	272	35	125	..	1,235	..	35	5	726	1,275
1999	563	73	319	46	153	7	1,400	..	47	6	885	1,454
2000	545	111	339	68	185	10	1,535	..	53	18	1,043	1,605
2001	518	132	352	91	187	12	1,612	..	79	20	1,174	1,712
2002	493	148	363	128	186	12	1,667	..	116	18	1,290	1,802
2003	474	156	363	132	210	14	1,648	..	147	19	1,322	1,815
2004	441	233	224	99	264	58	1,684	1,818	69	10	1,446	1,897
2005	418	214	214	92	252	100	1,590	1,824	106	10	1,513	1,941
2006	406	212	205	88	244	147	1,542	1,878	134	9	1,606	2,021
2007	400	218	197	82	252	205	1,540	2,023	96	11	1,719	2,129
2008	382	200	179	61	244	256	1,412	1,990	65	5	1,672	2,060
2009	347	153	144	43	176	259	1,144	1,688	63	13	1,404	1,764
2010	379	152	132	46	194	250	1,188	1,739	46	9	1,406	1,794
2011	361	136	123	42	199	270	1,145	1,757	51	4	1,446	1,812
2012	338	120	111	32	200	289	1,073	1,774	35	1	1,471	1,811
2013	326	134	126	29	197	401	1,101	1,991	41	5	1,707	2,037
<b>Percentage annual change</b>	<b>-4</b>	<b>12</b>	<b>14</b>	<b>-10</b>	<b>-2</b>	<b>39</b>	<b>3</b>	<b>12</b>	<b>19</b>	<b>*</b>	<b>16</b>	<b>13</b>

1. Prior to 1995, relates to EU12 (Austria, Sweden and Finland did not join until 1995).

2. For 2004, 2005 and 2006 does not include Bulgaria and Romania (they did not join the EU until 2007)

3. (a) Before 2004 includes New Member State countries as none were members of the EU at this time. No individual breakdown available before 1999 for these countries.  
 (b) Romania and Bulgaria included in 2004, 2005 and 2006 as they did not join the EU until 2007

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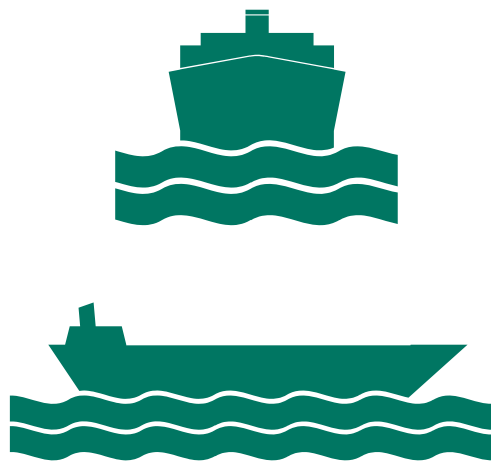
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Source: DfT Roll-on Roll-off Goods Vehicle Survey  
 Last updated: November 2014

Next update: November 2015

The figures in this table are National Statistics

# Maritime Statistics



Department for Transport Statistics  
[Port Freight Statistics](#)

Table PORT0102 (TSGB0501)

UK major and minor port freight traffic, international and domestic by direction: 1965-2013 <sup>1,2</sup>

Direction	Million tonnes													
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>(a) International</b>														
Imports	220.9	238.4	220.9	229.3	250.4	262.3	278.9	273.3	266.0	230.2	244.0	259.0	257.9	271.5
Exports	193.1	180.4	178.2	174.0	169.6	163.7	160.6	164.5	156.1	139.0	146.9	139.8	135.1	135.7
All	<b>414.0</b>	<b>418.7</b>	<b>399.1</b>	<b>403.3</b>	<b>420.0</b>	<b>426.0</b>	<b>439.5</b>	<b>437.9</b>	<b>422.1</b>	<b>369.2</b>	<b>391.0</b>	<b>398.8</b>	<b>393.0</b>	<b>407.2</b>
<b>(b) Domestic</b>														
<b>Coastwise</b>														
Inwards	57.4	57.3	57.8	56.9	58.3	61.4	56.7	57.6	56.2	53.2	50.3	49.4	43.0	38.8
Outwards	61.9	54.9	57.3	56.1	59.7	64.9	56.5	57.2	57.9	54.3	50.2	49.8	43.5	39.0
All	<b>119.3</b>	<b>112.2</b>	<b>115.2</b>	<b>113.0</b>	<b>117.9</b>	<b>126.2</b>	<b>113.2</b>	<b>114.8</b>	<b>114.1</b>	<b>107.6</b>	<b>100.5</b>	<b>99.2</b>	<b>86.5</b>	<b>77.9</b>
<b>One-port</b>														
Inwards	38.0	33.3	41.7	37.2	33.4	30.4	29.0	26.9	24.1	20.3	18.3	19.2	18.6	15.5
Outwards	1.7	2.2	2.0	1.7	1.4	1.9	1.6	2.0	1.9	3.8	2.1	2.3	2.8	2.5
All	<b>39.8</b>	<b>35.4</b>	<b>43.7</b>	<b>39.0</b>	<b>34.8</b>	<b>32.3</b>	<b>30.6</b>	<b>28.9</b>	<b>26.0</b>	<b>24.2</b>	<b>20.4</b>	<b>21.5</b>	<b>21.4</b>	<b>17.9</b>
<b>All domestic</b>	<b>159.1</b>	<b>147.6</b>	<b>158.9</b>	<b>152.0</b>	<b>152.7</b>	<b>158.5</b>	<b>143.8</b>	<b>143.7</b>	<b>140.1</b>	<b>131.7</b>	<b>120.9</b>	<b>120.7</b>	<b>107.8</b>	<b>95.8</b>
<b>Total</b>														
Inwards	316.3	328.9	320.5	323.4	342.1	354.0	364.7	357.8	346.4	303.7	312.6	327.6	319.5	325.8
Outwards	256.7	237.5	237.5	231.9	230.6	230.5	218.6	223.7	215.8	197.2	199.2	191.9	181.4	177.2
All	<b>573.1</b>	<b>566.4</b>	<b>557.9</b>	<b>555.3</b>	<b>572.8</b>	<b>584.5</b>	<b>583.3</b>	<b>581.5</b>	<b>562.2</b>	<b>500.9</b>	<b>511.9</b>	<b>519.5</b>	<b>500.9</b>	<b>503.0</b>

1. Great Britain only prior to 1980.

2. Estimated prior to 1974.

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Source: DfT Port Statistics

Last updated: 27 August 2014

Next update: August 2015

The figures in this table are National Statistics

Department for Transport Statistics

[Port Freight Statistics](#)

Table PORT0104 (TSGB0502)

UK major port freight traffic by commodity and direction: 1994-2013

	Thousand tonnes											
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>(a) All traffic</b>												
<b>Liquid bulk</b>												
Liquefied gas	7,850	7,543	7,410	7,900	9,471	7,902	7,444	13,051	21,240	24,088	15,869	12,437
Crude oil	172,524	160,319	161,595	153,499	142,200	140,132	132,146	122,924	118,189	113,045	105,028	93,042
Oil products	78,164	80,351	85,976	89,001	85,120	85,960	86,814	79,094	79,415	81,414	78,794	81,868
Other liquid bulk products	12,258	12,087	12,452	12,767	13,598	14,599	12,770	12,475	12,765	12,011	11,167	9,633
<b>All liquid bulk traffic</b>	<b>270,796</b>	<b>260,299</b>	<b>267,434</b>	<b>263,167</b>	<b>250,388</b>	<b>248,592</b>	<b>239,174</b>	<b>227,544</b>	<b>231,609</b>	<b>230,558</b>	<b>210,858</b>	<b>196,980</b>
<b>Dry bulk</b>												
Ores	17,009	17,989	17,827	17,941	18,301	19,144	18,091	14,822	18,235	16,702	16,320	20,754
Coal	32,998	37,281	41,316	51,787	57,282	47,427	50,515	39,612	29,852	36,910	47,040	52,186
Agricultural products	13,061	14,752	12,925	13,608	13,095	12,746	13,978	13,966	15,024	13,448	13,540	13,099
Other dry bulk	43,674	44,407	42,122	42,232	44,403	46,067	42,272	30,643	34,296	36,349	33,981	35,378
<b>All dry bulk traffic</b>	<b>106,742</b>	<b>114,429</b>	<b>114,190</b>	<b>125,568</b>	<b>133,080</b>	<b>125,383</b>	<b>124,856</b>	<b>99,045</b>	<b>97,407</b>	<b>103,408</b>	<b>110,881</b>	<b>121,417</b>
<b>All bulk traffic</b>												
Bulk fuels <sup>1</sup>	291,536	285,494	296,298	302,187	294,072	281,421	276,918	254,681	248,696	255,457	246,731	239,533
Other bulks <sup>1</sup>	86,002	89,235	85,325	86,548	89,396	92,555	87,112	71,907	80,320	78,509	75,008	78,864
<b>All bulk traffic</b>	<b>377,538</b>	<b>374,728</b>	<b>381,623</b>	<b>388,734</b>	<b>383,468</b>	<b>373,976</b>	<b>364,030</b>	<b>326,588</b>	<b>329,016</b>	<b>333,966</b>	<b>321,739</b>	<b>318,397</b>
<b>Container and roll-on/roll-off traffic</b>												
Container traffic <sup>2,3</sup>	51,100	51,279	56,414	53,840	54,359	60,510	59,550	52,011	56,674	57,703	55,053	56,903
Roll-on/roll-off traffic <sup>2,3</sup>	86,339	86,976	92,804	100,262	104,263	104,694	101,414	94,081	96,015	97,309	94,345	94,702
<b>All container and ro-ro</b>	<b>137,439</b>	<b>138,255</b>	<b>149,219</b>	<b>154,102</b>	<b>158,622</b>	<b>165,203</b>	<b>160,964</b>	<b>146,092</b>	<b>152,688</b>	<b>155,012</b>	<b>149,398</b>	<b>151,605</b>
<b>Other general cargo</b>												
Forestry products	10,191	10,249	10,558	9,616	8,894	8,987	6,525	5,243	5,588	5,713	4,679	7,022
Iron and steel products	10,261	8,995	10,057	10,351	10,637	12,236	10,317	6,182	6,128	6,936	7,789	8,991
General cargo & containers <20'	6,685	6,750	6,726	7,342	7,141	6,215	6,243	5,451	5,068	5,368	5,846	5,388
<b>All other general cargo traffic</b>	<b>27,137</b>	<b>25,994</b>	<b>27,341</b>	<b>27,309</b>	<b>26,672</b>	<b>27,438</b>	<b>23,085</b>	<b>16,876</b>	<b>16,784</b>	<b>18,017</b>	<b>18,313</b>	<b>21,400</b>
<b>All traffic</b>	<b>542,114</b>	<b>538,977</b>	<b>558,183</b>	<b>570,145</b>	<b>568,763</b>	<b>566,617</b>	<b>548,079</b>	<b>489,556</b>	<b>498,488</b>	<b>506,996</b>	<b>489,450</b>	<b>491,402</b>
<b>(b) Inward traffic</b>												
<b>Liquid bulk</b>												
Liquefied gas	1,558	1,587	1,914	1,994	4,454	2,920	2,292	9,334	16,469	20,650	11,785	9,254
Crude oil	79,916	77,333	83,569	80,496	76,631	74,384	71,831	65,211	64,668	66,602	65,808	56,626
Oil products	36,198	37,628	39,952	42,739	44,148	43,002	44,234	40,868	41,833	42,707	41,434	42,656
Other liquid bulk products	7,657	7,279	7,101	7,250	8,178	8,791	7,457	6,249	6,909	6,376	6,145	6,634
<b>All liquid bulk traffic</b>	<b>125,330</b>	<b>123,828</b>	<b>132,536</b>	<b>132,479</b>	<b>133,411</b>	<b>129,096</b>	<b>125,814</b>	<b>121,663</b>	<b>129,878</b>	<b>136,334</b>	<b>125,172</b>	<b>115,170</b>
<b>Dry bulk</b>												
Ores	16,408	17,389	17,267	17,535	17,763	18,442	17,061	11,227	12,834	11,526	11,020	15,198
Coal	30,569	34,839	38,908	48,621	54,329	45,051	47,747	37,606	26,685	34,038	44,296	49,361
Agricultural products	9,626	9,139	9,144	9,268	9,465	9,611	10,027	9,758	9,467	8,886	9,974	10,824
Other dry bulk	28,704	28,544	26,943	27,664	28,698	30,111	27,647	20,594	23,396	24,510	22,432	23,984
<b>All dry bulk traffic</b>	<b>85,307</b>	<b>89,910</b>	<b>92,262</b>	<b>103,089</b>	<b>110,255</b>	<b>103,214</b>	<b>102,482</b>	<b>79,184</b>	<b>72,382</b>	<b>78,961</b>	<b>87,722</b>	<b>99,367</b>
<b>All bulk traffic</b>												
Bulk fuels <sup>1</sup>	148,242	151,387	164,343	173,850	179,562	165,357	166,104	153,019	149,654	163,997	163,323	157,897
Other bulks <sup>1</sup>	62,395	62,351	60,456	61,717	64,104	66,954	62,192	47,828	52,606	51,298	49,571	56,640
<b>All bulk traffic</b>	<b>210,637</b>	<b>213,738</b>	<b>224,798</b>	<b>235,567</b>	<b>243,666</b>	<b>232,310</b>	<b>228,296</b>	<b>200,847</b>	<b>202,261</b>	<b>215,295</b>	<b>212,894</b>	<b>214,537</b>
<b>Container and roll-on/roll-off traffic</b>												
Container traffic <sup>2,3</sup>	29,613	29,634	33,619	31,481	32,098	36,524	35,582	29,221	33,075	33,739	31,542	34,146
Roll-on/roll-off traffic <sup>2,3</sup>	49,899	50,626	54,039	58,777	61,059	60,885	58,562	55,496	56,449	57,071	55,069	55,350
<b>All container and ro-ro</b>	<b>79,511</b>	<b>80,260</b>	<b>87,658</b>	<b>90,258</b>	<b>93,157</b>	<b>97,409</b>	<b>94,144</b>	<b>84,717</b>	<b>89,524</b>	<b>90,810</b>	<b>86,611</b>	<b>89,497</b>
<b>Other general cargo</b>												
Forestry products	9,878	9,867	10,103	9,026	8,454	8,434	6,117	5,129	5,342	5,448	4,497	6,615
Iron and steel products	6,752	5,465	6,323	5,553	5,925	6,687	5,845	2,901	4,259	5,064	4,913	4,427
General cargo & containers <20'	4,163	4,210	4,282	4,383	4,262	3,397	3,259	2,957	3,033	3,085	3,152	2,988
<b>All other general cargo traffic</b>	<b>20,793</b>	<b>19,543</b>	<b>20,708</b>	<b>18,962</b>	<b>18,641</b>	<b>18,518</b>	<b>15,221</b>	<b>10,987</b>	<b>12,634</b>	<b>13,597</b>	<b>12,562</b>	<b>14,030</b>
<b>All inwards traffic</b>	<b>310,941</b>	<b>313,541</b>	<b>333,164</b>	<b>344,788</b>	<b>355,464</b>	<b>348,237</b>	<b>337,662</b>	<b>296,551</b>	<b>304,418</b>	<b>319,702</b>	<b>312,066</b>	<b>318,063</b>

Department for Transport Statistics

[Port Freight Statistics](#)

Table PORT0104 (TSGB0502)

UK major port freight traffic by commodity and direction: 1994-2013

	Thousand tonnes											
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>(c) Outward traffic</b>												
<b>Liquid bulk</b>												
Liquefied gas	6,292	5,956	5,497	5,905	5,016	4,982	5,152	3,717	4,771	3,439	4,084	3,183
Crude oil	92,608	82,986	78,026	73,003	65,570	65,748	60,315	57,713	53,521	46,443	39,220	36,415
Oil products	41,966	42,723	46,024	46,261	40,972	42,958	42,580	38,226	37,583	38,707	37,360	39,212
Other liquid bulk products	4,601	4,807	5,351	5,518	5,420	5,808	5,313	6,226	5,856	5,635	5,022	2,999
<b>All liquid bulk traffic</b>	<b>145,466</b>	<b>136,472</b>	<b>134,898</b>	<b>130,688</b>	<b>116,977</b>	<b>119,496</b>	<b>113,359</b>	<b>105,881</b>	<b>101,731</b>	<b>94,225</b>	<b>85,686</b>	<b>81,810</b>
<b>Dry bulk</b>												
Ores	601	600	559	405	538	702	1,030	3,595	5,401	5,176	5,300	5,556
Coal	2,429	2,442	2,408	3,167	2,953	2,376	2,768	2,007	3,167	2,871	2,744	2,825
Agricultural products	3,435	5,613	3,780	4,340	3,630	3,135	3,950	4,209	5,557	4,561	3,565	2,275
Other dry bulk	14,970	15,864	15,179	14,568	15,705	15,956	14,625	10,050	10,899	11,839	11,549	11,394
<b>All dry bulk traffic</b>	<b>21,435</b>	<b>24,519</b>	<b>21,927</b>	<b>22,479</b>	<b>22,825</b>	<b>22,169</b>	<b>22,374</b>	<b>19,860</b>	<b>25,025</b>	<b>24,447</b>	<b>23,159</b>	<b>22,050</b>
<b>All bulk traffic</b>												
Bulk fuels <sup>1</sup>	143,294	134,107	131,955	128,336	114,510	116,064	110,814	101,662	99,042	91,460	83,409	81,636
Other bulks <sup>1</sup>	23,607	26,884	24,870	24,830	25,292	25,601	24,919	24,079	27,714	27,211	25,437	22,224
<b>All bulk traffic</b>	<b>166,901</b>	<b>160,990</b>	<b>156,825</b>	<b>153,167</b>	<b>139,802</b>	<b>141,665</b>	<b>135,733</b>	<b>125,741</b>	<b>126,756</b>	<b>118,672</b>	<b>108,845</b>	<b>103,860</b>
<b>Container and roll-on/roll-off traffic</b>												
Container traffic <sup>2,3</sup>	21,487	21,645	22,796	22,359	22,261	23,986	23,968	22,789	23,599	23,964	23,511	22,757
Roll-on/roll-off traffic <sup>2,3</sup>	36,440	36,350	38,765	41,485	43,204	43,808	42,852	38,585	39,566	40,238	39,276	39,352
<b>All container and ro-ro</b>	<b>57,927</b>	<b>57,995</b>	<b>61,561</b>	<b>63,844</b>	<b>65,465</b>	<b>67,795</b>	<b>66,820</b>	<b>61,374</b>	<b>63,165</b>	<b>64,202</b>	<b>62,787</b>	<b>62,109</b>
<b>Other general cargo</b>												
Forestry products	313	382	454	590	440	553	408	113	246	265	181	407
Iron and steel products	3,509	3,530	3,735	4,798	4,712	5,550	4,472	3,281	1,869	1,872	2,876	4,564
General cargo & containers <20'	2,522	2,540	2,444	2,959	2,879	2,818	2,984	2,494	2,034	2,283	2,695	2,399
<b>All other general cargo traffic</b>	<b>6,344</b>	<b>6,451</b>	<b>6,633</b>	<b>8,347</b>	<b>8,032</b>	<b>8,921</b>	<b>7,864</b>	<b>5,889</b>	<b>4,149</b>	<b>4,420</b>	<b>5,752</b>	<b>7,370</b>
<b>All outwards traffic</b>	<b>231,173</b>	<b>225,436</b>	<b>225,019</b>	<b>225,357</b>	<b>213,299</b>	<b>218,380</b>	<b>210,417</b>	<b>193,005</b>	<b>194,070</b>	<b>187,294</b>	<b>177,384</b>	<b>173,339</b>

1 Dry bulk oil products included in other bulks

2 Containers carried on by shipborne port to port trailers included in Roll-on/Roll-off traffic

3 Figures after 2004 are not directly comparable with earlier years. Please see Section 2 of the Technical Note for details.

Source: DfT Port Statistics

Last updated: 27 August 2014

Next update: August 2015

The figures in this table are National Statistics

[Technical Note](#)

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Department for Transport Statistics

[Port Freight Statistics](#)

Table PORT0201 (TSGB0504)

UK major and minor ports all unites freight traffic, by type of freight unit: 1970-2013<sup>1</sup>

Units	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Containers on Lo-Lo and conventional services <sup>2,3</sup> . Includes all containers to 1988	4,325	4,464	4,506	4,533	4,919	4,754	4,883	5,381	5,269	4,482	4,961	4,927	4,800	4,921
Containers on Ro-Ro services <sup>2</sup>														
Road goods vehicles (includes unaccompanied trailers to 1981)	3,118	3,317	3,479	3,547	3,857	3,906	4,183	4,295	4,305	3,874	3,651	3,549	3,496	3,707
Unaccompanied trailers	2,742	2,687	2,760	2,781	2,734	2,840	2,944	2,989	2,737	2,634	2,754	2,723	2,706	2,763
Rail wagons, shipborne port-to-port trailers & barges <sup>2,3</sup>	361	344	348	374	383	665	668	744	657	676	725	728	689	633
<b>All main freight units</b>	<b>10,546</b>	<b>10,811</b>	<b>11,094</b>	<b>11,235</b>	<b>11,893</b>	<b>12,165</b>	<b>12,678</b>	<b>13,408</b>	<b>12,968</b>	<b>11,667</b>	<b>12,091</b>	<b>11,927</b>	<b>11,691</b>	<b>12,024</b>
Other unites freight:														
Import/export vehicles	3,095	3,313	3,662	3,736	3,953	3,978	3,906	4,022	3,592	2,803	3,263	3,428	3,535	3,799
Other units	277	225	167	163	145	208	186	244	145	111	121	75	51	61
<b>All freight units</b>	<b>13,918</b>	<b>14,349</b>	<b>14,923</b>	<b>15,133</b>	<b>15,991</b>	<b>16,351</b>	<b>16,770</b>	<b>17,674</b>	<b>16,705</b>	<b>14,581</b>	<b>15,475</b>	<b>15,431</b>	<b>15,277</b>	<b>15,883</b>

**Table PORT0201 (TSGB0504) continued**

**UK major and minor ports all unites freight traffic, by type of freight unit: 1970-2013<sup>1</sup>**

	Thousand tonnes													
Tonnage	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Containers on Lo-Lo and conventional services <sup>2,3</sup> . Includes all containers to 1988	51,613	51,814	51,178	51,413	56,502	53,949	54,493	60,718	59,734	52,266	56,896	57,959	55,258	57,094
Containers on Ro-Ro services <sup>2</sup>														
Road goods vehicles (includes unaccompanied trailers to 1981)	35,852	37,706	39,119	38,759	42,896	44,854	46,592	48,233	48,694	44,397	42,545	42,509	40,944	41,602
Unaccompanied trailers	38,408	35,678	36,843	37,361	38,087	38,600	39,658	38,534	36,114	34,241	37,210	38,534	37,136	37,001
Rail wagons, shipborne port-to-port trailers & barges <sup>2,3</sup>	6,166	4,846	5,294	5,505	5,483	10,064	10,837	11,099	10,800	11,023	11,209	11,384	10,708	9,646
<b>All main freight units</b>	<b>132,039</b>	<b>130,043</b>	<b>132,434</b>	<b>133,038</b>	<b>142,969</b>	<b>147,468</b>	<b>151,580</b>	<b>158,583</b>	<b>155,342</b>	<b>141,928</b>	<b>147,860</b>	<b>150,386</b>	<b>144,046</b>	<b>145,342</b>
Other unites freight:														
Import/export vehicles	4,083	4,023	4,693	4,839	5,268	5,400	5,566	5,932	5,144	4,004	4,708	5,288	5,542	6,351
Other units	1,646	1,849	1,437	1,497	1,433	1,513	1,803	1,641	1,463	1,167	1,172	367	339	474
<b>All freight units</b>	<b>137,768</b>	<b>135,915</b>	<b>138,565</b>	<b>139,374</b>	<b>149,669</b>	<b>154,381</b>	<b>158,949</b>	<b>166,156</b>	<b>161,948</b>	<b>147,099</b>	<b>153,740</b>	<b>156,041</b>	<b>149,927</b>	<b>152,167</b>

1 Includes estimates for traffic at minor ports.

2 Containers carried on Ro-Ro vessels by shipborne port-to-port trailer are classified to 'rail wagons, shipborne port-to-port trailers and barges' or 'Lo-Lo and conventional services'

3 In 2005 more accurate recording of container/shipborne port-to-port trailer movements meant that the 2005 figures were not directly comparable with earlier years. It is estimated that approximately 300,000 container units, which in earlier years would have been reported as containers, were reported under 'rail wagons, shipborne port-to-port trailers and barges' in 2005. Please see Section 2 of the Technical Note for more details.

**Technical Note**

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Source: DfT Port Statistics

Last updated: 27 August 2014

Next update: August 2015

The figures in this table are National Statistics



Department for Transport Statistics

[Port Freight Statistics](#)

Table PORT0204 (TSG0505)

UK major port unitised traffic, international and domestic by unit type: 2013

	Thousand units/thousand tonnes								
	International traffic			Domestic traffic			All international and domestic		
	All units	Loaded units	Weight of goods	All units	Loaded units	Weight of goods	All units	Loaded units	Weight of goods
<b>(a) All traffic</b>									
<b>Main Freight</b>									
Lo-Lo Containers									
20' containers	1,436	1,113	17,109	156	89	1,088	1,592	1,203	18,198
40' containers	2,652	1,956	31,246	190	133	2,162	2,842	2,089	33,407
Containers >20' & <40'	80	61	1,067	5	1	27	84	62	1,094
Containers >40'	359	233	4,054	15	7	150	374	240	4,204
Roll-on/roll-off (self-propelled)									
Road goods vehicles and trailers	3,132	2,597	34,868	560	465	6,649	3,691	3,062	41,518
Roll-on/roll-off (non self-propelled)									
Unaccompanied road goods trailers	1,697	1,410	24,314	1,045	908	12,406	2,742	2,318	36,720
Rail wagons, shipborne port to port trailers, and barges	626	435	9,618	5	3	24	632	437	9,642
<b>Total Main Freight</b>	<b>9,981</b>	<b>7,804</b>	<b>122,277</b>	<b>1,975</b>	<b>1,605</b>	<b>22,505</b>	<b>11,956</b>	<b>9,409</b>	<b>144,783</b>
<b>Other Freight</b>									
Roll-on/roll-off (self-propelled)									
Import/export motor vehicles	3,633	.	5,649	164	.	700	3,797	.	6,350
Other mobile self-propelled units	1	-	-	2	1	1	3	2	1
Roll-on/roll-off (non self-propelled)									
Other mobile non self-propelled units	-	-	-	0	0	0	-	-	-
Unaccompanied caravans, agricultural and industrial vehicles	53	0	465	4	0	6	57	0	472
<b>Total Other Freight</b>	<b>3,686</b>	<b>1</b>	<b>6,115</b>	<b>171</b>	<b>1</b>	<b>708</b>	<b>3,857</b>	<b>2</b>	<b>6,823</b>
<b>Total Freight</b>	<b>13,668</b>	<b>7,805</b>	<b>128,392</b>	<b>2,146</b>	<b>1,607</b>	<b>23,213</b>	<b>15,813</b>	<b>9,411</b>	<b>151,605</b>
<b>Non-freight</b>									
Roll-on/roll-off (self-propelled)									
Passenger cars, motorcycles and accompanying trailers/caravans	4,242	.	.	1,163	.	.	5,405	.	.
Passenger buses	102	.	.	38	.	.	139	.	.
<b>Totals</b>									
<b>All lo-lo container traffic</b>	<b>4,527</b>	<b>3,363</b>	<b>53,476</b>	<b>365</b>	<b>230</b>	<b>3,427</b>	<b>4,892</b>	<b>3,593</b>	<b>56,903</b>
<b>All ro-ro self-propelled traffic</b>	<b>11,109</b>	<b>2,598</b>	<b>40,518</b>	<b>1,927</b>	<b>466</b>	<b>7,350</b>	<b>13,036</b>	<b>3,064</b>	<b>47,868</b>
<b>All ro-ro non self-propelled traffic</b>	<b>2,376</b>	<b>1,844</b>	<b>34,398</b>	<b>1,054</b>	<b>910</b>	<b>12,436</b>	<b>3,430</b>	<b>2,755</b>	<b>46,834</b>
<b>All traffic</b>	<b>18,011</b>	<b>7,805</b>	<b>128,392</b>	<b>3,346</b>	<b>1,607</b>	<b>23,213</b>	<b>21,357</b>	<b>9,411</b>	<b>151,605</b>
<b>(b) Inward traffic</b>									
<b>Main Freight</b>									
Lo-Lo Containers									
20' containers	759	734	10,677	75	31	426	834	765	11,103
40' containers	1,363	1,300	18,108	93	65	1,040	1,456	1,364	19,149
Containers >20' & <40'	45	44	796	2	1	14	46	45	810
Containers >40'	149	144	3,012	7	4	73	156	148	3,085
Roll-on/roll-off (self-propelled)									
Road goods vehicles and trailers	1,605	1,530	20,324	275	230	3,301	1,880	1,759	23,624
Roll-on/roll-off (non self-propelled)									
Unaccompanied road goods trailers	856	830	14,319	517	443	6,065	1,372	1,272	20,384
Rail wagons, shipborne port to port trailers, and barges	316	308	7,436	3	2	16	318	310	7,452
<b>Total Main Freight</b>	<b>5,091</b>	<b>4,889</b>	<b>74,672</b>	<b>971</b>	<b>774</b>	<b>10,935</b>	<b>6,062</b>	<b>5,663</b>	<b>85,607</b>
<b>Other Freight</b>									
Roll-on/roll-off (self-propelled)									
Import/export motor vehicles	2,227	.	3,169	80	.	379	2,307	.	3,547
Other mobile self-propelled units	1	-	-	1	1	1	2	1	1
Roll-on/roll-off (non self-propelled)									
Unaccompanied caravans, agricultural and industrial vehicles	34	0	339	2	0	3	36	0	342
Other mobile non self-propelled units	0	-	-	0	0	0	-	-	-
<b>Total Other Freight</b>	<b>2,262</b>	<b>-</b>	<b>3,507</b>	<b>84</b>	<b>1</b>	<b>382</b>	<b>2,345</b>	<b>1</b>	<b>3,890</b>
<b>Total Freight</b>	<b>7,353</b>	<b>4,889</b>	<b>78,179</b>	<b>1,055</b>	<b>775</b>	<b>11,317</b>	<b>8,407</b>	<b>5,664</b>	<b>89,497</b>
<b>Non-freight</b>									
Roll-on/roll-off (self-propelled)									
Passenger cars, motorcycles and accompanying trailers/caravans	2,049	.	.	587	.	.	2,636	.	.
Passenger buses	50	.	.	19	.	.	69	.	.
<b>Totals</b>									
<b>All lo-lo container traffic</b>	<b>2,316</b>	<b>2,221</b>	<b>32,593</b>	<b>177</b>	<b>100</b>	<b>1,553</b>	<b>2,492</b>	<b>2,321</b>	<b>34,146</b>
<b>All ro-ro self-propelled traffic</b>	<b>5,931</b>	<b>1,530</b>	<b>23,493</b>	<b>962</b>	<b>231</b>	<b>3,680</b>	<b>6,893</b>	<b>1,761</b>	<b>27,172</b>
<b>All ro-ro non self-propelled traffic</b>	<b>1,205</b>	<b>1,138</b>	<b>22,094</b>	<b>522</b>	<b>445</b>	<b>6,084</b>	<b>1,727</b>	<b>1,583</b>	<b>28,178</b>
<b>All inward traffic</b>	<b>9,452</b>	<b>4,889</b>	<b>78,179</b>	<b>1,660</b>	<b>775</b>	<b>11,317</b>	<b>11,112</b>	<b>5,664</b>	<b>89,497</b>

Department for Transport Statistics

[Port Freight Statistics](#)

Table PORT0204 (TSGB0505)

UK major port unitised traffic, international and domestic by unit type: 2013

	Thousand units/thousand tonnes								
	International traffic			Domestic traffic			All international and domestic		
	All units	Loaded units	Weight of goods	All units	Loaded units	Weight of goods	All units	Loaded units	Weight of goods
<b>(C) Outward traffic</b>									
<b>Main Freight</b>									
Lo-Lo Containers									
20' containers	677	380	6,433	81	58	662	758	438	7,095
40' containers	1,288	657	13,137	97	68	1,121	1,386	725	14,259
Containers >20' & <40'	35	17	271	3	-	13	38	17	284
Containers >40'	210	88	1,042	8	4	77	218	92	1,120
Roll-on/roll-off (self-propelled)	0	0	0	0	0	0	0	0	0
Road goods vehicles and trailers	1,527	1,067	14,545	285	235	3,349	1,812	1,302	17,893
Roll-on/roll-off (non self-propelled)	0	0	0	0	0	0	0	0	0
Unaccompanied road goods trailers	841	580	9,995	528	465	6,341	1,369	1,045	16,335
Rail wagons, shipborne port to port trailers, and barges	311	126	2,183	3	1	8	313	127	2,191
<b>Total Main Freight</b>	<b>4,890</b>	<b>2,915</b>	<b>47,605</b>	<b>1,004</b>	<b>831</b>	<b>11,571</b>	<b>5,894</b>	<b>3,747</b>	<b>59,176</b>
<b>Other Freight</b>									
Roll-on/roll-off (self-propelled)									
Import/export motor vehicles	1,406	-	2,481	84	-	322	1,490	-	2,802
Other mobile self-propelled units	-	-	-	1	1	-	1	1	1
Roll-on/roll-off (non self-propelled)									
Unaccompanied caravans, agricultural and industrial vehicles	19	-	127	2	-	3	21	-	130
Other mobile non self-propelled units	0	0	0	0	0	0	0	0	0
<b>Total Other Freight</b>	<b>1,425</b>	<b>-</b>	<b>2,608</b>	<b>87</b>	<b>1</b>	<b>325</b>	<b>1,512</b>	<b>1</b>	<b>2,933</b>
<b>Total Freight</b>	<b>6,315</b>	<b>2,915</b>	<b>50,213</b>	<b>1,091</b>	<b>832</b>	<b>11,896</b>	<b>7,406</b>	<b>3,747</b>	<b>62,109</b>
<b>Non-freight</b>									
Roll-on/roll-off (self-propelled)									
Passenger cars, motorcycles and accompanying trailers/caravans	2,193	-	-	576	-	-	2,769	-	-
Passenger buses	52	-	-	19	-	-	71	-	-
<b>Totals</b>									
<b>All lo-lo container traffic</b>	<b>2,211</b>	<b>1,142</b>	<b>20,883</b>	<b>189</b>	<b>131</b>	<b>1,874</b>	<b>2,400</b>	<b>1,272</b>	<b>22,757</b>
<b>All ro-ro self-propelled traffic</b>	<b>5,178</b>	<b>1,068</b>	<b>17,026</b>	<b>964</b>	<b>236</b>	<b>3,671</b>	<b>6,142</b>	<b>1,303</b>	<b>20,696</b>
<b>All ro-ro non self-propelled traffic</b>	<b>1,171</b>	<b>706</b>	<b>12,304</b>	<b>532</b>	<b>466</b>	<b>6,352</b>	<b>1,703</b>	<b>1,172</b>	<b>18,656</b>
<b>All outward traffic</b>	<b>8,560</b>	<b>2,915</b>	<b>50,213</b>	<b>1,686</b>	<b>832</b>	<b>11,896</b>	<b>10,245</b>	<b>3,747</b>	<b>62,109</b>

[Technical Note](#)

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Source: DfT Port Statistics  
Last updated: 27 August 2014  
Next update: August 2015  
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Department for Transport

[Sea Passenger Statistics](#)

Table SPAS0401 (TSGB0506)

Accompanied passenger vehicles by port: 2003-2013<sup>1</sup>

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Thousand vehicles											
<b>Accompanied cars:</b>											
Belfast	403	406	315	316	328	288	276	280	270	281	280
Cairnryan	139	137	140	134	156	154	154	151	153	126	117
Dover	2,418	2,507	2,470	2,648	2,838	2,729	2,674	2,729	2,565	2,288	2,276
Fishguard	157	156	144	140	152	143	137	120	113	99	95
Forth	43	44	43	28	31	21	9	16	-	-	-
Harwich	254	244	207	182	119	109	126	129	125	151	144
Heysham	75	76	67	83	94	82	86	80	77	76	79
Holyhead	501	481	465	452	480	445	465	487	452	431	438
Hull	167	165	173	176	189	186	180	182	183	175	169
Larne	175	174	206	199	232	221	223	222	213	173	168
Liverpool	162	162	129	135	160	152	157	159	157	137	142
Milford Haven	118	111	97	101	120	107	100	95	91	92	88
Newhaven	90	91	44	74	91	99	76	79	80	82	84
Orkney	62	64	67	69	99	86	81	93	96	94	96
Plymouth	187	189	194	176	183	190	165	160	157	145	155
Poole	216	186	119	126	141	156	147	86	95	127	117
Portsmouth <sup>2</sup>	915	891	770	666	610	678	679	686	697	620	633
Ramsgate	0	3	11	29	27	28	22	3	10	8	1
Stranraer	239	275	239	250	257	239	244	244	217	239	181
Swansea	41	40	36	29	0	0	0	27	21	0	0
Tyne	123	113	112	113	103	99	91	93	89	88	94
Other ports	319	301	260	262	270	288	312	330	328	258	302
<b>All cars</b>	<b>6,804</b>	<b>6,818</b>	<b>6,305</b>	<b>6,388</b>	<b>6,677</b>	<b>6,498</b>	<b>6,405</b>	<b>6,449</b>	<b>6,188</b>	<b>5,689</b>	<b>5,660</b>
<b>Accompanied buses and coaches:</b>											
Dover	125	128	108	106	105	98	81	84	83	80	75
Holyhead	12	12	13	12	12	11	10	10	10	10	11
Portsmouth	15	24	20	8	4	8	8	7	4	4	3
Other ports	35	35	34	33	32	26	41	45	48	55	53
<b>All buses and coaches</b>	<b>188</b>	<b>199</b>	<b>175</b>	<b>159</b>	<b>153</b>	<b>143</b>	<b>139</b>	<b>146</b>	<b>145</b>	<b>148</b>	<b>142</b>

1. Includes estimates for vehicles at minor ports.

2. Excludes traffic to the Isle of Wight.

"." not available for publication, "-" Less than 0 (in unit given), "-" Route closed.

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Source: DfT Port Statistics

Last updated: November 2014

Next update: November 2015

The figures in this table are National Statistics

Department for Transport

Sea Passenger Statistics

Table SPAS0402 (TSGB0507)

Accompanied passenger vehicles by route: 1999-2013 <sup>1</sup>

	Thousand vehicles														
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>(a) Cars</b>															
Overseas route:															
Belgium	244	260	115	120	111	112	124	129	132	118	97	86	79	73	65
Denmark	27	23	26	27	22	23	21	48	26	21	26	25	24	24	21
France	3,954	3,524	3,619	3,727	3,669	3,720	3,449	3,563	3,734	3,712	3,585	3,564	3,435	3,044	3,067
Germany	40	22	27	32	19	24	23	0	0	0	0	-	-	-	-
Irish Republic	854	876	833	878	879	837	773	751	781	723	735	757	698	639	644
Netherlands	405	422	383	420	390	379	336	330	290	241	305	309	304	324	322
Scandinavia and Baltic	36	26	15	36	44	31	39	19	21	61	-	4	2	1	1
of which:															
Norway	..	14	6	15	29	9	20	9	21	61	0	-	-	-	-
Sweden	..	11	8	20	15	21	18	10	0	0	0	1	1	1	1
Spain	84	83	93	104	80	81	94	85	88	95	103	123	122	114	121
Other Routes	0	0	0	0	0	0	3	1	0	0	0	0	3	0	2
All overseas routes	5,644	5,235	5,111	5,344	5,213	5,207	4,861	4,927	5,072	4,972	4,850	4,869	4,666	4,220	4,243
Channel Tunnel <sup>2</sup>	3,260	2,784	2,530	2,336	2,279	2,101	2,047	2,046	2,142	1,907	1,917	2,125	2,263	2,424	2,481
Coastwise route <sup>3</sup>															
Northern Ireland <sup>4</sup>	1,282	1,108	1,078	1,082	1,104	1,138	1,054	1,007	1,089	1,026	1,024	1,021	978	924	839
Isle of Man	137	140	136	166	159	157	75	147	183	152	153	157	147	137	156
Orkneys & Shetlands <sup>4</sup>	127	128	104	125	155	156	163	170	196	206	208	234	235	235	252
Channel Islands	112	159	162	179	128	111	104	90	89	94	103	101	95	106	102
Other	34	36	39	42	44	48	48	47	49	49	67	68	68	67	69
All coastwise routes <sup>3</sup>	1,692	1,570	1,520	1,594	1,591	1,611	1,444	1,461	1,605	1,526	1,555	1,581	1,522	1,469	1,417
<b>All cars</b>	<b>7,336</b>	<b>6,806</b>	<b>6,631</b>	<b>6,939</b>	<b>6,804</b>	<b>6,818</b>	<b>6,305</b>	<b>6,388</b>	<b>6,677</b>	<b>6,498</b>	<b>6,405</b>	<b>6,449</b>	<b>6,188</b>	<b>5,689</b>	<b>5,660</b>
<b>(b) Buses and coaches</b>															
Overseas route:															
Belgium	3	2	2	1	4	4	4	3	4	3	2	3	3	2	2
Denmark	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
France	167	157	153	155	141	152	128	114	110	106	89	90	87	84	78
Germany	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
Irish Republic	18	19	16	17	16	16	17	15	15	14	12	13	12	13	13
Netherlands	7	7	6	8	7	5	8	7	7	5	5	7	7	7	7
Scandinavia and Baltic	1	-	-	1	1	1	1	-	-	1	-	-	-	-	-
Spain	1	-	1	1	1	1	1	1	1	1	-	1	1	-	1
All overseas routes	196	187	178	183	169	181	159	142	137	131	109	113	111	106	102
Channel Tunnel <sup>5</sup>	82	79	75	72	72	63	77	67	65	61	55	57	56	59	65
Coastwise route <sup>3</sup>															
Northern Ireland <sup>4</sup>	14	15	14	16	17	17	15	15	15	10	28	30	31	39	36
Isle of Man	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-
Orkneys & Shetlands <sup>4</sup>	-	-	-	-	1	1	1	1	1	2	2	2	3	3	4
Channel Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
All coastwise routes <sup>3</sup>	16	16	16	17	19	18	16	18	16	12	31	33	34	42	40
<b>All buses and coaches</b>	<b>212</b>	<b>203</b>	<b>194</b>	<b>201</b>	<b>188</b>	<b>199</b>	<b>175</b>	<b>159</b>	<b>153</b>	<b>143</b>	<b>139</b>	<b>146</b>	<b>145</b>	<b>148</b>	<b>142</b>

<sup>1</sup> Includes estimates for vehicles at minor ports.

<sup>2</sup> Passenger cars (including minibuses with up to 16 seats) on shuttles for comparison, but numbers not included in totals

<sup>3</sup> Excludes traffic to the Isle of Wight.

<sup>4</sup> Includes vehicles counted at ports at both GB mainland and island ends of routes.

<sup>5</sup> Passenger buses and coaches (excluding minibuses with less than 16 seats) on shuttles for comparison, but numbers not included in totals.

.. " not available for publication, "-" Less than 0 (in unit given), "." Route closed.

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**Table DWF0101 (TSGB0508)**  
**Waterborne transport within the United Kingdom: 2001-2013**

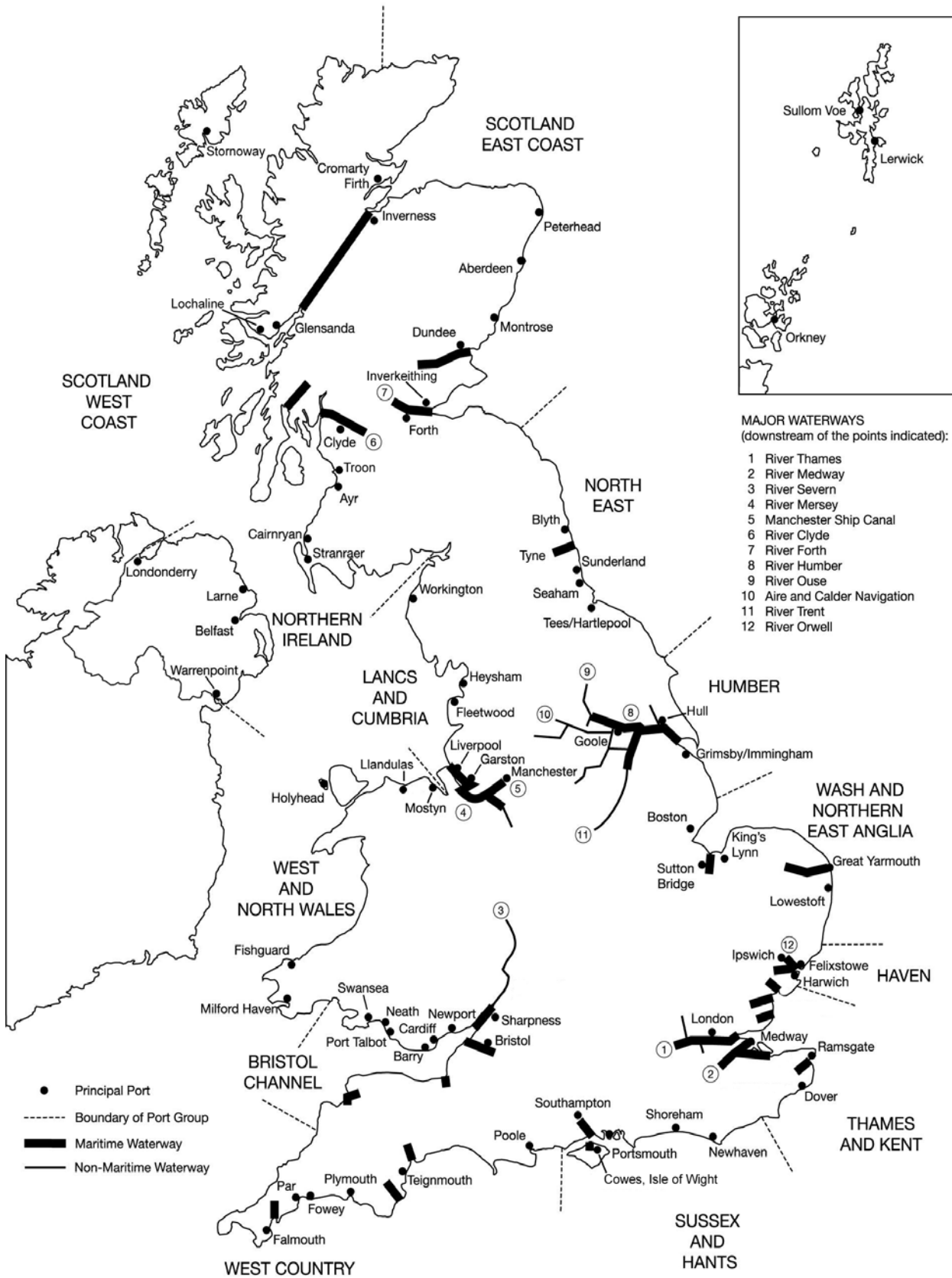
	Million tonnes												
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>a) Goods lifted</b>													
<b>UK inland waters traffic</b>													
Non-seagoing traffic													
Internal	4.3	4.0	3.2	2.6	3.4	3.6	3.4	3.7	3.3	3.5	3.5	3.7	5.3
Seagoing traffic (by route)													
Coastwise	8.8	6.8	7.4	7.2	8.6	8.5	8.0	7.7	6.6	6.0	6.4	5.5	5.5
Foreign	33.4	32.0	31.8	30.1	32.0	34.0	34.9	35.2	27.5	31.3	30.3	30.5	29.2
One-port	7.0	6.2	5.0	4.7	4.8	4.9	5.7	5.4	4.1	3.0	3.6	3.5	3.1
<b>Total</b>	<b>53.5</b>	<b>49.0</b>	<b>47.4</b>	<b>44.6</b>	<b>48.7</b>	<b>51.0</b>	<b>52.0</b>	<b>51.9</b>	<b>41.4</b>	<b>43.8</b>	<b>43.9</b>	<b>43.2</b>	<b>43.0</b>
<b>Coastwise traffic between UK ports</b>	58.5	59.5	58.5	59.8	65.1	58.1	58.8	58.1	54.6	51.3	49.0	42.6	38.4
<b>One-port traffic of UK ports</b>	35.1	43.7	39.0	34.8	32.3	30.6	28.9	26.0	24.1	20.3	21.6	18.8	17.7
<b>All traffic<sup>1</sup></b>	<b>131.3</b>	<b>139.1</b>	<b>132.5</b>	<b>127.2</b>	<b>132.8</b>	<b>126.3</b>	<b>125.9</b>	<b>123.0</b>	<b>109.5</b>	<b>106.3</b>	<b>104.4</b>	<b>95.6</b>	<b>90.5</b>
<b>b) Goods moved</b>													
	Billion tonne-kilometres												
<b>UK inland waters traffic</b>													
Non-seagoing traffic													
Internal	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2
Seagoing traffic (by route)													
Coastwise	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
Foreign	1.1	1.1	1.0	1.0	1.1	1.1	1.2	1.1	0.8	1.0	0.9	0.9	0.9
One-port	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1
<b>Total</b>	<b>1.8</b>	<b>1.7</b>	<b>1.6</b>	<b>1.5</b>	<b>1.6</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.3</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>
<b>Coastwise traffic between UK ports</b>	34.1	35.1	33.3	35.4	39.4	32.4	34.5	35.1	34.9	30.0	31.3	23.6	19.4
<b>One-port traffic of UK ports</b>	23.3	30.8	26.4	22.9	20.3	18.2	15.0	13.3	12.8	10.8	10.3	10.4	8.0
<b>All traffic<sup>1</sup></b>	<b>58.8</b>	<b>67.2</b>	<b>60.9</b>	<b>59.4</b>	<b>60.9</b>	<b>51.8</b>	<b>50.8</b>	<b>49.7</b>	<b>48.6</b>	<b>41.9</b>	<b>43.0</b>	<b>35.0</b>	<b>28.5</b>

1. The 'All traffic' figures in table 1(a) for all years and in table 1(b) from 2000 onwards are calculated by the addition of the totals for coastwise traffic and one-port traffic together with the internal and foreign components of inland waters traffic. See Technical Notes for more details.

[Technical Note](#)

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Table DWF0207 (TSGB0510)

Major inland waterway routes, goods lifted <sup>1</sup>: 1994-2013

a) Internal traffic													Million tonnes	
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
River Thames	2.0	2.1	2.0	1.5	1.8	2.1	1.9	2.2	2.2	2.4	1.9	1.6	2.8	
River Medway	0.5	0.6	0.6	0.4	0.4	0.3	0.2	0.5	0.5	0.4	0.2	0.2	0.2	
River Severn	-	-	-	-	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.4	
Manchester Ship Canal / River Mersey	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.3	0.5	0.8	
River Clyde	-	0.0	-	-	-	-	-	-	-	-	-	-	0.0	
River Forth	-	-	-	-	-	-	-	-	-	-	-	-	0.0	
River Humber	0.2	0.4	0.3	0.4	0.6	0.4	0.3	0.3	0.3	0.2	0.5	0.3	0.5	
River Ouse	0.4	0.4	0.4	0.4	0.5	0.4	0.3	0.3	0.2	0.2	0.3	0.2	0.3	
Aire and Calder	1.6	1.1	0.5	0.4	0.4	0.4	0.3	0.3	0.2	0.4	0.3	0.2	0.1	
River Trent	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.1	
River Orwell	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>All waterways</b>	<b>4.3</b>	<b>4.0</b>	<b>3.2</b>	<b>2.6</b>	<b>3.4</b>	<b>3.6</b>	<b>3.4</b>	<b>3.7</b>	<b>3.3</b>	<b>3.5</b>	<b>3.5</b>	<b>3.7</b>	<b>5.3</b>	

b) Seagoing traffic													Million tonnes	
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
River Thames	18.5	17.2	16.0	14.2	17.1	18.7	20.1	19.5	14.2	13.8	15.4	15.9	14.3	
River Medway	2.0	2.4	2.7	2.0	1.4	2.1	2.2	1.8	1.6	1.7	1.5	1.2	1.1	
River Severn	0.5	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.5	0.4	0.5	
Manchester Ship Canal / River Mersey	7.0	5.5	5.1	5.6	6.1	6.6	6.4	5.8	4.8	5.3	5.1	4.9	5.5	
River Clyde	1.6	1.3	1.3	1.3	1.6	1.5	2.1	2.5	1.5	2.3	2.6	2.3	1.9	
River Forth	9.6	8.5	8.6	8.5	8.5	8.5	8.3	9.5	8.5	8.2	8.0	8.5	8.8	
River Humber	6.1	5.5	5.3	5.5	5.8	5.3	5.7	5.5	3.9	4.5	4.1	3.7	3.7	
River Ouse	2.8	2.5	2.1	2.4	2.8	2.4	2.6	2.4	1.8	2.2	2.0	1.4	1.5	
Aire and Calder	-	-	-	-	-	-	-	-	-	-	-	-	-	
River Trent	2.6	2.4	2.3	2.3	1.9	2.1	2.2	2.0	1.1	1.4	1.3	1.2	1.3	
River Orwell	2.9	3.3	3.9	3.6	3.6	3.5	2.8	2.6	2.8	2.9	2.5	2.2	1.7	
<b>All waterways</b>	<b>49.2</b>	<b>45.0</b>	<b>44.2</b>	<b>42.0</b>	<b>45.3</b>	<b>47.4</b>	<b>48.7</b>	<b>48.2</b>	<b>38.2</b>	<b>40.3</b>	<b>40.4</b>	<b>39.5</b>	<b>37.8</b>	

c) Total													Million tonnes	
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
River Thames	20.5	19.3	18.0	15.7	18.9	20.8	22.0	21.7	16.4	16.2	17.3	17.5	17.1	
River Medway	2.5	3.0	3.3	2.4	1.9	2.5	2.5	2.3	2.0	2.1	1.6	1.3	1.3	
River Severn	0.5	0.6	0.6	0.5	0.7	0.7	0.8	0.7	0.6	0.6	0.8	0.6	0.8	
Manchester Ship Canal / River Mersey	7.3	5.7	5.3	5.9	6.4	6.9	6.7	6.1	5.0	5.6	5.4	5.4	6.2	
River Clyde	1.6	1.3	1.3	1.3	1.6	1.5	2.1	2.5	1.5	2.3	2.6	2.3	1.9	
River Forth	9.6	8.5	8.6	8.5	8.5	8.5	8.3	9.5	8.5	8.2	8.0	8.5	8.8	
River Humber	6.3	5.9	5.6	5.9	6.4	5.8	6.0	5.8	4.2	4.8	4.6	4.0	4.2	
River Ouse	3.2	2.9	2.6	2.8	3.4	2.9	2.9	2.7	2.0	2.4	2.4	1.6	1.8	
Aire and Calder	1.6	1.1	0.5	0.4	0.4	0.4	0.3	0.3	0.2	0.4	0.3	0.2	0.1	
River Trent	2.9	2.7	2.6	2.6	2.2	2.3	2.4	2.2	1.2	1.5	1.5	1.4	1.4	
River Orwell	2.9	3.3	3.9	3.6	3.6	3.5	2.8	2.6	2.8	2.9	2.5	2.2	1.7	
<b>All waterways</b>	<b>53.5</b>	<b>49.0</b>	<b>47.4</b>	<b>44.6</b>	<b>48.7</b>	<b>51.0</b>	<b>52.0</b>	<b>51.9</b>	<b>41.4</b>	<b>43.8</b>	<b>43.9</b>	<b>43.2</b>	<b>43.0</b>	

1. Where goods are carried on more than one inland waterway route, the tonnage lifted is counted on each route travelled. The 'All waterways' figures exclude all such double counting.

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### [Sea Passenger Statistics](#)

#### Table SPAS0103 (TSGB0511)

#### UK international short sea passenger movements by overseas country: 2003-2013

	Thousands										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Belgium	740	739	778	748	751	676	566	614	495	462	385
Denmark	88	97	91	89	96	90	99	98	94	91	84
France	19,077	18,565	16,834	16,925	17,377	16,844	16,002	15,869	15,536	14,364	15,265
Germany <sup>2</sup>	92	117	98	1	1	1	1	2	2	2	2
Irish Republic <sup>1</sup>	3,802	3,656	3,380	3,221	3,291	3,069	2,930	3,102	2,921	2,713	2,735
Netherlands	2,094	2,002	1,848	1,897	1,636	1,667	1,685	1,794	1,792	1,777	1,737
Norway <sup>3</sup>	235	231	200	149	153	120	1	1	1	1	1
Spain	308	310	378	372	357	370	340	401	293	267	277
Sweden	81	75	79	59	5	4	3	4	4	4	4
Others	7	7	8	6	1	-	-	-	-	-	-
<b>All short sea routes</b>	<b>26,523</b>	<b>25,799</b>	<b>23,693</b>	<b>23,465</b>	<b>23,668</b>	<b>22,840</b>	<b>21,626</b>	<b>21,883</b>	<b>21,138</b>	<b>19,680</b>	<b>20,490</b>

#### Notes:

1. Includes passengers between Irish Rep and IOM until 1982
2. Figures fell in 2006 due to the closure of the route between Harwich and Cuxhaven
2. Figures fell in 2009 due to the closure of the routes between Tyne and Norway
- ".. " not available for publication, "-" Less than 0 (in unit given), " " Route closed.

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[Sea Passenger Statistics](#)

Table SPAS0101 (TSGB0512)

UK international sea passenger movements, by port and port area: 2002-2013

Thousands

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Ro-ro ferry passengers on short sea routes</b>												
<b>Thames and Kent</b>												
London <sup>1</sup>	13	11	14	13	12	11	7	8	12	14	14	14
Medway	.	.	.	.	.	.	.	.	.	.	.	.
Ramsgate <sup>2</sup>	117	137	148	193	214	233	222	171	186	110	86	18
Dover	16,329	14,631	14,275	13,359	13,799	14,258	13,783	13,067	13,125	12,769	11,918	12,740
Folkestone	.	.	.	.	.	.	.	.	.	.	.	.
<b>All Thames and Kent</b>	<b>16,459</b>	<b>14,780</b>	<b>14,437</b>	<b>13,566</b>	<b>14,025</b>	<b>14,503</b>	<b>14,012</b>	<b>13,246</b>	<b>13,323</b>	<b>12,893</b>	<b>12,018</b>	<b>12,773</b>
<b>South Coast</b>												
Newhaven	379	397	361	167	270	329	284	244	253	258	267	277
Brighton	.	.	.	.	.	.	.	.	.	.	.	.
Portsmouth	3,406	3,116	3,077	2,631	2,166	2,084	2,087	2,139	2,212	2,065	1,880	1,871
Southampton	0	0	5	3	.	.	.	.	.	.	.	.
Poole	620	623	520	398	479	469	474	391	189	252	132	193
Weymouth	8	15	20	21	18	19	15	11	7	7	1	4
Plymouth	631	603	617	636	564	575	571	491	484	478	433	457
<b>All South Coast</b>	<b>5,044</b>	<b>4,754</b>	<b>4,600</b>	<b>3,856</b>	<b>3,498</b>	<b>3,476</b>	<b>3,431</b>	<b>3,276</b>	<b>3,145</b>	<b>3,060</b>	<b>2,712</b>	<b>2,802</b>
<b>West Coast</b>												
Bristol	.	.	.	.	.	.	.	.	.	.	.	.
Swansea	121	118	116	100	81	0	0	0	94	59	.	.
Milford Haven	387	384	378	321	333	379	345	315	325	313	329	328
Fishguard	662	645	614	590	584	597	554	501	419	410	364	333
Holyhead	2,371	2,333	2,262	2,173	2,057	2,138	1,996	1,942	2,073	2,020	1,898	1,954
Mostyn	44	48	10	.	.	.	.	.	.	.	.	.
Liverpool	291	269	270	190	162	173	172	171	190	118	121	120
Fleetwood	.	.	.	.	.	.	.	.	.	.	.	.
Glasgow	.	.	.	.	.	.	.	.	.	.	.	.
Other ports	4	5	5	5	4	3	2	1	2	2	1	1
<b>All West Coast</b>	<b>3,880</b>	<b>3,802</b>	<b>3,656</b>	<b>3,380</b>	<b>3,221</b>	<b>3,291</b>	<b>3,069</b>	<b>2,930</b>	<b>3,102</b>	<b>2,921</b>	<b>2,713</b>	<b>2,735</b>
<b>East Coast</b>												
Lerwick	7	13	14	11	10	1	.	.	.	.	.	.
Forth	105	195	192	183	112	110	74	31	54	1	1	1
Tyne	816	829	767	699	648	638	595	536	604	606	579	556
Hull	1,041	994	976	964	1,017	1,010	966	936	950	970	947	876
Grimsby and Immingham	38	43	43	44	49	63	81	71	73	69	83	83
Great Yarmouth	.	.	.	.	.	.	.	.	.	.	.	.
Ipswich	6	6	7	8	8	4	2	4	2	1	3	.
Felixstowe	58	19	19	19	16	15	15	9	8	6	6	7
Harwich	1,268	1,085	1,085	959	857	553	593	585	620	606	615	654
Other ports	3	3	3	4	4	4	4	3	2	4	3	2
<b>All East Coast</b>	<b>3,342</b>	<b>3,188</b>	<b>3,106</b>	<b>2,891</b>	<b>2,722</b>	<b>2,398</b>	<b>2,329</b>	<b>2,175</b>	<b>2,313</b>	<b>2,264</b>	<b>2,237</b>	<b>2,180</b>
<b>All Short-Sea Routes</b>	<b>28,726</b>	<b>26,523</b>	<b>25,799</b>	<b>23,693</b>	<b>23,465</b>	<b>23,668</b>	<b>22,840</b>	<b>21,626</b>	<b>21,883</b>	<b>21,138</b>	<b>19,680</b>	<b>20,490</b>
<b>All Long Sea Journey Passengers<sup>3</sup></b>	<b>32</b>	<b>25</b>	<b>40</b>	<b>52</b>	<b>58</b>	<b>68</b>	<b>72</b>	<b>55</b>	<b>55</b>	<b>34</b>	<b>32</b>	<b>34</b>
<b>Cruise Passengers<sup>4,5</sup></b>												
Southampton	331	438	476	637	658	716	889	925	1,167	1,376	1,491	1,478
Dover	120	139	154	141	188	175	223	198	237	144	118	158
Harwich <sup>6</sup>	69	97	91	84	104	104	126	127	61	57	56	141
Other ports	20	28	46	71	64	69	103	97	93	93	72	129
<b>All Cruise Passengers</b>	<b>540</b>	<b>702</b>	<b>767</b>	<b>935</b>	<b>1,013</b>	<b>1,064</b>	<b>1,341</b>	<b>1,347</b>	<b>1,557</b>	<b>1,671</b>	<b>1,737</b>	<b>1,906</b>
<b>All International Passengers<sup>7</sup></b>	<b>29,298</b>	<b>27,250</b>	<b>26,605</b>	<b>24,680</b>	<b>24,537</b>	<b>24,800</b>	<b>24,254</b>	<b>23,028</b>	<b>23,496</b>	<b>22,843</b>	<b>21,449</b>	<b>22,430</b>

Notes:

- Including long sea and cruise passengers for most years between 1957 and 1982
- Figures fell in 2013 owing to a ferry operator from Ramsgate entering into administration in April 2013
- This includes cruise passengers from 1950 - 1969.
- Any cruise beginning or ending at a UK port. This excludes any passengers temporarily disembarking in the UK.
- Cruise passengers, like other passengers, are included at both departure and arrival if their journey begins and ends at a UK seaport.
- A Port survey carried out in early 2013 resulted in more cruise data becoming available for Harwich, Newcastle and Portsmouth.
- Excluding cruise passengers in 1997 and 1998.
- "." not available for publication, "-" Less than 0 (in unit given), "." Route closed.

[Technical Note](#)

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Source: DfT Sea Passenger Statistics  
Last updated: November 2014  
Next update: February 2015  
The figures in this table are National Statistics

Department for Transport statistics

Shipping Fleet Statistics

Table FLE0301 (TSGB0513)

United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over: 1950-1986 and 1986-2013

End of year <sup>1</sup>	Thousand GT							Numbers
	Passenger	Cargo liners	Container	Tramps	Bulk carriers	Tankers	Total	Vessels
1950	2,936	5,949	-	..	4,366	3,946	17,198	3,092
1951	2,992	5,933	-	..	4,084	4,187	17,196	3,056
1952	2,935	6,063	-	..	3,836	4,430	17,264	3,014
1953	2,825	6,066	-	..	3,939	4,637	17,467	3,016
1954	2,998	6,007	-	..	3,965	5,046	18,016	3,041
1955	3,012	6,080	-	..	3,979	5,138	18,208	3,041
1956	3,013	6,300	-	..	3,841	5,329	18,484	3,041
1957	2,958	6,540	-	..	3,696	5,638	18,833	3,031
1958	2,843	6,545	-	..	3,837	6,021	19,245	3,007
1959	2,749	6,605	-	..	3,706	6,745	19,805	2,950
1960	2,814	6,568	-	..	3,762	7,058	20,202	2,902
1961	2,771	6,294	-	..	4,143	7,288	20,497	2,808
1962	2,495	6,133	-	..	4,441	7,486	20,554	2,689
1963	2,342	5,939	-	..	4,328	7,788	20,396	2,538
1964	2,244	5,936	-	..	4,444	7,804	20,428	2,473
1965	2,115	5,894	-	..	4,687	7,685	20,382	2,401
1966	1,971	5,898	..	2,666	2,130	7,857	20,522	2,319
1967	1,709	5,576	..	2,521	2,661	7,908	20,375	2,181
1968	1,605	5,398	..	2,173	2,974	8,580	20,730	2,058
1969	1,245	5,452	194	1,904	3,265	10,215	22,274	2,002
1970	1,230	5,233	418	1,621	3,710	11,849	24,061	1,977
1971	1,101	4,444	683	1,425	4,219	13,304	25,177	1,875
1972	1,010	3,895	1,162	1,222	6,152	13,500	26,940	1,798
1973	920	3,749	1,346	1,060	7,366	14,665	29,106	1,776
1974	855	3,656	1,365	1,027	7,694	16,199	30,795	1,767
1975	748	3,330	1,363	958	8,022	17,069	31,489	1,682
1976	661	3,148	1,349	910	8,030	15,742	29,839	1,573
1977	654	2,923	1,624	882	8,181	15,797	30,061	1,545
1978	614	2,546	1,827	743	7,174	15,173	28,078	1,421
1979	606	2,248	1,651	613	6,555	13,558	25,232	1,305
1980	617	1,992	1,600	554	6,428	14,578	25,769	1,275
1981	604	1,589	1,600	470	5,985	11,870	22,117	1,118
1982	582	1,340	1,580	409	5,101	10,221	19,233	985
1983	602	1,099	1,543	372	3,911	8,367	15,894	866
1984	636	893	1,572	349	3,398	7,463	14,312	777
1985	616	728	1,489	335	2,851	6,191	12,208	693
1986	588	564	1,369	244	1,864	3,083	7,711	545

End of year <sup>1</sup>	Thousand GT							Numbers	
	Passenger	Other cargo	Ro-Ro	Container	Specialised carriers	Bulk carriers	Tankers	Total	Vessels
1986	259	510	561	1,369	95	2,003	3,249	8,046	546
1987	259	410	591	1,335	132	1,322	3,010	7,059	506
1988	259	332	586	1,335	128	1,301	2,661	6,603	482
1989	242	277	510	1,368	122	1,253	2,252	6,025	450
1990	269	257	555	1,275	118	828	2,210	5,512	427
1991	271	242	604	1,091	99	489	2,166	4,963	409
1992	276	174	632	1,015	100	446	2,188	4,831	363
1993	272	145	657	1,017	124	293	2,161	4,670	344
1994	281	212	874	1,236	110	294	2,481	5,488	360
1995	360	282	910	1,326	52	485	2,346	5,761	365
1996	360	269	1,068	1,110	49	819	2,383	6,057	377
1997	361	254	1,093	1,113	49	831	3,407	7,108	392
1998	358	307	1,123	1,379	49	854	2,977	7,048	416
1999	363	293	1,161	1,502	103	761	3,253	7,436	421
2000	762	321	1,332	2,140	151	844	3,971	9,521	471
2001	746	502	1,431	2,362	151	946	4,516	10,653	534
2002	945	570	1,617	3,303	100	1,491	4,472	12,497	610
2003	1,130	825	1,637	4,548	121	1,729	5,991	15,982	723
2004	711	830	1,608	5,072	165	2,302	6,214	16,902	754
2005	539	885	1,589	5,539	345	2,926	6,978	18,801	795
2006	472	936	1,466	5,900	604	2,839	7,536	19,753	814
2007	627	763	1,534	6,304	925	3,050	7,401	20,603	816
2008	592	707	1,531	7,503	1,072	3,081	8,187	22,673	842
2009	519	737	1,689	9,108	1,357	3,453	8,951	25,814	880
2009	520	738	1,692	9,108	1,356	3,454	8,944	25,813	884
2010	539	710	1,870	8,892	1,370	4,409	9,494	27,284	861
2011	210	854	1,854	9,663	1,425	5,632	6,690	29,328	871
2012	210	792	1,715	9,918	1,425	7,003	8,878	29,940	825
2013	210	714	1,438	8,465	1,005	7,970	8,940	28,742	758

1. See Technical Notes for an explanation of changes in classification in 1986 and 2009.

Technical Notes - [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/230408/shipping-fleet-tech-note.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230408/shipping-fleet-tech-note.pdf)

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Source: DfT analysis of IHS Global data; DfT data prior to 1986

Last updated: 27 August 2014

Next update: February 2015

The figures in this table are outside the scope of National Statistics

Department for Transport statistics  
[Shipping Fleet Statistics](#)

Table FLE0304 (TSGB0514)  
 United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over, by type: 2000-2013

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009 <sup>1</sup>	2009	2010	2011	2012	2013
<b>Number:</b>															
Tankers	141	166	195	224	244	263	273	268	275	289	286	276	278	263	257
Bulk carriers	26	28	34	38	49	60	58	64	64	66	67	82	102	114	126
Specialised carriers	16	16	13	13	14	16	21	26	30	33	32	34	34	34	25
Fully cellular container	67	71	99	137	146	160	170	177	202	216	216	198	183	163	128
Ro-Ro (passenger & cargo)	105	110	118	120	118	113	108	110	110	117	121	117	114	105	96
Other general cargo	100	127	131	169	169	172	174	160	150	148	149	142	151	137	117
Passenger	16	16	20	22	14	11	10	12	11	11	13	12	9	9	9
<b>All trading vessels</b>	<b>471</b>	<b>534</b>	<b>610</b>	<b>723</b>	<b>754</b>	<b>795</b>	<b>814</b>	<b>816</b>	<b>842</b>	<b>880</b>	<b>884</b>	<b>861</b>	<b>871</b>	<b>825</b>	<b>758</b>
<b>Gross tonnage (thousand):</b>															
Tankers	3,971	4,516	4,472	5,991	6,214	6,978	7,536	7,401	8,187	8,951	8,944	9,494	9,690	8,878	8,940
Bulk carriers	844	946	1,491	1,729	2,302	2,926	2,839	3,050	3,081	3,453	3,454	4,409	5,632	7,003	7,970
Specialised carriers	151	151	100	121	165	345	604	925	1,072	1,357	1,356	1,370	1,425	1,425	1,005
Fully cellular container	2,140	2,362	3,303	4,548	5,072	5,539	5,900	6,304	7,503	9,108	9,108	8,892	9,663	9,918	8,465
Ro-Ro (passenger & cargo)	1,332	1,431	1,617	1,637	1,608	1,589	1,466	1,534	1,531	1,689	1,692	1,870	1,854	1,715	1,438
Other general cargo	321	502	570	825	830	885	936	763	707	737	738	710	854	792	714
Passenger	762	746	945	1,130	711	539	472	627	592	519	520	539	210	210	210
<b>All trading vessels</b>	<b>9,521</b>	<b>10,653</b>	<b>12,497</b>	<b>15,982</b>	<b>16,902</b>	<b>18,801</b>	<b>19,753</b>	<b>20,603</b>	<b>22,673</b>	<b>25,814</b>	<b>25,813</b>	<b>27,284</b>	<b>29,328</b>	<b>29,940</b>	<b>28,742</b>
<b>Thousand deadweight tonnes:</b>															
Tankers	7,069	7,885	7,567	9,446	9,660	11,112	11,920	11,540	12,655	14,164	14,153	15,310	16,115	14,610	14,492
Bulk carriers	1,545	1,738	2,782	3,245	4,375	5,580	5,409	5,791	5,823	6,507	6,508	8,276	10,610	13,224	15,002
Specialised carriers	65	65	44	48	59	109	181	272	314	410	409	431	446	446	334
Fully cellular container	2,365	2,597	3,691	5,124	5,663	6,241	6,673	7,160	8,569	10,231	10,231	9,884	10,562	10,679	9,054
Ro-Ro (passenger & cargo)	474	522	607	605	591	574	535	554	556	603	604	654	650	592	475
Other general cargo	430	706	799	1,121	1,126	1,193	1,265	1,039	976	1,020	1,020	996	1,220	1,133	1,015
Passenger	98	95	111	131	92	76	70	82	77	61	61	56	22	22	22
<b>All trading vessels</b>	<b>12,045</b>	<b>13,608</b>	<b>15,602</b>	<b>19,719</b>	<b>21,566</b>	<b>24,885</b>	<b>26,053</b>	<b>26,438</b>	<b>28,971</b>	<b>32,995</b>	<b>32,987</b>	<b>35,607</b>	<b>39,624</b>	<b>40,704</b>	<b>40,394</b>

<sup>1</sup> See Technical Notes for explanation of slight definitional changes in 2009

Technical Notes - [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/230408/shipping-fleet-tech-note.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230408/shipping-fleet-tech-note.pdf)

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Source: DfT analysis of IHS Global data  
 Last updated: 27 August 2014  
 Next update: February 2015

The figures in this table are outside the scope of National Statistics

Department for Transport statistics  
[Shipping Fleet Statistics](#)

Table FLE0204 (TSGB0515)

United Kingdom owned trading vessels of 500 gross tons and over: by type, number and tonnage: 2000-2013

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009 <sup>1</sup>	2009	2010	2011	2012	2013
<b>Number:</b>															
Tankers	133	114	113	124	145	144	149	143	145	153	150	138	139	120	119
Dry bulk	29	38	35	43	51	60	60	63	70	65	66	65	74	89	88
Specialised carriers	10	10	10	9	9	11	17	19	23	26	25	28	28	28	27
Fully cellular container	73	77	72	92	78	75	91	101	104	108	108	116	114	109	105
Ro-Ro (passenger & cargo)	103	103	105	109	106	102	98	105	107	106	110	111	106	96	91
Other general cargo	139	116	115	124	138	146	146	158	157	116	118	116	116	96	91
Passenger	16	18	20	26	15	19	18	23	25	25	27	33	34	34	33
<b>All trading vessels</b>	<b>503</b>	<b>476</b>	<b>470</b>	<b>527</b>	<b>542</b>	<b>557</b>	<b>579</b>	<b>612</b>	<b>631</b>	<b>599</b>	<b>604</b>	<b>607</b>	<b>611</b>	<b>572</b>	<b>554</b>
<b>Gross tonnage (thousand tons):</b>															
Tankers	2,952	2,579	2,620	3,601	4,497	4,139	4,668	5,246	5,827	6,374	6,367	5,647	5,536	5,014	4,832
Dry bulk	904	1,845	1,772	1,913	2,287	2,753	2,614	2,786	3,214	3,185	3,184	3,060	3,378	4,326	4,115
Specialised carriers	53	100	100	82	81	261	594	798	960	1,250	1,249	1,306	1,376	1,376	1,307
Fully cellular container	2,240	2,525	2,509	3,552	3,035	3,297	4,254	4,893	4,886	5,341	5,341	6,172	6,125	5,849	5,389
Ro-Ro (passenger & cargo)	1,260	1,355	1,423	1,589	1,472	1,404	1,334	1,445	1,450	1,535	1,538	1,693	1,761	1,507	1,425
Other general cargo	492	409	570	793	940	912	963	1,070	1,095	685	687	644	664	477	399
Passenger	604	636	725	1,092	588	919	915	1,088	1,360	1,207	1,208	1,626	1,586	1,788	1,741
<b>All trading vessels</b>	<b>8,505</b>	<b>9,449</b>	<b>9,720</b>	<b>12,622</b>	<b>12,900</b>	<b>13,685</b>	<b>15,341</b>	<b>17,327</b>	<b>18,792</b>	<b>19,577</b>	<b>19,576</b>	<b>20,149</b>	<b>20,425</b>	<b>20,335</b>	<b>19,209</b>
<b>Thousand deadweight tonnes:</b>															
Tankers	5,205	4,646	4,690	5,529	6,687	6,054	6,080	6,474	7,265	7,640	7,628	6,440	6,247	5,265	5,381
Dry bulk	1,636	3,495	3,377	3,594	4,300	5,345	4,922	5,228	5,994	5,876	5,875	5,651	7,240	8,009	7,518
Specialised carriers	32	45	45	42	40	90	189	241	293	394	393	428	453	453	426
Fully cellular container	2,433	2,734	2,785	3,993	3,349	3,708	4,758	5,491	5,523	5,969	5,969	6,878	6,834	6,530	6,111
Ro-Ro (passenger & cargo)	423	414	454	543	514	504	478	513	531	572	574	616	634	546	505
Other general cargo	660	569	807	1,113	1,323	1,233	1,296	1,464	1,499	927	931	853	885	629	509
Passenger	80	82	87	130	64	117	114	139	153	129	129	175	170	182	177
<b>All trading vessels</b>	<b>10,469</b>	<b>11,985</b>	<b>12,245</b>	<b>14,945</b>	<b>16,277</b>	<b>17,052</b>	<b>17,836</b>	<b>19,551</b>	<b>21,257</b>	<b>21,507</b>	<b>21,499</b>	<b>21,041</b>	<b>22,464</b>	<b>21,615</b>	<b>20,627</b>

1. See Technical Notes for explanation of slight definitional changes in 2009

[Technical Notes - https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/230408/shipping-fleet-tech-note.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230408/shipping-fleet-tech-note.pdf)

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Source: DfT Port Statistics

Last updated: 27 August 2014

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The figures in this table are outside the scope of National Statistics

Department for Transport

Table TSG0516

United Kingdom shipping industry: international revenue and expenditure: 1997-2013

£ Million

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>(a) Revenue</b>																	
Dry cargo and passenger vessels: (including ferries)																	
Freight on:																	
Imports	484	482	522	484	541	534	501	547	619	390	423	436	369	481	555	419	315
Exports	416	322	375	400	406	481	525	444	544	530	552	636	538	644	639	370	369
Cross-trades	1,977	1,712	1,710	1,735	1,981	2,165	2,424	3,874	4,623	2,005	1,928	2,170	1,537	1,377	1,516	2,236	1,487
Total freight revenue	2,877	2,516	2,607	2,619	2,928	3,180	3,450	4,865	5,786	2,925	2,903	3,242	2,444	2,502	2,710	3,025	2,171
Charter receipts	147	109	99	148	106	129	196	676	963	1,086	1,564	2,014	2,185	2,385	2,799	2,560	2,560
Passenger revenue	688	462	454	622	488	558	993	810	557	407	357	394	546	791	1,291	1,177	1,296
<b>Total revenue</b>	<b>3,712</b>	<b>3,087</b>	<b>3,160</b>	<b>3,389</b>	<b>3,522</b>	<b>3,867</b>	<b>4,639</b>	<b>6,351</b>	<b>7,306</b>	<b>4,418</b>	<b>4,824</b>	<b>5,650</b>	<b>5,175</b>	<b>5,678</b>	<b>6,800</b>	<b>6,762</b>	<b>6,027</b>
Wet (tankers and liquefied gas carriers):																	
Freight on:																	
Imports	24	29	20	3	46	47	44	48	52	79	87	86	73	64	58	73	90
Exports	68	60	59	98	82	96	126	173	174	130	142	219	120	135	116	70	62
Cross-trades	536	442	350	458	497	420	742	1,305	1,194	1,222	1,395	2,530	1,315	1,446	1,311	1,471	1,348
Total freight revenue	628	531	429	559	625	563	912	1,526	1,420	1,431	1,624	2,835	1,508	1,645	1,485	1,614	1,500
Charter receipts	68	70	87	104	336	162	247	472	748	603	554	763	580	413	437	600	600
<b>Total revenue</b>	<b>696</b>	<b>601</b>	<b>516</b>	<b>663</b>	<b>961</b>	<b>725</b>	<b>1,159</b>	<b>1,998</b>	<b>2,168</b>	<b>2,034</b>	<b>2,178</b>	<b>3,598</b>	<b>2,088</b>	<b>2,058</b>	<b>1,922</b>	<b>2,214</b>	<b>2,100</b>
All vessels:																	
Freight on:																	
Imports	508	511	542	487	587	581	545	595	671	469	510	522	442	545	613	492	405
Exports	484	382	434	498	488	577	651	617	718	660	694	855	658	779	755	440	431
Cross-trades	2,204	2,154	2,051	2,185	2,478	2,574	3,166	5,143	5,766	3,790	4,050	5,825	4,077	4,229	3,969	3,707	2,835
Total freight revenue	3,196	3,047	3,027	3,170	3,553	3,732	4,362	6,355	7,155	4,919	5,254	7,202	5,177	5,553	5,337	4,639	3,671
Charter receipts	215	179	186	252	442	291	443	1,148	1,711	1,689	2,118	2,777	2,765	2,798	3,236	3,160	3,160
Passenger revenue	697	462	463	630	488	569	993	846	608	444	430	469	621	887	1,449	1,267	1,296
<b>Total revenue</b>	<b>4,108</b>	<b>3,688</b>	<b>3,676</b>	<b>4,052</b>	<b>4,483</b>	<b>4,592</b>	<b>5,798</b>	<b>8,349</b>	<b>9,474</b>	<b>7,052</b>	<b>7,802</b>	<b>10,448</b>	<b>8,563</b>	<b>9,238</b>	<b>10,022</b>	<b>9,066</b>	<b>8,127</b>
<b>(b) Expenditure</b>																	
Dry cargo operations:																	
Bunkers	216	149	165	288	321	377	429	537	700	464	256	410	302	387	836	707	646
Other disbursements	1,780	1,367	1,060	1,143	1,285	1,619	1,645	1,962	2,759	1,405	1,372	1,646	1,508	2,033	2,544	2,583	2,863
Charter payments	282	239	146	173	335	255	236	692	577	317	106	185	267	214	518	597	597
<b>Total expenditure</b>	<b>2,278</b>	<b>1,755</b>	<b>1,371</b>	<b>1,604</b>	<b>1,941</b>	<b>2,251</b>	<b>2,310</b>	<b>3,191</b>	<b>4,036</b>	<b>2,186</b>	<b>1,734</b>	<b>2,241</b>	<b>2,077</b>	<b>2,634</b>	<b>3,898</b>	<b>3,887</b>	<b>4,106</b>
Wet cargo operations:																	
Bunkers	100	70	81	141	146	133	171	194	319	278	400	750	447	578	691	676	672
Other disbursements	124	150	132	115	141	135	284	275	522	236	408	384	393	304	291	302	231
Charter payments	161	181	89	172	176	140	184	359	636	655	721	1,257	1,099	915	640	577	577
<b>Total expenditure</b>	<b>385</b>	<b>401</b>	<b>302</b>	<b>428</b>	<b>463</b>	<b>408</b>	<b>639</b>	<b>828</b>	<b>1,477</b>	<b>1,169</b>	<b>1,529</b>	<b>2,391</b>	<b>1,939</b>	<b>1,797</b>	<b>1,622</b>	<b>1,555</b>	<b>1,480</b>
All cargo operations:																	
Bunkers	316	219	246	429	467	510	600	731	1,019	742	656	1,160	749	965	1,527	1,383	1,318
Other disbursements	1,904	1,517	1,192	1,258	1,426	1,754	1,929	2,237	3,281	1,641	1,780	2,030	1,901	2,337	2,835	2,885	3,094
Charter payments	443	420	235	345	511	395	420	1,051	1,213	972	827	1,442	1,366	1,129	1,158	1,174	1,174
<b>Total expenditure</b>	<b>2,663</b>	<b>2,156</b>	<b>1,673</b>	<b>2,032</b>	<b>2,404</b>	<b>2,659</b>	<b>2,949</b>	<b>4,019</b>	<b>5,513</b>	<b>3,355</b>	<b>3,263</b>	<b>4,632</b>	<b>4,016</b>	<b>4,431</b>	<b>5,520</b>	<b>5,441</b>	<b>5,586</b>

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Source: Office for National Statistics  
Last updated: November 2014  
Next update: November 2015

The figures in this table are outside the scope of National Statistics

Department for Transport

Table TSGB0517

Marine accident fatalities and injuries reported: 2002-2013

	Number											
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>(a) United Kingdom registered merchant vessels of 100 gross tons and over, any location</b>												
Deaths of passengers, crew members and others by cause												
Deaths from accidents to vessels	1	0	0	1	1	3	1	0	0	1	0	0
Deaths from accidents on board	5	1	3	1	3	9	5	3	7	4	0	1
Deaths from persons overboard	0	2	1	2	2	0	2	4	0	1	3	0
<b>Total</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>
Deaths and injuries to passengers by type of injury												
Deaths	0	0	0	1	1	0	2	1	2	1	0	0
Fractures	109	138	115	79	82	79	90	74	71	84	35	29
Other injuries	24	48	32	29	31	27	78	40	20	24	15	17
<b>Total</b>	<b>133</b>	<b>186</b>	<b>147</b>	<b>109</b>	<b>114</b>	<b>106</b>	<b>170</b>	<b>115</b>	<b>93</b>	<b>109</b>	<b>50</b>	<b>46</b>
Deaths and injuries to crew members by type of injury												
Deaths	5	3	4	2	3	12	5	6	3	5	3	1
Fractures	80	81	68	61	57	65	57	50	57	49	66	47
Other injuries	219	205	237	183	171	166	162	143	163	128	117	86
<b>Total</b>	<b>304</b>	<b>289</b>	<b>309</b>	<b>246</b>	<b>231</b>	<b>243</b>	<b>224</b>	<b>199</b>	<b>223</b>	<b>182</b>	<b>186</b>	<b>134</b>
Deaths and injuries to others (e.g. pilots, surveyors)												
Deaths	1	0	0	1	2	0	1	0	2	0	0 <sup>R</sup>	0
Fractures	1	1	1	3	4	2	2	2	5	3	6	4
Other injuries	3	4	3	2	2	3	6	4	6	4	6	8
<b>Total</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>7</b>	<b>12<sup>R</sup></b>	<b>12</b>
<b>(b) Deaths of passengers, crew members and others, any vessels in UK waters<sup>1</sup></b>												
By location												
Coastal waters	16	19	14	25	31	35	15	16	13	23	22	7
Port/harbour area	9	5	4	7	6	5	10	6	7	9	5	6
River/canal	2	4	1	4	13	12	7	6	7	12	7	2
Non-tidal waters	4	0	0	5	2	11	1	9	0	3	1	2
<b>Total</b>	<b>31</b>	<b>28</b>	<b>19</b>	<b>41</b>	<b>52</b>	<b>63</b>	<b>33</b>	<b>37</b>	<b>27</b>	<b>47</b>	<b>35</b>	<b>17</b>
By vessel type												
UK merchant vessel 100gt and over	3	2	1	2	1	5	2	3	0	4	0	0
UK merchant vessel under 100gt	2	4	3	2	6	5	1	1	3	6	1	1
UK fishing vessel	8	9	9	6	12	5	7	11	5	6	5	4
UK pleasure craft (non-commercial) <sup>2</sup>	8	10	3	23	26	46	19	20	16	23	26	9
UK other (non-commercial)	0	0	0	0	0	1	0	0	0	0	0	0
Non UK merchant vessel 100gt and over	5	2	2	4	5	0	4	0	3	8	3	2
Non UK other	5	1	1	4	2	1	0	2	0	0	0	1
<b>Total</b>	<b>31</b>	<b>28</b>	<b>19</b>	<b>41</b>	<b>52</b>	<b>63</b>	<b>33</b>	<b>37</b>	<b>27</b>	<b>47</b>	<b>35</b>	<b>17</b>
Deaths of passengers, crew members and others by cause												
Deaths from accidents to vessels	11	15	10	21	17	30	8	14	5	14	20	6
Deaths from accidents on board	7	5	3	5	9	9	6	4	3	9	4	3
Deaths from persons overboard	13	8	6	15	26	24	19	19	19	24	11	8
<b>Total</b>	<b>31</b>	<b>28</b>	<b>19</b>	<b>41</b>	<b>52</b>	<b>63</b>	<b>33</b>	<b>37</b>	<b>27</b>	<b>47</b>	<b>35</b>	<b>17</b>

1. Marine accidents recorded by the MAIB. The requirement on vessels to report accidents to the MAIB varies by vessel type and location (see Notes). However, the MAIB will record details of, and may investigate, significant accidents of which they are notified by bodies such as the Coastguard.

2. A special exercise in 2005-2007 to research pleasure craft deaths resulted in higher recording of deaths.

R. Amended due to processing error

Department for Transport Statistics  
Table TSGB0518

UK HM Coastguard statistics, search and rescue operations: <sup>1,2</sup> 1999-2013

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Incidents involving vessels where assistance rendered:</b>															
Commercial vessels	458	537	569	597	512	961	1,207	672	..	..	..	..	..	..	..
Fishing vessels	624	647	670	627	589	521	624	360	..	..	..	..	..	..	..
Pleasure craft	3,334	3,267	3,529	3,679	3,748	3,924	4,101	2,933	..	..	..	..	..	..	..
<b>Incidents involving persons where assistance rendered:</b>															
Incidents involving persons	1,202	1,693	1,872	2,241	2,436	2,169	3,237	2,169	..	..	..	..	..	..	..
Medical evacuations	427	403	473	460	585	481	513	458	..	..	..	..	..	..	..
<b>Reports received:</b>															
Distress reports	2,548	2,353	2,208	2,357	..	..	..	..	..	475	591	536	441	453	356
Hoaxes	258	221	206	260	232	301	406	529	691	..	..	..	..	..	..
<b>Number of persons involved in incidents where assistance rendered:</b>															
Persons assisted	17,535	14,717	16,487	19,984	25,118	21,929	22,477	23,113	..	..	..	..	..	..	..
Persons rescued	5,215	5,217	4,852	5,851	5,689	4,947	4,790	4,809	..	..	..	..	..	..	..
Lives lost <sup>3</sup>	251	236	284	319	316	364	376	360	313	314	403	353	402	428	427
Total number of incidents where assistance rendered	6,581	6,703	7,242	7,604	8,070	8,056	7,252	6,592	..	..	..	..	..	..	..
<b>Total number of incidents</b>	<b>12,220</b>	<b>12,016</b>	<b>12,514</b>	<b>13,395</b>	<b>13,849</b>	<b>14,240</b>	<b>16,754</b>	<b>17,185</b>	<b>18,180</b>	<b>18,759</b>	<b>21,195</b>	<b>20,880</b>	<b>21,516</b>	<b>21,068</b>	<b>20,124</b>

1. HM Coastguard revised its statistical collection and collation procedures in 1998 and again in a phased programme between 2003 and 2005. Continuing ongoing refinements to the data collection, recording and analyses may make comparisons with previous years difficult. e.g. A change to data collection procedures in 2006 has resulted in a fall in the number of vessels recorded as 'assisted'.

2. Due to industrial action by some HM Coastguard staff, figures for 2007 to 2010 are incomplete.

3. Lives lost figures include all fatalities recorded by HM Coastguard (eg maritime, land based, natural causes, etc).

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Source: Maritime and Coastguard Agency  
Last updated: November 2014  
Next update: November 2015

The figures in this table are outside the scope of National Statistics

## Department for Transport Statistics

### Seafarer Statistics

#### Table SFR0110 (TSGB0519)

#### All UK seafarers active at sea, 2002-2013

	Numbers <sup>1,2</sup>											
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 <sup>R</sup>	2012 <sup>R</sup>	2013
Certificated Officers <sup>3,4,5</sup>	12,440	13,100	13,150	13,240	13,570	12,130	11,420	11,390	11,280	11,000	10,930	10,840
Uncertificated Officers <sup>6</sup>	2,750	3,750	3,260	2,910	2,460	1,760	2,760	3,150	3,020	2,320	1,680	1,410
Ratings <sup>6</sup>	9,510	10,490	10,430	9,380	9,750	8,150	9,330	10,400	11,340	11,880	9,330	8,590
Officer trainees	1,010	1,000	1,030	1,050	1,110	1,430	1,700	1,800	1,830	1,840	1,900	1,990
<b>Total active at sea</b>	<b>25,720</b>	<b>28,340</b>	<b>27,870</b>	<b>26,590</b>	<b>26,890</b>	<b>23,460</b>	<b>25,210</b>	<b>26,740</b>	<b>27,460</b>	<b>27,010</b>	<b>24,100</b>	<b>22,830</b>
<i>of which:</i>												
deck and engine <sup>7</sup>	17,570	18,530	18,200	18,070	18,140	16,160	15,870	16,410	15,500	15,000	15,380	14,880

#### Notes:

- Numbers are rounded to the nearest 10. Components may not sum to the totals due to rounding.
- "R" Figures have been revised from previous years, owing to errors in data supplied to DfT.
- A retirement age of 62 has been assumed for certificated officers, see SFR0120 for retirement age of 65.
- Certificated officers is composed of those officers holding CoCs, TICs, CECs and Yacht endorsements. See SFR0120 and SFR0160 for more details.
- The proportion of certificated officers assumed to not be active at sea (i.e. working ashore or no longer working) is assumed to be 16% for all ages.
- Excludes any UK uncertificated officers and ratings employed by non UK Chamber of Shipping members.
- This includes all certificated deck and/or engine officers and deck and/or engine ratings. Officers or rating without deck or engine qualification are excluded. See tables SFR0120 and SFR0140 for further details.

#### Technical Notes

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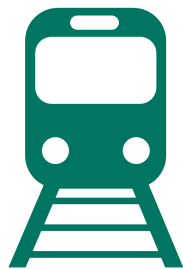
Source: Maritime and Coastguard Agency data, UK Chamber of Shipping manpower surveys

Last updated: 29 January 2014

Next update: January 2015



# Public Transport Statistics



Department for Transport Statistics

[Rail Statistics](#)

Table RAI0101 (TSGB0601)

Length of national railway route at year end, and passenger travel by national railway and London Underground, annual from 1900

Year	Length of National Rail route (kilometres) <sup>1</sup>			National Rail		London Underground	
	Total route	Electrified route <sup>2</sup>	Open to Passenger traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1900	29,783	..	..	1,186	..	..	..
1919	32,420	1,321	..	2,064	..	..	..
1923	32,462	1,122	..	1,772	..	..	..
1928 <sup>3</sup>	32,565	1,901	..	1,250	..	..	..
1933	32,345	2,403	..	1,159	..	..	..
1938	32,081	3,378	..	1,237	30.6	492	..
1946	31,963	..	..	1,266	47.0	569	..
1947	31,950	1,455	..	1,140	37.0	554	5.4
1948 <sup>3</sup>	31,593	1,455	..	1,024	34.2	720	6.2
1949	31,500	1,489	..	1,021	34.0	703	6.1
1950	31,336	1,489	..	1,010	32.5	695	6.0
1951	31,152	1,487	..	1,030	33.5	702	5.6
1952	31,022	1,508	..	1,017	33.3	670	5.4
1953	30,935	1,508	..	1,015	33.5	672	5.4
1954	30,821	1,577	..	1,020	33.3	671	5.7
1955	30,676	1,577	23,820	994	32.7	676	5.6
1956	30,618	1,624	23,612	1,029	34.0	678	5.5
1957	30,521	1,621	23,532	1,101	36.4	666	5.4
1958	30,333	1,622	23,621	1,090	35.0	692	5.3
1959	29,877	1,799	22,632	1,069	35.8	669	5.1
1960	29,562	2,034	22,314	1,037	34.7	674	5.2
1961	29,313	2,234	22,043	1,025	33.9	675	5.1
1962	28,117	2,511	20,785	965	31.8	668	4.9
1963	27,330	2,556	20,328	938	31.5	674	4.9
1964	25,735	2,659	18,781	928	32.0	674	4.9
1965 <sup>3</sup>	24,011	2,886	17,516	865	30.1	657	4.7
1966	22,082	3,064	16,359	835	29.7	667	4.8
1967	21,198	3,241	15,904	837	29.1	661	4.8
1968	20,080	3,182	15,242	831	28.7	655	4.7
1969	19,470	3,169	15,088	806	29.6	676	5.0
1970	18,989	3,162	14,637	824	30.4	672	5.1
1971	18,738	3,169	14,484	816	30.1	654	5.2
1972	18,417	3,178	14,499	754	28.3	655	5.3
1973	18,227	3,462	14,375	728	29.8	644	5.2
1974	18,168	3,647	14,373	733	30.9	636	5.2
1975	18,118	3,655	14,431	730	30.3	601	4.8
1976	18,007	3,735	14,407	702	28.6	546	4.4
1977	17,973	3,767	14,413	702	29.3	545	4.3
1978	17,901	3,716	14,396	724	30.7	568	4.5
1979	17,735	3,718	14,412	748	32.0	594	4.5
1980	17,645	3,718	14,394	760	30.3	559	4.2
1981	17,431	3,729	14,394	719	29.7	541	4.1
1982	17,229	3,753	14,371	630	27.2	498	3.7
1983	16,964	3,750	14,375	694	29.5	563	4.3
1984/85	16,816	3,798	14,304	701	29.5	672	5.4
1985/86	16,752	3,809	14,310	686	30.4	732	6.0
1986/87 <sup>3</sup>	16,670	4,156	14,304	738	30.8	769	6.2
1987/88	16,633	4,207	14,302	798	32.4	798	6.3
1988/89	16,599	4,376	14,309	822	34.3	815	6.3

**Table RAI0101 (TSGB0601) continued**  
**Length of national railway route at year end, and passenger travel by national railway and London Underground, annual from 1900**

Year	<u>Length of National Rail route (kilometres)<sup>1</sup></u>			<u>National Rail</u>		<u>London Underground</u>	
	Total route	Electrified route <sup>2</sup>	Open to Passenger traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1989/90	16,587	4,546	14,318	812	33.3	765	6.0
1990/91	16,584	4,912	14,317	810	33.2	775	6.2
1991/92	16,588	4,886	14,291	792	32.5	751	5.9
1992/93	16,528	4,910	14,317	770	31.7	728	5.8
1993/94	16,536	4,968	14,357	740	30.4	735	5.8
1994/95 <sup>4</sup>	16,542	4,970	14,359	735	28.7	764	6.1
1995/96	16,666	5,163	15,002	761	30.0	784	6.3
1996/97	16,666	5,176	15,034	801	32.1	772	6.2
1997/98	16,656	5,166	15,024	846	34.7	832	6.5
1998/99	16,659	5,166	15,038	892	36.3	866	6.7
1999/00 <sup>3</sup>	16,649	5,167	15,038	931	38.5	927	7.2
2000/01	16,652	5,167	15,042	957	38.2	970	7.5
2001/02	16,652	5,167	15,042	960	39.1	953	7.5
2002/03	16,670	5,167	15,042	976	39.7	942	7.4
2003/04	16,493	5,200	14,883	1,012	40.9	948	7.3
2004/05 <sup>3</sup>	16,116	5,200	14,328	1,040	41.7	976	7.6
2005/06	15,810	5,205	14,356	1,076	43.1	970	7.6
2006/07	15,795	5,250	14,353	1,145	46.2	1,040	7.9
2007/08 <sup>3</sup>	15,814	5,250	14,484	1,218	48.9	1,096	8.4
2008/09	15,814	5,250	14,494	1,266	50.6	1,089	8.6
2009/10 <sup>5</sup>	15,753	5,239	14,482	1,259	51.4	1,059	8.5
2010/11	15,777	5,262	14,506	1,356	54.5	1,107	8.9
2011/12	15,742	5,261	14,506	1,462	57.3	1,171	9.5
2012/13	15,753	5,265	14,504	1,503	58.4	1,229	10.1
2013/14	15,753	5,268	14,504	1,589	60.1	1,265	10.4

1. The length of route is that managed by Network Rail (formerly Railtrack). It does not include track managed by private companies or Passenger Transport Executive services operating on separately managed track.
2. Pre-1947 figures refer to track length, not route length, and include electrified sidings. In 1947, electrified track kilometres totalled 3,370.
3. Break in series due to a change in methodology (see Notes and Definitions).
4. Break in series. From 1994/95, figures include an element of double counting, as a journey involving more than one train is counted for each train. This contrasts with former British Rail data for which a through ticket journey was counted only once.
5. Break in series. From 2009/10, National Rail passenger journeys and passenger kilometres figures include the non-franchised train operators Hull Trains, Grand Central and Wrexham & Shropshire. Figures prior to this include franchised operators only. In 2009/10, there were 1,258 million franchised passenger journeys and 51.1 billion passenger kilometres.

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Sources: ORR, London Underground

Last updated: December 2014

Next updated: December 2015

The London Underground and length of route figures in this table are outside the scope of National Statistics

Department for Transport Statistics  
[Rail Statistics](#)

**Table RAI0301 (TSGB0602)**  
**National railways: passenger revenue<sup>1</sup>, annual from 2000/01**

	2000/01	2001/02	2002/03	2003/04 <sup>3</sup>	2004/05	2005/06	2006/07	2007/08 <sup>3</sup>	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>Ordinary fares</b>	2,463	2,585	2,693	2,890	3,088	3,323	3,714	4,120	4,443	4,608	4,965	5,447	5,816	6,162
<b>Season tickets</b>	950	964	970	1,011	1,071	1,170	1,298	1,434	1,561	1,571	1,654	1,782	1,890	2,041
<b>All tickets (current prices)</b>	3,413	3,548	3,663	3,901	4,158	4,493	5,012	5,555	6,004	6,179	6,620	7,229	7,707	8,203
<b>All tickets (2013/14 prices)<sup>2</sup></b>	4,600	4,655	4,696	4,907	5,090	5,401	5,857	6,331	6,656	6,667	6,960	7,433	7,840	8,203

1. Franchised operators only.

2. Adjusted to 2013/14 prices using the GDP market price deflator.

3. Break in series due to change in methodology (see Notes and Definitions).

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**Table RAI0103 (TSGB0603)**  
**Passenger kilometres and timetabled train kilometres on national railways, annual from 2000/01**

	Billions													
	2000/01	2001/02	2002/03	2003/04 <sup>2</sup>	2004/05	2005/06	2006/07	2007/08 <sup>2</sup>	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>(a) Passenger kilometres<sup>1</sup></b>														
<b>All franchised operators:</b>														
Ordinary fare	27.2	28.1	28.4	28.9	29.3	29.9	32.9	33.8	35.1	36.4	38.7	41.0	41.9	42.6
Season ticket	10.9	11.0	11.3	12.0	12.4	13.2	13.3	15.1	15.5	14.7	15.3	15.9	16.1	17.0
<b>All tickets</b>	<b>38.2</b>	<b>39.1</b>	<b>39.7</b>	<b>40.9</b>	<b>41.7</b>	<b>43.1</b>	<b>46.2</b>	<b>48.9</b>	<b>50.6</b>	<b>51.1</b>	<b>54.1</b>	<b>56.9</b>	<b>58.0</b>	<b>59.7</b>
<b>(b) Timetabled train kilometres<sup>3</sup></b>														
All franchised and non-franchised operators	427.2	435.9	443.3	448.4	450.4	459.5	464.0	469.7	480.0	500.0	509.1	517.7	522.0	524.8

1. Includes franchised train operators only.
2. Break in series due to change in methodology (see Notes and Definitions).
3. The number of kilometres each train company would achieve according to the winter and summer train timetable if they were operating at full capacity.

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**Table RA10104 (TSGB0604)**  
**National railways: route<sup>1</sup> and stations open for traffic at end of year, annual from 2000/01**

	2000/01	2001/02	2002/03	2003/04	2004/05 <sup>3</sup>	2005/06	2006/07	2007/08 <sup>3</sup>	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>Route open for traffic:</b>														
Electrified	5,167	5,167	5,167	5,200	5,200	5,205	5,250	5,250	5,250	5,239	5,262	5,261	5,265	5,268
Non-electrified	11,485	11,485	11,503	11,293	10,916	10,605	10,545	10,564	10,564	10,514	10,515	10,481	10,488	10,485
<b>All routes:</b>	16,652	16,652	16,670	16,493	16,116	15,810	15,795	15,814	15,814	15,753	15,777	15,742	15,753	15,753
Open for passenger and freight traffic	15,042	15,042	15,042	14,883	14,328	14,356	14,353	14,484	14,494	14,482	14,506	14,506	14,504	14,504
Open for freight traffic only	1,610	1,610	1,610	1,610	1,788	1,454	1,442	1,330	1,320	1,271	1,271	1,236	1,249	1,249
<b>Passenger stations<sup>2</sup></b>	2,508	2,508	2,508	2,507	2,508	2,510	2,520	2,516	2,516	2,516	2,532	2,535	2,532	2,550

1. The length of route open for rail traffic is that managed by Network Rail (formerly Railtrack).

2. The number of stations shown are those on the national network.

3. Break in series due to change in methodology (see Notes and Definitions).

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**Table RAI0105 (TSGB0605)**  
**National railways: Public Performance Measure, annual from 1997/98**

	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07 <sup>2</sup>	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>Public Performance Measure (PPM)<sup>1</sup></b>																	
<b>Long distance operators</b>	81.7%	80.6%	83.7%	69.1%	70.2%	70.6%	73.4%	79.2%	82.2%	84.9%	86.2%	87.3%	88.8%	87.8%	89.2%	87.1%	87.0%
<b>London and South East operators</b>	89.5%	87.9%	87.1%	77.6%	77.8%	78.9%	80.3%	84.7%	87.9%	88.8%	90.6%	91.0%	91.4%	91.0%	91.7%	91.0%	89.6%
<b>Regional operators</b>	90.8%	88.6%	89.1%	81.7%	79.1%	80.5%	82.9%	82.6%	85.0%	87.6%	89.6%	90.6%	92.0%	91.1%	92.0%	91.6%	91.1%
<b>All franchised operators</b>	89.8%	87.9%	87.8%	79.1%	78.0%	79.2%	81.2%	83.6%	86.4%	88.1%	89.9%	90.6%	91.4%	90.8%	91.6%	90.9%	90.0%

1. PPM is a measure of the percentage of trains arriving on time. A train is defined as on time if it arrives at its destination within ten minutes of the planned arrival time for long-distance operators, and within five minutes for London & South East and regional operators.

2. Break in the series due to change in methodology (see Notes and Definitions).

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**Table RA10106 (TSGB0606)**  
Average age of national rail rolling stock, annual from 2000/01

	Years													
	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08 <sup>2</sup>	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>Average age of rolling stock<sup>1</sup></b>														
Long distance operators	25.97	23.51	22.13	19.03	16.92	15.45	16.15	17.02	18.50	19.56	20.56	21.19	21.56	22.56
London and South East operators	20.36	20.48	19.89	17.55	14.29	11.97	12.73	13.70	14.65	14.65	15.41	15.90	16.92	17.56
Regional operators	16.42	15.56	15.73	15.30	15.67	16.56	15.88	17.01	18.05	19.03	19.96	19.74	20.74	21.42
<b>All operators</b>	<b>20.34</b>	<b>19.86</b>	<b>19.33</b>	<b>17.05</b>	<b>14.68</b>	<b>13.20</b>	<b>13.70</b>	<b>15.13</b>	<b>16.15</b>	<b>16.51</b>	<b>17.34</b>	<b>17.73</b>	<b>18.64</b>	<b>19.35</b>

1. Average age at the end of the financial year.

2. Break in the series due to change in methodology (see Notes and Definitions).

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Table RAI0210 (TSGB0607)

Passengers in excess of capacity (PiXC)<sup>1</sup> on a typical autumn weekday on London and South East train operators' services<sup>2,3</sup>: annual from 1990

Percentage of passengers in excess of capacity; 3-hour peaks; all London and South East operators

				Percentage
Year	AM peak (07:00-09:59)	PM peak (16:00-18:59)	Both peaks	
1990	4.3%	2.2%	3.3%	
1991	3.8%	2.1%	3.0%	
1992	3.7%	1.5%	2.7%	
1993	3.3%	1.4%	2.5%	
1994	3.2%	1.0%	2.1%	
1995	3.0%	1.0%	2.1%	
1996	2.6%	1.2%	1.9%	
1997	3.9%	2.1%	3.1%	
1998	3.7%	1.4%	2.7%	
1999	3.8%	1.6%	2.8%	
2000	5.1%	1.8%	3.6%	
2001	5.0%	1.7%	3.6%	
2002	3.7%	2.1%	2.9%	
2003	3.8%	1.5%	2.7%	
2004	4.1%	1.5%	2.9%	
2005	4.0%	1.6%	2.9%	
2006	4.7%	1.9%	3.4%	
2007	4.2%	1.5%	3.0%	
2008	4.0%	1.8%	3.0%	
2009	2.9%	1.4%	2.2%	
2010	4.0%	1.9%	3.0%	
2011	4.0%	2.2%	3.2%	
2012 <sup>R</sup>	4.1%	1.7%	3.0%	
2013	4.0%	2.0%	3.1%	

R. 2012 figures were revised in September 2014. See *Rail passenger numbers and crowding on weekdays in major cities in England and Wales: 2013* for details:

<https://www.gov.uk/government/publications/rail-passenger-numbers-and-crowding-on-weekdays-in-major-cities-in-england-and-wales-2013>

1. Percentage of standard class passengers in excess of the capacity on their train service. See *Notes and definitions for more information*.

2. Includes weekday commuter services on a typical autumn weekday arriving in London during the AM peak, and those departing during the PM peak. The PiXC measure is derived from the number of passengers travelling in excess of capacity on all services at their busiest point, expressed as a percentage of the total number of passengers travelling.

3. Several different methods have been used to calculate the standing allowances included in the capacities for different types of rolling stock over this period, so earlier figures may not be directly comparable with more recent ones.

[Notes and definitions \(https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/230587/rail-notes-definitions.pdf\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230587/rail-notes-definitions.pdf)

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Source: Passenger counts; Department for Transport and Transport for London  
Last updated: 10 September 2014  
Next updated: July 2015

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**Table RAI0108 (TSGB0608)**  
**Channel Tunnel: traffic to and from Europe, annual from 1994**

	1994 <sup>1</sup>	1995	1996 <sup>2</sup>	1997 <sup>2</sup>	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Vehicles carried on Le Shuttle: <sup>3</sup>																					
Passenger vehicles	82	1,246	2,135	2,383	3,448	3,342	2,864	2,605	2,408	2,351	2,165	2,124	2,089	2,207	1,963	1,971	2,182	2,319	2,483	2,546	
Freight vehicles	65	391	519	268	705	839	1,133	1,198	1,231	1,285	1,281	1,309	1,296	1,415	1,254	769	1,089	1,263	1,465	1,363	
All vehicles	147	1,637	2,654	2,651	4,153	4,181	3,997	3,803	3,639	3,636	3,446	3,433	3,385	3,622	3,218	2,740	3,271	3,582	3,948	3,909	
Passengers on Eurostar <sup>4</sup> and Le Shuttle <sup>R</sup>	316	7,081	12,809	14,921	19,201	18,498	18,298	17,667	16,643	16,333	16,503	17,005	16,968	17,672	17,738	17,014	18,303	18,993	19,951	20,461	
Through-train freight tonnes <sup>5</sup>	452	1,411	2,361	2,925	3,141	2,865	2,947	2,447	1,487	1,743	1,889	1,588	1,569	1,214	1,239	1,181	1,128	1,325	1,227	1,364	

R. Le Shuttle passenger numbers have been revised to include non-commercial traffic, which was previously excluded, to make this table consistent with figures published elsewhere.

1. Opened for freight services in June 1994 and for through passenger services in November. Passenger shuttle services opened in December.

2. Figures for 1996 and 1997 were affected by a fire on 16 November 1996. Tourist shuttle resumed services on 10 December 1996 with full freight services resuming on 15 June 1997.

3. Includes commercial and non-commercial traffic (see Notes and Definitions).

4. Only Eurostar passengers travelling through the Channel Tunnel are included; journeys between Paris-Calais and Brussels-Lille are excluded.

5. Rail freight services by train operators (DB Schenker on behalf of BRB, the SNCF and its subsidiaries, and Europorte) using the Tunnel.

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Sources: Eurotunnel, Eurostar and EWS International/DB Schenker  
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**Table LRT9901a (TSGB0609) [miles]**  
**London Underground statistics, annual from 2000/01**

	Receipts (£ million)														
	Passenger Journeys (millions)			Passenger miles (millions)			Loaded train miles (millions)			Traffic receipts			Receipts per journey at 2013/14 prices <sup>2</sup>		
	Ordinary <sup>1</sup>	Season ticket	All journeys	(millions)	(millions)	(millions)	Stations	Rail carriages	Route miles	Ordinary <sup>1</sup>	Season ticket	Traffic receipts	Traffic receipts at 2013/14 prices <sup>2</sup>	Receipts (£)	Receipts per journey at 2013/14 prices <sup>2</sup>
2000/01	486	484	970	4,642	40	274	3,954	254	610	519	1,129	1,524	1.16	1.57	
2001/02	491	462	953	4,630	40	274	3,954	254	636	515	1,151	1,512	1.21	1.59	
2002/03	495	446	942	4,578	41	274	3,954	254	628	510	1,138	1,461	1.21	1.55	
2003/04	491	457	948	4,561	43	274	3,959	254	625	536	1,161	1,462	1.22	1.54	
2004/05	486	490	976	4,726	43	274	3,959	254	663	578	1,241	1,521	1.27	1.56	
2005/06	460	510	970	4,714	43	274	4,070	254	678	630	1,308	1,575	1.35	1.62	
2006/07	519	521	1,040	4,938	43	273	4,070	254	782	635	1,417	1,658	1.36	1.59	
2007/08	581	515	1,096	5,190	43	268	4,070	254	880	645	1,525	1,741	1.39	1.59	
2008/09	616	473	1,089	5,372	44	270	4,070	254	962	654	1,615	1,793	1.48	1.65	
2009/10	634	425	1,059	5,255	43	270	4,078	249	840	612	1,635	1,767	1.54	1.67	
2010/11	660	447	1,107	5,515	43	270	4,134	249	1,087	672	1,759	1,852	1.59	1.67	
2011/12	685	486	1,171	5,915	45	270	4,127	249	1,208	774	1,982	2,041	1.69	1.74	
2012/13	723	506	1,229	6,275	47	270	4,180	249	1,293	833	2,125	2,164	1.73	1.76	
2013/14	717	548	1,265	10,422	76	270	4,283	400	1,372	915	2,287	2,287	1.81	1.81	

1. Ordinary journeys include daily travelcards and those where concessionary fares apply.

2. Adjustment to values using the HM Treasury GDP Deflator (as at 28 March 2014). 'Other' income no longer available on the same basis as previously published.

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 Last updated: 17 June 2014  
 Next update: Summer 2015

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**Table LRT9901b (TSGB0609) [kilometres]**  
**London Underground statistics, annual from 2000/01**

Receipts (£ million)															
Passenger Journeys (millions)															
	Season ticket		All journeys	Passenger kilometres (millions)		Loaded train kilometres (millions)	Stations	Rail carriages	Route kilometres	Ordinary <sup>1</sup>	Season ticket	Traffic receipts	Traffic receipts at 2013/14 prices <sup>2</sup>	Receipts per journey (£)	Receipts per jny at 2013/14 prices <sup>2</sup>
	Ordinary <sup>1</sup>	486		484	970										
2000/01	486	484	970	7,470	64	274	3,954	408	610	519	1,129	1,524	1.16	1.57	
2001/02	491	462	953	7,451	65	274	3,954	408	636	515	1,151	1,512	1.21	1.59	
2002/03	495	446	942	7,367	66	274	3,954	408	628	510	1,138	1,461	1.21	1.55	
2003/04	491	457	948	7,340	69	274	3,959	408	625	536	1,161	1,462	1.22	1.54	
2004/05	486	490	976	7,606	69	274	3,959	408	663	578	1,241	1,521	1.27	1.56	
2005/06	460	510	970	7,586	69	274	4,070	408	678	630	1,308	1,575	1.35	1.62	
2006/07	519	521	1,040	7,947	70	273	4,070	408	782	635	1,417	1,658	1.36	1.59	
2007/08	581	515	1,096	8,352	70	268	4,070	408	880	645	1,525	1,741	1.39	1.59	
2008/09	616	473	1,089	8,646	71	270	4,070	408	962	654	1,615	1,793	1.48	1.65	
2009/10	634	425	1,059	8,457	69	270	4,078	400	840	612	1,635	1,767	1.54	1.67	
2010/11	660	447	1,107	8,875	69	270	4,134	400	1,087	672	1,759	1,852	1.59	1.67	
2011/12	685	486	1,171	9,519	72	270	4,127	400	1,208	774	1,982	2,041	1.69	1.74	
2012/13	723	506	1,229	10,099	76	270	4,180	400	1,293	833	2,125	2,164	1.73	1.76	
2013/14	717	548	1,265	10,422	76	270	4,283	400	1,372	915	2,287	2,287	1.81	1.81	

1. Ordinary journeys include daily travelcards and those where concessionary fares apply.

2. Adjustment to values using the HM Treasury GDP Deflator (as at 28 March 2014). 'Other' income no longer available on the same basis as previously published.

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Table LRT9902a (TSGB0610) [miles]

Glasgow Underground statistics, annual from 1982/83

	Passenger journeys (millions)	Passenger miles (millions)	Loaded train or tram miles [also referred to as vehicle miles] (millions) <sup>1R</sup>	Stations or stops served	Passenger carriages or tramcars	Route miles open for passenger traffic	Passenger revenue at 2013/14 prices (£ millions)
1982/83	11.8	20.3	0.7	15	33	6.8	6.8
1983/84	12.3	21.5	0.7	15	33	6.8	8.3
1984/85	12.7	21.7	0.7	15	33	6.8	8.3
1985/86	13.1	22.5	0.7	15	33	6.8	7.9
1986/87	13.7	23.6	0.7	15	33	6.8	8.5
1987/88	13.6	24.3	0.7	15	33	6.8	8.5
1988/89	13.6	24.5	0.7	15	33	6.8	9.3
1989/90	13.5	24.3	0.7	15	33	6.8	8.9
1990/91	13.7	24.6	0.7	15	33	6.8	9.4
1991/92	13.6	24.4	0.7	15	33	6.8	9.5
1992/93	13.5	24.3	0.7	15	41	6.8	9.6
1993/94	14.3	25.7	0.7	15	41	6.8	10.2
1994/95	14.7	26.5	0.7	15	41	6.8	10.5
1995/96	14.3	25.7	0.7	15	41	6.8	11.5
1996/97	13.7	24.7	0.7	15	41	6.8	11.4
1997/98	14.1	28.1	0.7	15	41	6.8	11.9
1998/99	14.6	29.0	0.7	15	41	6.8	12.6
1999/00	14.7	29.2	0.7	15	41	6.8	13.3
2000/01	14.4	28.6	0.7	15	41	6.8	13.5
2001/02	13.8	27.4	0.7	15	41	6.8	13.2
2002/03	13.4	26.6	0.7	15	41	6.8	13.1
2003/04	13.3	26.5	0.6	15	41	6.8	13.0
2004/05	13.3	26.5	0.6	15	41	6.8	13.4
2005/06	13.2	26.2	0.6	15	41	6.5	13.5
2006/07	13.5	26.8	0.6	15	41	6.5	14.5
2007/08	14.5	28.8	0.6	15	41	6.5	14.7
2008/09	14.1	28.1	0.7	15	41	6.5	16.3
2009/10	13.1	26.0	0.6	15	41	6.5	15.2
2010/11	13.0	25.9	0.6	15	41	6.5	14.9
2011/12	12.9	25.6	0.7	15	41	6.5	14.7
2012/13	12.6	25.0	0.7	15	41	6.5	14.8
2013/14	12.7	25.3	0.7	15	41	6.5	16.0

<sup>1</sup> Loaded tram kilometers are only available as rolling stock totals, to calculate vehicle kilometres the figure provided by Glasgow is divided by 3, as all trams run with three carriages.

<sup>R</sup> Figures for 1982/83 to 2012/13 have been revised due to changes in the calculation, as advised by the operator.

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[Notes and Definitions \(www.gov.uk/transport-statistics-notes-and-guidance-light-rail-and-tram-statistics\)](http://www.gov.uk/transport-statistics-notes-and-guidance-light-rail-and-tram-statistics)

Source: DfT Light Rail and Tram Survey

Last updated: 17 June 2014

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**Table LRT9902b (TSGB0610) [kilometres]**  
**Glasgow Underground statistics, annual from 1982/83**

	Passenger journeys (millions)	Passenger kilometres (millions)	Loaded train or tram kilometres [also referred to as vehicle kilometres] (millions) <sup>1R</sup>	Stations or stops served	Passenger carriages or tramcars	Route kilometres open for passenger traffic	Passenger revenue at 2013/14 prices (£ millions)
1982/83	11.8	32.7	1.1	15	33	11.0	6.8
1983/84	12.3	34.6	1.1	15	33	11.0	8.3
1984/85	12.7	34.9	1.1	15	33	11.0	8.3
1985/86	13.1	36.2	1.1	15	33	11.0	7.9
1986/87	13.7	38.0	1.1	15	33	11.0	8.5
1987/88	13.6	39.1	1.1	15	33	11.0	8.5
1988/89	13.6	39.4	1.2	15	33	11.0	9.3
1989/90	13.5	39.1	1.2	15	33	11.0	8.9
1990/91	13.7	39.6	1.1	15	33	11.0	9.4
1991/92	13.6	39.3	1.1	15	33	11.0	9.5
1992/93	13.5	39.1	1.1	15	41	11.0	9.6
1993/94	14.3	41.4	1.1	15	41	11.0	10.2
1994/95	14.7	42.6	1.0	15	41	11.0	10.5
1995/96	14.3	41.4	1.0	15	41	11.0	11.5
1996/97	13.7	39.8	1.0	15	41	11.0	11.4
1997/98	14.1	45.2	0.9	15	41	11.0	11.9
1998/99	14.6	46.7	1.0	15	41	11.0	12.9
1999/00	14.7	47.0	1.0	15	41	11.0	13.6
2000/01	14.4	46.1	1.0	15	41	11.0	13.5
2001/02	13.8	44.1	1.0	15	41	11.0	13.2
2002/03	13.4	42.8	1.0	15	41	11.0	13.1
2003/04	13.3	42.7	1.0	15	41	11.0	13.0
2004/05	13.3	42.6	1.0	15	41	11.0	13.4
2005/06	13.2	42.1	1.0	15	41	10.4	13.5
2006/07	13.5	43.2	1.0	15	41	10.4	14.5
2007/08	14.5	46.3	1.0	15	41	10.4	14.7
2008/09	14.1	45.2	1.1	15	41	10.4	16.3
2009/10	13.1	41.8	1.0	15	41	10.4	15.2
2010/11	13.0	41.6	1.0	15	41	10.4	14.9
2011/12	12.9	41.2	1.2	15	41	10.4	14.7
2012/13	12.6	40.2	1.2	15	41	10.4	14.8
2013/14	12.7	40.6	1.2	15	41	10.4	16.0

<sup>1</sup> Loaded tram kilometers are only available as rolling stock totals, to calculate vehicle kilometres the figure provided by Glasgow is divided by 3, as all trams run with three carriages.

<sup>R</sup> Figures for 1982/83 to 2012/13 have been revised due to changes in the calculation, as advised by the operator.

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Source: DfT Light Rail and Tram Survey

Last updated: 17 June 2014

Next update: Summer 2015

The figures in this table are outside the scope of National Statistics

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Table LRT0101 (TSGB0611)

Passenger journeys on light rail and trams by system<sup>1</sup>: England - annual from 1983/84

Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink <sup>2</sup>	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	49.8	.	6.2	56.0
1984/85	.	.	.	.	.	57.2	.	6.0	63.2
1985/86	.	.	.	.	.	59.1	.	6.2	65.3
1986/87	.	.	.	.	.	46.4	.	6.2	52.6
1987/88	.	.	.	.	.	44.9	.	5.4	50.3
1988/89	6.6	.	.	.	.	45.4	.	5.4	57.4
1989/90	8.5	.	.	.	.	45.5	.	5.6	59.6
1990/91	8.0	.	.	.	.	43.6	.	5.8	57.4
1991/92	7.9	.	.	.	.	40.6	.	5.0	53.5
1992/93	6.9	.	.	.	.	38.9	8.1	5.2	59.1
1993/94	8.3	.	.	.	.	38.3	11.3	5.5	63.4
1994/95	11.3	.	.	.	2.2	37.0	12.3	5.4	68.2
1995/96	14.5	.	.	.	5.3	35.9	12.6	4.9	73.2
1996/97	16.7	.	.	.	7.8	35.4	13.4	4.9	78.2
1997/98	21.0	.	.	.	9.2	35.0	13.8	4.7	83.7
1998/99	27.6	.	.	.	10.4	33.8	13.2	4.4	89.3
1999/00	31.3	.	.	4.8	10.9	32.7	14.2	4.3	98.2
2000/01	38.4	15.0	.	5.4	11.1	32.5	17.2	4.1	123.6
2001/02	41.3	18.2	.	4.8	11.4	33.4	18.2	4.9	132.2
2002/03	45.7	18.7	.	4.9	11.5	36.6	18.8	4.5	140.7
2003/04	48.5	19.8	0.4	5.1	12.3	37.9	18.9	3.7	146.5
2004/05	50.1	22.0	8.5	5.0	12.8	36.8	19.7	3.9	158.7
2005/06	53.5	22.5	9.8	5.1	13.1	35.8	19.9	3.6	163.4
2006/07	63.9	24.6	10.1	4.9	14.0	37.9	19.8	3.4	178.6
2007/08	66.6	27.2	10.2	4.8	14.8	39.8	20.0	2.9	186.2
2008/09	67.8	27.2	9.8	4.7	15.0	40.6	21.1	2.3	188.6
2009/10	69.4	25.8	9.0	4.7	14.7	40.8	19.6	2.2	186.2
2010/11	78.3	27.9	9.7	4.8	15.0	39.9	19.2	1.6	196.5
2011/12	86.1	28.6	9.0	4.9	15.0	37.9	22.3	1.1	204.8
2012/13	100.0	30.1	7.4	4.8	14.4	37.0	25.0	3.7	222.5
2013/14	101.6	31.2	7.9	4.7	12.6	35.7	29.2	4.3	227.1

1. For further information on these systems including network and infrastructure changes that may affect the figures, please refer to the technical information.

2. Manchester Metrolink have revised their method for calculation of passenger boardings so the figures from 2010/11 are not directly comparable with previous years.

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Source: DfT Light Rail and Tram Survey  
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Table LRT0104 (TSGB0612)

Passenger miles on light rail and trams by system<sup>1</sup>: England - annual from 1983/84

Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink <sup>2</sup>	Blackpool Tramway <sup>3</sup>	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	.	.	.	11.8
1984/85	.	.	.	.	.	.	.	.	11.4
1985/86	.	.	.	.	.	.	.	.	11.8
1986/87	.	.	.	.	.	.	.	.	11.8
1987/88	.	.	.	.	.	.	.	.	10.3
1988/89	19.9	.	.	.	.	.	.	.	10.2
1989/90	23.5	.	.	.	.	.	.	.	10.7
1990/91	20.5	.	.	.	.	.	.	.	11.0
1991/92	20.1	.	.	.	.	.	.	.	9.6
1992/93	20.2	.	.	.	.	.	.	.	9.9
1993/94	24.5	.	.	.	.	.	32.9	10.4	231.7
1994/95	34.2	.	.	.	9.4	168.1	45.1	10.3	249.4
1995/96	43.7	.	.	.	23.1	168.1	48.8	9.3	270.8
1996/97	53.4	.	.	.	33.9	162.3	50.2	9.4	288.5
1997/98	63.9	.	.	.	40.0	158.0	53.2	9.0	308.0
1998/99	89.7	.	.	.	45.0	154.6	54.8	8.3	322.3
1999/00	106.9	.	.	31.0	47.3	147.8	72.7	8.1	363.4
2000/01	124.3	59.7	.	34.7	48.1	142.9	78.3	7.8	414.6
2001/02	128.5	61.5	.	31.1	49.7	142.4	94.6	9.3	511.6
2002/03	144.2	62.1	.	31.1	49.7	148.1	100.2	8.5	528.5
2003/04	146.3	65.2	1.2	33.3	50.0	170.8	103.5	7.0	570.3
2004/05	152.5	69.7	23.0	32.5	53.5	176.4	105.0	7.4	588.0
2005/06	160.0	72.7	25.9	33.5	55.7	176.0	126.8	6.9	643.7
2006/07	186.8	79.5	26.9	31.9	57.0	173.4	128.0	6.5	657.4
2007/08	202.8	87.9	27.3	31.4	60.9	183.2	129.0	5.4	704.7
2008/09	197.5	89.2	26.1	31.0	64.4	194.4	130.5	4.4	744.1
2009/10	226.5	83.5	23.6	30.8	65.2	198.5	137.1	4.1	749.0
2010/11	257.2	90.0	25.7	31.3	64.0	203.2	128.1	3.1	763.8
2011/12	283.0	92.2	24.9	31.7	60.5	195.8	124.8	2.1	788.4
2012/13	316.8	97.2	20.5	31.3	60.3	188.8	141.9	9.9	824.9
2013/14	333.6	100.9	22.2	30.5	58.0	186.0	162.6	12.7	882.2
					50.7	183.5	188.3		922.4

1. For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

2. Manchester Metrolink have revised their approach calculation of passenger boardings so the figure for 2010-11 is not directly comparable with previous years.

3. 1983/84 to 1998/99 Blackpool Tramway data are imputed. The figures use passenger journeys data and an assumed average distance.

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Source: DfT Light Rail and Tram Survey

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Table LRT0106 (TSGB0613)

Vehicle miles on light rail and trams by system<sup>1</sup>: England - annual from 1983/84

Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	3.2	.	0.8	3.9
1984/85	.	.	.	.	.	3.9	.	0.8	4.7
1985/86	.	.	.	.	.	3.6	.	0.8	4.4
1986/87	.	.	.	.	.	3.7	.	0.8	4.4
1987/88	.	.	.	.	.	3.5	.	0.8	4.3
1988/89	0.5	.	.	.	.	3.4	.	0.8	4.7
1989/90	0.4	.	.	.	.	3.6	.	0.8	4.8
1990/91	0.5	.	.	.	.	3.7	.	0.8	5.0
1991/92	0.6	.	.	.	.	3.7	.	0.8	5.1
1992/93	0.7	.	.	.	.	3.5	1.2	0.9	6.3
1993/94	0.7	.	.	.	.	3.4	1.2	0.9	6.2
1994/95	0.9	.	.	.	0.7	3.5	1.3	0.8	7.2
1995/96	1.2	.	.	.	1.6	3.4	1.3	0.8	8.3
1996/97	1.4	.	.	.	1.7	3.1	1.4	0.8	8.4
1997/98	1.5	.	.	.	1.7	3.0	2.0	0.8	8.9
1998/99	1.6	.	.	.	1.5	3.0	2.1	0.8	9.0
1999/00	1.8	.	.	1.1	1.5	3.0	2.3	0.7	10.3
2000/01	1.8	1.3	.	1.2	1.5	2.9	2.7	0.8	12.2
2001/02	1.8	1.5	.	1.0	1.5	2.9	2.8	0.8	12.4
2002/03	2.0	1.5	.	1.1	1.6	3.9	2.9	0.7	13.7
2003/04	2.1	1.6	0.0	1.0	1.5	3.6	2.8	0.6	13.2
2004/05	2.0	1.5	0.6	1.0	1.5	3.5	2.8	0.5	13.5
2005/06	2.1	1.5	0.7	1.0	1.5	3.4	2.8	0.5	13.5
2006/07	2.7	1.6	0.7	1.0	1.5	3.6	2.3	0.6	14.1
2007/08	2.8	1.4	0.7	1.0	1.5	3.8	2.5	0.5	14.1
2008/09	2.5	1.4	0.7	1.0	1.5	3.5	2.4	0.5	13.5
2009/10	2.8	1.6	0.7	1.0	1.5	3.5	2.1	0.4	13.6
2010/11	2.9	1.6	0.7	1.0	1.5	3.5	2.3	0.3	13.9
2011/12	3.1	1.7	0.7	1.0	1.5	3.5	2.9	0.1	14.5
2012/13	3.6	1.8	0.7	1.0	1.5	3.4	3.6	0.5	16.1
2013/14	3.6	1.9	0.7	1.0	1.4	3.4	5.2	0.6	17.8

1. For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

2. Figures for Manchester Metrolink represent total mileage of each tram 'set'. Where two sets are joined to form one train, the vehicle miles run will therefore be counted twice. Based on information supplied by the operator, this affects approximately 7% of services to 2012, around 12% in 12/13 and 20% in 13/14, meaning that figures for later years are not directly comparable with earlier ones (or with other systems). We estimate that the increasing use of double sets to form trains contributes around a third of the overall increase in vehicle mileage shown for this system since 2011/12.

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Table LRT0201 (TSGB0614)

Number of stations or stops on light rail and trams by system<sup>1</sup>: England - annual from 1995/96

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway <sup>2,3</sup>	England
			Express Transit	Midland Metro					
1995/96	28	.	.	.	45	46	26	62	207
1996/97	28	.	.	.	45	46	26	62	207
1997/98	29	.	.	.	46	46	26	62	209
1998/99	29	.	.	.	47	46	26	62	210
1999/00	34	.	.	23	47	46	36	62	248
2000/01	34	38	.	23	47	46	36	62	286
2001/02	34	38	.	23	48	58	36	62	299
2002/03	34	38	.	23	48	58	37	62	300
2003/04	34	38	23	23	48	58	37	62	323
2004/05	34	38	23	23	48	58	37	62	323
2005/06	38	39	23	23	48	59	37	62	329
2006/07	34	39	23	23	48	59	37	61	324
2007/08	39	38	23	23	48	60	37	61	329
2008/09	40	39	23	23	48	60	37	61	331
2009/10	40	39	23	23	48	60	37	59	329
2010/11	40	39	23	23	48	60	38	59	330
2011/12	45	39	23	23	48	60	42	31	311
2012/13	45	39	23	23	48	60	65	37	340
2013/14	45	39	23	23	48	60	77	37	352

1. For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

2. The number of stops has been shown for one direction of the route (as is the case with the other systems). In publications prior to 2011/12 the figures shown covered both directions.

3. In 2012/13, Blackpool Tramway had 37 stops on the outward journey and 36 stops on the inward journey, as Fleetwood Ferry only had one platform.

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Source: DfT Light Rail and Tram Survey

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Table LRT0202 (TSGB0615)

Passenger carriages or tram cars on light rail and trams by system<sup>1</sup>: England annual from 1983/84

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	88	.	75	163
1984/85	.	.	.	.	.	88	.	75	163
1985/86	.	.	.	.	.	88	.	75	163
1986/87	.	.	.	.	.	88	.	75	163
1987/88	.	.	.	.	.	90	.	76	166
1988/89	11	.	.	.	.	90	.	79	180
1989/90	11	.	.	.	.	90	.	79	180
1990/91	21	.	.	.	.	90	.	81	192
1991/92	40	.	.	.	.	90	.	79	209
1992/93	38	.	.	.	.	90	26	81	235
1993/94	86	.	.	.	.	90	26	81	283
1994/95	86	.	.	.	25	90	26	81	308
1995/96	70	.	.	.	25	90	26	76	287
1996/97	70	.	.	.	25	90	26	76	287
1997/98	70	.	.	.	25	90	26	76	287
1998/99	70	.	.	.	25	90	26	76	287
1999/00	70	.	.	16	25	90	32	75	308
2000/01	79	24	.	16	25	90	32	81	347
2001/02	74	24	.	16	25	90	32	75	336
2002/03	94	24	.	16	25	90	32	76	357
2003/04	94	24	15	16	25	90	32	76	372
2004/05	94	24	15	16	25	90	32	76	372
2005/06	94	24	15	16	25	90	32	76	372
2006/07	94	24	15	16	25	90	32	75	371
2007/08	94	24	15	16	25	90	32	74	370
2008/09	110	24	15	16	25	90	32	73	385
2009/10	149	24	15	16	25	90	44	73	436
2010/11	149	24	15	16	25	90	47	31	397
2011/12	149	24	15	16	25	90	56	31	406
2012/13	149	30	15	16	25	90	70	26	421
2013/14	149	30	15	16	25	90	81	26	432

1. For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

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Source: DfT Light Rail and Tram Survey

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Table LRT0204 (TSGB0616)

Route miles open for passenger traffic on light rail and trams by system<sup>1</sup>: England - annual from 1995/96

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
			Express Transit	Midland Metro					
1995/96	14	.	.	.	18	37	19	11	99
1996/97	14	.	.	.	18	37	19	11	99
1997/98	14	.	.	.	18	37	19	11	99
1998/99	14	.	.	.	18	37	19	11	99
1999/00	17	.	.	13	18	37	24	11	119
2000/01	17	18	.	13	18	37	24	11	137
2001/02	17	18	.	13	18	48	24	11	149
2002/03	17	18	.	13	18	48	24	11	149
2003/04	17	18	9	13	18	48	24	11	157
2004/05	17	18	9	13	18	48	24	11	157
2005/06	19	18	9	13	18	48	24	11	160
2006/07	19	17	9	13	18	48	24	11	160
2007/08	20	17	9	13	18	48	24	11	160
2008/09	21	17	9	13	18	48	24	11	161
2009/10	21	17	9	13	18	48	24	11	161
2010/11	21	17	9	13	18	48	25	11	162
2011/12	24	17	9	13	18	48	26	5	159
2012/13	24	17	9	13	18	48	42	11	182
2013/14	24	17	9	13	18	48	48	11	188

1. For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

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Source: DfT Light Rail and Tram Survey

Last updated: 17 June 2014

Next update: Summer 2015

The figures in this table are National Statistics

Department for Transport statistics

[Light rail and tram statistics](#)

Table LRT0301 (TSGB0617)

Passenger revenue at 2013/14 prices<sup>1</sup> on light rail and trams by system<sup>2</sup>: England - annual from 1983/84

£ Millions

Financial year	Docklands Light Railway	Croydon Tramlink	Nottingham		Sheffield Supertram	Tyne and Wear Metro	Manchester Metrolink	Blackpool Tramway	England
			Express Transit	Midland Metro					
1983/84	.	.	.	.	.	24.7	.	5.3	30.0
1984/85	.	.	.	.	.	25.9	.	5.0	30.9
1985/86	.	.	.	.	.	26.8	.	5.4	32.2
1986/87	.	.	.	.	.	28.2	.	5.3	33.5
1987/88	.	.	.	.	.	28.8	.	5.6	34.5
1988/89	4.8	.	.	.	.	29.6	.	5.9	40.4
1989/90	5.8	.	.	.	.	29.7	.	6.0	41.5
1990/91	5.1	.	.	.	.	27.7	.	5.8	38.7
1991/92	4.6	.	.	.	.	28.4	.	5.7	38.7
1992/93	5.3	.	.	.	.	29.1	10.9	5.8	51.1
1993/94	6.9	.	.	.	.	29.4	14.6	6.4	57.3
1994/95	9.7	.	.	.	2.4	29.2	15.0	6.6	62.9
1995/96	13.8	.	.	.	5.4	29.1	16.4	6.8	71.5
1996/97	17.3	.	.	.	6.8	29.8	19.0	6.4	79.2
1997/98	19.8	.	.	.	8.5	31.4	20.2	6.5	86.3
1998/99	27.7	.	.	.	8.4	31.3	21.5	5.8	94.8
1999/00	28.5	.	.	3.4	9.2	31.6	23.1	5.8	101.6
2000/01	38.8	16.4	.	4.2	9.6	32.6	24.5	5.8	131.8
2001/02	42.3	17.0	.	5.1	10.0	32.9	26.5	6.2	139.9
2002/03	45.8	19.2	.	6.4	13.1	36.9	26.9	5.9	154.1
2003/04	46.9	20.3	.	6.5	11.6	39.6	26.4	5.0	156.2
2004/05	49.5	22.1	7.2	6.7	13.6	39.9	27.1	5.3	171.3
2005/06	55.5	22.7	8.8	7.1	12.6	41.4	27.2	5.2	180.6
2006/07	63.0	22.2	8.8	7.4	14.5	41.1	27.6	5.2	189.9
2007/08	72.0	23.8	9.0	7.2	15.7	42.6	25.6	4.5	200.4
2008/09	71.0	20.1	9.5	7.3	16.8	45.8	24.9	3.9	199.5
2009/10	80.9	17.5	8.6	7.0	16.3	44.1	25.3	3.2	202.9
2010/11	93.5	20.1	9.5	7.4	16.1	43.8	28.9	2.6	221.8
2011/12	108.5	21.8	8.7	7.6	15.8	43.4	34.7	1.8	242.3
2012/13	127.2	22.9	8.6	7.9	14.7	44.4	42.7	5.1	273.5
2013/14	133.1	23.5	8.3	7.9	13.9	45.2	51.8	6.1	289.8

1. Adjusted for inflation using the GDP market price deflator (as at 28 March 2014).

2. For further information on these systems including infrastructure changes that may affect the figures, please refer to the technical information.

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Source: DfT Light Rail and Tram Survey

Last updated: 17 June 2014

Next update: Summer 2015

The figures in this table are National Statistics

Department for Transport statistics

[Bus Statistics](#)

Table BUS0103 (TSGB0618)

Passenger journeys on local bus services by metropolitan area status and country: Great Britain, annual from 1970

									Millions
Estimation method <sup>1</sup>	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London	
1970	1,502	2,986	..	..	..	..	8,643	..	
1971	1,479	..	..	..	..	..	8,128	..	
1972	1,412	..	..	..	..	..	7,901	..	
1973	1,438	..	..	..	..	..	7,866	..	
1974	1,472	..	..	..	..	..	7,706	..	
1975	1,453	2,599	..	..	891	..	7,524	..	
1976	1,421	2,459	..	..	881	..	7,141	..	
1977	1,372	2,356	..	..	824	..	6,856	..	
1978	1,300	2,269	..	..	794	..	6,617	..	
1979	1,232	2,245	..	..	786	..	6,463	..	
1980	1,181	2,207	..	..	763	..	6,216	..	
1981	1,079	2,033	..	..	716	..	5,688	..	
1982	1,041	1,981	1,615	4,637	694	181	5,512	3,596	
1983	1,087	2,011	1,623	4,721	680	180	5,581	3,634	
1984	1,162	2,047	1,598	4,807	669	168	5,644	3,645	
1985/86	1,152	2,068	1,582	4,801	671	163	5,635	3,650	
1986/87	1,164	1,810	1,565	4,538	644	152	5,335	3,375	
1987/88	1,207	1,732	1,545	4,484	647	156	5,287	3,277	
1988/89	1,211	1,695	1,496	4,402	647	161	5,210	3,191	
1989/90	1,188	1,648	1,468	4,304	613	151	5,068	3,116	
1990/91	1,178	1,547	1,390	4,115	585	145	4,845	2,937	
1991/92	1,149	1,478	1,328	3,956	571	133	4,660	2,806	
1992/93	1,129	1,383	1,302	3,814	532	129	4,475	2,685	
1993/94	1,117	1,337	1,268	3,722	525	133	4,381	2,605	
1994/95	1,155	1,330	1,273	3,758	513	132	4,403	2,603	
1995/96	1,193	1,358	1,303	3,853	506	130	4,489	2,661	
1996/97	1,230	1,310	1,304	3,844	478	133	4,455	2,614	
1997/98	1,281	1,292	1,286	3,859	448	122	4,430	2,578	
1998/99	1,266	1,256	1,286	3,808	424	118	4,350	2,542	
1999/00	1,294	1,213	1,297	3,804	455	117	4,376	2,510	
2000/01	1,347	1,203	1,292	3,842	458	119	4,420	2,495	
2001/02	1,422	1,196	1,263	3,881	466	108	4,455	2,459	
2002/03	1,527	1,182	1,255	3,964	471	115	4,550	2,437	
2003/04	1,692	1,162	1,233	4,087	478	116	4,681	2,395	
2004/05	Old	1,128	1,210	4,140	479	118	4,737	2,338	
2004/05	R New	1,802	1,069	1,177	4,049	460	123	4,631	2,246
2005/06	R	1,881	1,070	1,184	4,135	466	120	4,721	2,254
2006/07	R	1,993	1,072	1,253	4,319	476	119	4,914	2,326
2007/08	R	2,160	1,098	1,297	4,555	488	121	5,164	2,395
2008/09	R	2,228	1,105	1,328	4,661	484	125	5,270	2,433
2009/10	R	2,238	1,085	1,313	4,637	459	116	5,212	2,399
2010/11	R	2,269	1,056	1,317	4,643	432	115	5,190	2,374
2011/12	R	2,324	1,027	1,313	4,664	438	115	5,217	2,340
2012/13	R	2,315	1,001	1,281	4,597	424	108	5,129	2,282
2013/14		2,384	1,015	1,303	4,701	425	107	5,233	2,317

1. Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2. Deregulation of the bus market took place in October 1986. For more information see the technical information (link below)

R. Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 23 September 2014

Next update: Autumn 2015

The figures in this table are National Statistics

Department for Transport statistics

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Table BUS0203a (TSGB0619)

Vehicle miles on local bus services by metropolitan area status and country: Great Britain, annual from 1970

Millions

Year	Estimation method <sup>1</sup>	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1970		199	427	..	..	..	..	1,630	..
1971		197	..	..	..	..	..	1,616	..
1972		190	..	..	..	..	..	1,560	..
1973		180	..	..	..	..	..	1,529	..
1974		174	..	..	..	..	..	1,499	..
1975		176	416	..	..	210	..	1,520	..
1976		181	408	..	..	204	..	1,510	..
1977		180	391	..	..	191	..	1,456	..
1978		173	384	..	..	185	..	1,430	..
1979		165	378	..	..	184	..	1,391	..
1980		173	382	..	..	188	..	1,406	..
1981		175	365	..	..	183	..	1,331	..
1982		165	364	539	1,068	178	66	1,312	903
1983		164	362	544	1,069	180	66	1,315	906
1984		167	363	548	1,077	178	65	1,320	911
1985/86		170	357	528	1,054	177	59	1,290	885
1986/87	<sup>2</sup>	173	346	577	1,096	188	58	1,342	923
1987/88		172	383	631	1,186	204	65	1,455	1,014
1988/89		177	394	638	1,209	202	73	1,485	1,032
1989/90		181	407	647	1,234	209	74	1,517	1,054
1990/91		189	404	643	1,236	209	77	1,521	1,047
1991/92		196	411	643	1,251	221	75	1,546	1,054
1992/93		205	422	646	1,273	216	74	1,563	1,068
1993/94		213	431	658	1,302	224	81	1,606	1,089
1994/95		221	447	671	1,339	229	78	1,647	1,118
1995/96		219	432	685	1,336	219	76	1,631	1,117
1996/97		213	430	693	1,336	229	75	1,639	1,123
1997/98		225	433	673	1,331	229	73	1,633	1,106
1998/99		222	425	698	1,345	223	73	1,642	1,123
1999/00		225	411	720	1,356	226	77	1,659	1,131
2000/01		230	406	704	1,341	229	78	1,649	1,110
2001/02		237	401	685	1,323	228	78	1,629	1,086
2002/03		251	392	676	1,319	232	77	1,628	1,068
2003/04		276	370	664	1,310	229	70	1,609	1,034
2004/05	Old	..	357	669	1,318	222	72	1,612	1,026
2004/05	R New	292	368	659	1,319	223	81	1,622	1,027
2005/06	R	286	366	666	1,318	233	79	1,630	1,031
2006/07	R	289	367	663	1,319	239	77	1,634	1,030
2007/08	R	289	371	663	1,323	247	77	1,647	1,034
2008/09	R	294	366	669	1,329	240	78	1,648	1,035
2009/10	R	297	354	665	1,317	234	78	1,628	1,019
2010/11	R	299	352	666	1,318	215	77	1,611	1,019
2011/12	R	302	350	655	1,307	210	73	1,590	1,005
2012/13	R	302	344	653	1,300	203	72	1,575	998
2013/14		302	340	654	1,295	205	71	1,571	993

1. Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2. Deregulation of the bus market took place in October 1986. For more information see the technical information (link below)

R. Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 23 September 2014

Next update: Autumn 2015

The figures in this table are National Statistics

Department for Transport statistics

[Bus Statistics](#)

Table BUS0203b (TSGB0619)

Vehicle kilometres on local bus services by metropolitan area status and country: Great Britain, annual from 1970

Millions

Year	Estimation method <sup>1</sup>	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1970		320	687	..	..	..	..	2,623	..
1971		317	..	..	..	..	..	2,601	..
1972		306	..	..	..	..	..	2,511	..
1973		290	..	..	..	..	..	2,461	..
1974		280	..	..	..	..	..	2,413	..
1975		284	670	..	..	338	..	2,447	..
1976		292	656	..	..	328	..	2,430	..
1977		289	629	..	..	308	..	2,343	..
1978		278	618	..	..	297	..	2,301	..
1979		265	609	..	..	296	..	2,238	..
1980		279	615	..	..	302	..	2,263	..
1981		281	587	..	..	294	..	2,142	..
1982		265	585	868	1,718	287	106	2,111	1,453
1983		264	582	875	1,721	290	106	2,117	1,457
1984		268	584	882	1,734	286	105	2,125	1,466
1985/86		273	574	849	1,696	285	95	2,077	1,423
1986/87	<sup>2</sup>	278	557	929	1,764	302	94	2,160	1,486
1987/88		276	616	1,015	1,908	329	105	2,342	1,631
1988/89		285	634	1,027	1,946	325	118	2,390	1,661
1989/90		292	654	1,041	1,987	336	119	2,442	1,695
1990/91		304	650	1,035	1,989	336	123	2,448	1,685
1991/92		316	662	1,035	2,013	355	120	2,488	1,697
1992/93		330	679	1,040	2,049	347	119	2,515	1,719
1993/94		343	693	1,058	2,095	361	130	2,585	1,751
1994/95		356	720	1,080	2,156	369	125	2,650	1,800
1995/96		353	695	1,102	2,150	352	123	2,625	1,797
1996/97		342	692	1,116	2,150	368	120	2,638	1,808
1997/98		362	697	1,083	2,142	368	117	2,628	1,780
1998/99		358	684	1,123	2,165	358	118	2,642	1,807
1999/00		362	661	1,160	2,183	363	123	2,670	1,821
2000/01		371	654	1,134	2,158	369	126	2,653	1,788
2001/02		381	646	1,102	2,129	368	126	2,622	1,748
2002/03		404	630	1,088	2,122	374	123	2,619	1,718
2003/04		444	596	1,069	2,109	369	113	2,590	1,665
2004/05	Old	..	575	1,077	2,122	357	116	2,594	1,652
2004/05	R New	470	592	1,061	2,122	359	130	2,611	1,653
2005/06	R	461	589	1,071	2,121	374	128	2,623	1,660
2006/07	R	465	591	1,066	2,122	384	124	2,630	1,657
2007/08	R	465	597	1,068	2,129	397	124	2,650	1,665
2008/09	R	474	589	1,077	2,139	386	126	2,651	1,666
2009/10	R	479	569	1,071	2,119	377	125	2,620	1,640
2010/11	R	481	567	1,073	2,121	346	125	2,592	1,640
2011/12	R	485	563	1,055	2,103	338	117	2,559	1,618
2012/13	R	486	554	1,052	2,092	327	117	2,535	1,606
2013/14		486	547	1,052	2,085	330	114	2,529	1,599

1. Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2. Deregulation of the bus market took place in October 1986. For more information see the technical information (link below)

R. Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 23 September 2014

Next update: Autumn 2015

The figures in this table are National Statistics



Department for Transport statistics

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Table BUS0205a (TSGB0620)

Vehicle miles on local bus services by metropolitan area status and country, and service type: Great Britain, annual from 1987/88

Millions

Year	Estimation method <sup>1</sup>	London <sup>2</sup>	English metropolitan areas	English non-metropolitan areas	England excluding London	Scotland	Wales	Great Britain excluding London
<b>Commercial</b>								
1987/88		..	318	524	842	175	50	1,067
1988/89		..	327	532	859	175	55	1,089
1989/90		..	340	534	874	180	58	1,112
1990/91		..	345	534	879	181	61	1,121
1991/92		..	354	528	882	189	58	1,129
1992/93		..	363	533	896	187	57	1,140
1993/94		..	377	541	918	191	61	1,170
1994/95		..	392	552	944	198	61	1,203
1995/96		..	373	564	937	183	62	1,182
1996/97		..	374	577	951	193	59	1,203
1997/98		..	375	557	932	193	57	1,182
1998/99		..	373	570	943	185	55	1,183
1999/00		..	360	592	952	191	58	1,201
2000/01		..	356	574	930	195	60	1,185
2001/02		..	349	538	887	190	59	1,136
2002/03		..	341	523	864	193	55	1,112
2003/04		..	316	511	827	188	53	1,068
2004/05		..	305	499	804	187	52	1,043
2004/05	R Old	..	317	487	804	186	56	1,046
2005/06	R New	..	315	488	803	192	55	1,050
2006/07	R	..	314	480	795	191	52	1,037
2007/08	R	..	318	480	799	196	51	1,045
2008/09	R	..	310	480	791	193	52	1,036
2009/10	R	..	295	478	773	188	50	1,011
2010/11	R	..	295	483	777	174	50	1,001
2011/12	R	..	296	490	787	173	51	1,011
2012/13	R	..	294	503	797	163	52	1,012
2013/14		..	295	512	806	165	52	1,024
<b>Local authority supported</b>								
1987/88		..	65	107	172	30	15	217
1988/89		..	66	106	172	27	18	217
1989/90		..	66	112	178	29	16	223
1990/91		..	59	109	168	27	16	211
1991/92		..	58	116	174	32	16	222
1992/93		..	59	114	173	29	17	219
1993/94		..	54	117	171	34	20	225
1994/95		..	55	118	173	32	17	222
1995/96		..	58	120	178	34	15	227
1996/97		..	56	116	172	35	16	223
1997/98		..	58	116	174	36	16	226
1998/99		..	52	128	180	37	19	236
1999/00		..	50	128	178	35	18	231
2000/01		..	50	130	180	35	18	233
2001/02		..	53	147	200	39	19	258
2002/03		..	51	153	204	39	22	265
2003/04		..	54	153	207	42	17	266
2004/05		..	53	170	223	35	20	278
2004/05	R Old	..	51	172	223	37	25	284
2005/06	R New	..	51	178	228	41	24	293
2006/07	R	..	53	182	235	48	25	308
2007/08	R	..	53	183	236	51	26	313
2008/09	R	..	56	189	244	46	26	317
2009/10	R	..	58	187	246	46	27	319
2010/11	R	..	58	184	242	42	28	311
2011/12	R	..	53	165	218	37	22	278
2012/13	R	..	50	150	200	40	21	261
2013/14		..	45	142	187	40	19	246

1 Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2 Buses in London operate under a different regulatory model to the rest of the country, and comparisons on a service type basis would have little meaning. London figures are therefore excluded from this table.

R Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 23 September 2014

Next update: Autumn 2015

The figures in this table are National Statistics

Department for Transport statistics

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Table BUS0205b (TSGB0620) continued

Vehicle kilometres on local bus services by metropolitan area status and country, and service type: Great Britain, annual from 1987/88

Millions								
Year	Estimation method <sup>1</sup>	London <sup>2</sup>	English metropolitan areas	English non-metropolitan areas	England excluding London	Scotland	Wales	Great Britain excluding London
<b>Commercial</b>								
1987/88		..	512	844	1,356	281	81	1,718
1988/89		..	527	856	1,383	281	89	1,753
1989/90		..	547	859	1,406	289	94	1,789
1990/91		..	555	859	1,414	292	98	1,804
1991/92		..	569	849	1,418	304	94	1,816
1992/93		..	584	857	1,441	301	91	1,833
1993/94		..	606	870	1,476	307	98	1,881
1994/95		..	631	889	1,520	318	98	1,936
1995/96		..	601	908	1,509	295	99	1,903
1996/97		..	602	929	1,531	311	95	1,937
1997/98		..	604	897	1,501	310	92	1,903
1998/99		..	601	918	1,519	298	88	1,905
1999/00		..	580	953	1,533	307	94	1,934
2000/01		..	573	923	1,496	314	97	1,907
2001/02		..	561	866	1,427	306	95	1,828
2002/03		..	549	841	1,390	311	89	1,790
2003/04		..	509	823	1,332	302	85	1,719
2004/05	Old	..	491	803	1,294	301	84	1,679
2004/05	R New	..	510	784	1,294	300	89	1,684
2005/06	R	..	507	785	1,292	308	89	1,689
2006/07	R	..	506	773	1,279	307	84	1,670
2007/08	R	..	512	773	1,285	315	82	1,682
2008/09	R	..	499	773	1,272	311	84	1,667
2009/10	R	..	475	769	1,245	302	81	1,628
2010/11	R	..	474	777	1,251	279	80	1,611
2011/12	R	..	477	789	1,266	278	82	1,627
2012/13	R	..	474	810	1,283	263	83	1,629
2013/14	R	..	474	823	1,298	266	83	1,647
<b>Local authority supported</b>								
1987/88		..	105	172	277	48	24	349
1988/89		..	107	171	278	44	29	351
1989/90		..	107	181	288	47	26	361
1990/91		..	95	176	271	44	25	340
1991/92		..	93	186	279	51	26	356
1992/93		..	95	183	278	46	27	351
1993/94		..	87	188	275	54	32	361
1994/95		..	89	190	279	51	27	357
1995/96		..	94	193	287	54	24	365
1996/97		..	90	187	277	57	25	359
1997/98		..	93	186	279	58	25	362
1998/99		..	84	206	290	60	30	380
1999/00		..	81	206	287	56	29	372
2000/01		..	81	210	291	56	29	376
2001/02		..	85	236	321	62	31	414
2002/03		..	82	247	329	63	35	427
2003/04		..	87	246	333	67	28	428
2004/05	Old	..	85	274	359	56	32	447
2004/05	R New	..	82	277	358	59	40	458
2005/06	R	..	82	286	368	66	39	472
2006/07	R	..	85	293	378	78	40	496
2007/08	R	..	85	295	379	82	42	503
2008/09	R	..	89	304	393	75	42	510
2009/10	R	..	94	302	396	74	44	514
2010/11	R	..	93	296	389	67	44	500
2011/12	R	..	86	266	352	60	36	447
2012/13	R	..	80	242	322	64	33	420
2013/14	R	..	72	229	301	64	30	395

1. Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05

2 Buses in London operate under a different regulatory model to the rest of the country, and comparisons on a service type basis would have little meaning. London figures are therefore excluded from this table.

R. Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

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[Notes and definitions \(available via: https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

Source: DfT Public Service Vehicle Survey, Transport for London

Last updated: 23 September 2014

Next update: Autumn 2015

The figures in this table are National Statistics

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Table BUS0405a (TSGB0621)

Local bus fares index (at current prices<sup>2</sup>) by metropolitan area status and country: Great Britain, annual from 1995

March 2005=100

Year <sup>1</sup>	Local bus fares index								England outside London
	All items Retail Prices Index <sup>3</sup>	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	
1995	77.4	71.1	61.8	61.8	63.9	70.2	63.5	64.6	61.8
1996	79.5	74.3	65.2	64.7	67.0	72.4	64.5	67.6	64.9
1997	81.6	77.0	69.0	67.9	70.2	77.8	67.2	71.1	68.4
1998	84.4	80.0	72.6	71.4	73.6	84.1	71.8	74.9	71.9
1999	86.1	83.3	75.8	74.9	77.0	87.5	75.3	78.3	75.3
2000	88.4	83.2	79.1	78.4	79.6	89.6	80.3	80.9	78.7
2001	90.4	83.9	83.3	82.7	82.9	92.2	84.7	84.1	82.9
2002	91.6	81.5	87.3	86.6	85.3	93.5	88.6	86.4	86.9
2003	94.4	81.8	90.3	90.8	88.0	96.1	91.6	89.2	90.6
2004	96.9	86.9	94.7	95.3	92.7	97.1	95.8	93.4	95.1
2005	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2006	102.4	105.7	111.9	107.8	108.3	105.1	105.0	107.9	109.6
2007	107.3	116.6	113.6	102.0	110.2	111.4	111.5	110.4	106.9
2008	111.3	111.2	121.6	106.7	112.8	116.7	117.5	113.4	113.0
2009	110.9	120.0	136.5	113.9	122.5	126.5	125.3	123.1	123.2
2010	115.9	135.2	137.6	115.6	128.8	129.5	128.7	129.0	124.7
2011	122.0	144.5	146.4	119.4	135.7	132.2	130.1	135.2	130.3
2012	126.4	152.3	156.2	127.0	144.0	139.1	137.8	143.4	138.9
2013	130.6	159.4	161.3	134.3	150.8	145.1	147.2	150.1	145.4
2014	133.8	164.3	165.3	138.9	155.5	149.8	149.5	154.7	149.8

1 Index as at March.

2 Not adjusted for inflation.

3 These figures are not National Statistics

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Source: DfT Fares Survey, Office for National Statistics  
Last updated: 17 June 2014  
Next update: June 2015

The figures in this table are National Statistics except where indicated

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Table BUS0405b (TSGB0621)

Local bus fares index (in constant prices<sup>2</sup>) by metropolitan area status and country: Great Britain, annual from 1995

March 2005=100

Year <sup>1</sup>	London	English metropolitan areas	English non-metropolitan areas	England	Scotland	Wales	Great Britain	England outside London
1995	91.8	79.9	79.8	<b>82.5</b>	90.7	82.0	<b>83.5</b>	<b>79.8</b>
1996	93.4	82.0	81.4	<b>84.3</b>	91.1	81.1	<b>85.0</b>	<b>81.6</b>
1997	94.4	84.6	83.3	<b>86.1</b>	95.3	82.3	<b>87.2</b>	<b>83.8</b>
1998	94.8	86.0	84.5	<b>87.2</b>	99.7	85.1	<b>88.7</b>	<b>85.1</b>
1999	96.7	88.0	87.0	<b>89.4</b>	101.6	87.5	<b>90.9</b>	<b>87.4</b>
2000	94.1	89.4	88.7	<b>90.0</b>	101.4	90.9	<b>91.5</b>	<b>89.1</b>
2001	92.8	92.1	91.5	<b>91.7</b>	102.0	93.7	<b>93.1</b>	<b>91.7</b>
2002	89.0	95.3	94.6	<b>93.1</b>	102.1	96.8	<b>94.3</b>	<b>94.9</b>
2003	86.6	95.6	96.1	<b>93.2</b>	101.7	97.0	<b>94.4</b>	<b>95.9</b>
2004	89.6	97.8	98.3	<b>95.7</b>	100.2	98.9	<b>96.4</b>	<b>98.1</b>
2005	100.0	100.0	100.0	<b>100.0</b>	100.0	100.0	<b>100.0</b>	<b>100.0</b>
2006	103.2	109.3	105.3	<b>105.8</b>	102.7	102.6	<b>105.4</b>	<b>107.0</b>
2007	108.7	105.9	95.1	<b>102.7</b>	103.8	103.9	<b>102.9</b>	<b>99.7</b>
2008	99.9	109.2	95.9	<b>101.3</b>	104.8	105.6	<b>101.8</b>	<b>101.5</b>
2009	108.2	123.1	102.7	<b>110.5</b>	114.0	113.0	<b>111.0</b>	<b>111.0</b>
2010	116.7	118.8	99.8	<b>111.2</b>	111.8	111.0	<b>111.3</b>	<b>107.6</b>
2011	118.4	119.9	97.8	<b>111.2</b>	108.3	106.6	<b>110.8</b>	<b>106.8</b>
2012	120.5	123.6	100.5	<b>114.0</b>	110.1	109.0	<b>113.4</b>	<b>109.8</b>
2013	122.1	123.5	102.9	<b>115.5</b>	111.2	112.8	<b>115.0</b>	<b>111.4</b>
2014	122.9	123.6	103.8	<b>116.2</b>	112.0	111.8	<b>115.7</b>	<b>112.0</b>

1 Index as at March.

2 Adjusted for inflation using the RPI.

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Source: DfT Fares Survey, Office for National Statistics  
Last updated: 17 June 2014  
Next update: June 2015  
The figures in this table are National Statistics

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Table BUS0501a (TSGB0622)

Estimated operating revenue<sup>1</sup> (at current prices<sup>2</sup>) for local bus services by revenue type and metropolitan area status: England, annual from 2004/05

Note: Figures for public transport support, concessionary travel and total will be added December 2014

£ Millions

Area/ Financial Year	Passenger fare receipts <sup>3</sup>	Gross Public Transport Support <sup>4</sup>	Concessionary Travel <sup>5</sup>	Bus Service Operators Grant <sup>6</sup>	Total estimated operating revenue <sup>1</sup>
<b>England</b>					
2004/05	2,322	934	485	348	4,089
2005/06	2,466	1,021	481	363	4,331
2006/07	2,473	1,088	724	367	4,652
2007/08	2,568	1,140	807	392	4,907
2008/09 <sup>8</sup>	2,643	1,263	926	423	5,255
2009/10 <sup>9</sup>	2,736	1,229	970	430	5,366
2010/11	2,880	1,061	1,004	420	5,365
2011/12	3,013	999	995	430	5,437
2012/13	3,128	953	1,014	345	5,440
2013/14	3,242			298	
<b>London<sup>7</sup></b>					
2004/05	727	556	138	91	1,512
2005/06	788	596	151	95	1,630
2006/07	840	617	162	97	1,716
2007/08	872	662	176	103	1,813
2008/09 <sup>8</sup>	882	725	181	113	1,900
2009/10 <sup>9</sup>	941	692	183	112	1,928
2010/11	1,058	564	191	108	1,922
2011/12	1,117	519	210	111	1,956
2012/13	1,185	501	222	87	1,995
2013/14	1,258			42	
<b>English metropolitan areas</b>					
2004/05	663	105	215	92	1,074
2005/06	696	117	191	95	1,100
2006/07	688	131	251	96	1,166
2007/08	694	134	265	104	1,197
2008/09 <sup>8</sup>	714	140	288	110	1,251
2009/10 <sup>9</sup>	723	137	310	110	1,281
2010/11	738	127	309	108	1,283
2011/12	767	134	302	111	1,315
2012/13	777	126	305	89	1,297
2013/14	779			88	
<b>English non-metropolitan areas</b>					
2004/05	932	273	133	165	1,503
2005/06	981	308	139	173	1,600
2006/07	944	341	311	174	1,770
2007/08	1,002	343	366	185	1,897
2008/09 <sup>8</sup>	1,047	399	458	201	2,104
2009/10 <sup>9</sup>	1,073	400	477	208	2,158
2010/11	1,084	369	504	204	2,161
2011/12	1,129	346	483	208	2,167
2012/13	1,166	326	487	169	2,149
2013/14	1,205			169	

1. Excludes capital receipts, and other streams of bus operator revenue that are not directly related to the provision of local bus services (e.g. income from advertising, private hire work, etc.)

2. These figures are not adjusted for inflation.

3. Only includes fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.

4. Public Transport Support is the total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services, but some other costs, for example administration costs, are also included.

5. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel, and includes admin costs.

These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail, and Light Rail Systems but do include funding for taxi tokens. Light Rail Systems, however they do include funding for taxi tokens. Table BUS0811 shows the total including all discretionary elements excluded here.

6. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate.

7. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.

8. Until 2009/10, figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10, they are on a non-FRS17 basis. For 2010/11 onwards they are on a non-International Accounting Standard 19 (IAS19) basis.

9. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

R. Minor revisions have been made to earlier years data.

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Source: DfT Public Service Vehicle Survey, CLG RO forms, DfT BSOG returns, London Councils  
Last updated: 23 September 2014  
Next update: December 2014  
The figures in this table are National Statistics

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Table BUS0501b (TSGB0622)

Estimated operating revenue<sup>1</sup> (at 2013/14 prices<sup>2</sup>) for local bus services by revenue type and metropolitan area status: England, annual from 2004/05

Note: Figures for public transport support, concessionary travel and total will be added December 2014

£ Millions

Area/ Financial Year	Passenger fare receipts <sup>3</sup>	Gross Public Transport Support <sup>4</sup>	Concessionary Travel <sup>5</sup>	Bus Service Operators Grant <sup>6</sup>	Total estimated operating revenue <sup>1</sup>
<b>England</b>					
2004/05	2,842	1,143	594	425	5,004
2005/06	2,964	1,228	578	436	5,206
2006/07	2,890	1,272	846	429	5,437
2007/08	2,927	1,299	920	447	5,593
2008/09 <sup>8</sup>	2,929	1,400	1,027	469	5,825
2009/10 <sup>9</sup>	2,953	1,326	1,047	464	5,790
2010/11	3,029	1,115	1,055	442	5,641
2011/12	3,098	1,027	1,023	442	5,591
2012/13	3,182	969	1,032	351	5,534
2013/14	3,242			298	
<b>London<sup>7</sup></b>					
2004/05	890	680	169	111	1,850
2005/06	948	717	182	114	1,960
2006/07	982	721	189	113	2,005
2007/08	994	754	201	117	2,067
2008/09 <sup>8</sup>	977	804	201	125	2,107
2009/10 <sup>9</sup>	1,015	747	197	121	2,080
2010/11	1,113	593	201	113	2,021
2011/12	1,148	534	216	114	2,011
2012/13	1,205	509	226	89	2,029
2013/14	1,258			42	
<b>English metropolitan areas</b>					
2004/05	811	128	263	113	1,315
2005/06	837	141	230	114	1,322
2006/07	804	153	293	113	1,363
2007/08	791	153	302	118	1,364
2008/09 <sup>8</sup>	792	155	319	122	1,387
2009/10 <sup>9</sup>	780	148	334	119	1,382
2010/11	776	134	325	114	1,349
2011/12	789	138	311	114	1,352
2012/13	791	128	310	91	1,319
2013/14	779			88	
<b>English non-metropolitan areas</b>					
2004/05	1,140	335	162	202	1,839
2005/06	1,179	370	167	208	1,924
2006/07	1,104	398	364	203	2,069
2007/08	1,142	391	417	211	2,162
2008/09 <sup>8</sup>	1,160	442	507	222	2,332
2009/10 <sup>9</sup>	1,157	431	515	224	2,328
2010/11	1,139	388	530	215	2,272
2011/12	1,161	356	496	214	2,228
2012/13	1,186	332	496	172	2,186
2013/14	1,205			169	

1. Excludes capital receipts, and other streams of bus operator revenue that are not directly related to the provision of local bus services (e.g. income from advertising, private hire work, etc.)

2. Adjusted for inflation using GDP deflator (as at 27 June 2013).

3. Only includes fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.

4. Public Transport Support is the total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services, but some other costs, for example administration costs, are also included.

5. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel, and includes admin costs. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail, and Light Rail Systems but do include funding for taxi tokens. Light Rail Systems, however they do include funding for taxi tokens. Table BUS0811 shows the total including all discretionary elements excluded here.

6. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate.

7. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.

8. Until 2009/10, figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10, they are on a non-FRS17 basis. For 2010/11 onwards, they are on a non-International Accounting Standard 19 (IAS19) basis.

9. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

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Source: DfT Public Service Vehicle Survey, CLG RO forms, DfT BSOG returns, London Councils, HM Treasury GDP deflator  
Last updated: 23 September 2014

Next update: December 2014

The figures in this table are National Statistics

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Table BUS0502a (TSGB0623)

Estimated net support<sup>1</sup> paid by central and local government (at current prices<sup>2</sup>) for local bus services and concessionary travel by area type: England, annual from 1996/97

Note: Figures for public transport support, concessionary travel and total will be added December 2014

£ Millions

Area/ Financial Year	Net Public Transport Support <sup>3</sup>	Concessionary Travel <sup>4</sup>	Bus Service Operators Grant <sup>5</sup>	Total estimated net support <sup>1</sup>
<b>England</b>				
1996/97	201	406	190	797
1997/98	185	402	187	774
1998/99	221	419	222	862
1999/00	229	420	277	926
2000/01	290	421	301	1,012
2001/02	454	430	304	1,188
2002/03	691	421	317	1,430
2003/04	859	427	332	1,618
2004/05	853	485	348	1,686
2005/06	939	481	363	1,783
2006/07	968	724	367	2,059
2007/08	1,027	807	392	2,227
2008/09 <sup>7</sup>	1,106	926	423	2,455
2009/10 <sup>8</sup>	1,072	970	430	2,472
2010/11	934	1,004	420	2,358
2011/12	869	995	430	2,294
2012/13	831	1,014	345	2,191
2013/14			298	
<b>London<sup>6</sup></b>				
1996/97	12	130	29	171
1997/98	1	122	30	153
1998/99	1	123	37	161
1999/00	1	119	46	166
2000/01	57	117	47	221
2001/02	201	111	56	368
2002/03	420	108	66	594
2003/04	560	105	80	745
2004/05	549	138	91	778
2005/06	595	151	95	841
2006/07	616	162	97	875
2007/08	661	176	103	940
2008/09 <sup>7</sup>	723	181	113	1,017
2009/10 <sup>8</sup>	690	183	112	985
2010/11	564	191	108	862
2011/12	518	210	111	838
2012/13	500	222	87	809
2013/14			42	
<b>English metropolitan areas</b>				
1996/97	106	174	62	342
1997/98	98	176	62	336
1998/99	110	193	70	373
1999/00	101	195	84	380
2000/01	104	196	93	393
2001/02	110	197	92	398
2002/03	106	191	92	389
2003/04	113	191	90	394
2004/05	104	215	92	411
2005/06	116	191	95	402
2006/07	130	251	96	478
2007/08	134	265	104	502
2008/09 <sup>7</sup>	139	288	110	536
2009/10 <sup>8</sup>	137	310	110	557
2010/11	127	309	108	544
2011/12	133	302	111	547
2012/13	124	305	89	518
2013/14			88	

Area/ Financial Year	Net Public Transport Support <sup>3</sup>	Concessionary Travel <sup>4</sup>	Bus Service Operators Grant <sup>5</sup>	Total estimated net support <sup>1</sup>
<b>English non-metropolitan areas</b>				
1996/97	83	102	99	284
1997/98	86	104	96	286
1998/99	110	103	115	328
1999/00	127	106	147	380
2000/01	129	108	161	399
2001/02	143	122	156	421
2002/03	165	123	159	447
2003/04	187	131	162	480
2004/05	200	133	165	497
2005/06	228	139	173	539
2006/07	221	311	174	707
2007/08	233	366	185	784
2008/09 <sup>7</sup>	244	458	201	902
2009/10 <sup>8</sup>	244	477	208	929
2010/11	243	504	204	952
2011/12	218	483	208	909
2012/13	207	487	169	863
2013/14			169	

1. Figures reflect net revenue cost to the public purse. Gross expenditure is offset by income sources, including local authority income from passenger fare receipts on some tendered or supported services. Capital funding support for local bus services is excluded.

2. These figures are not adjusted for inflation.

3. Public Transport Support is the total of all local authorities' net costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services (including non-local services in some cases). However, the figures also include administration costs and inter-authority transfers, meaning that a small proportion of the sums shown will not reach bus operators. In London it will also include depreciation on capital.

4. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel. Discretionary concessionary travel is decided by local authorities, and can include travel for those that not included within the statutory concession, travel within the peak, or travel on other modes. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail and Light Rail Systems, however they do include funding for taxi tokens. Table BUS0811 shows the total including all discretionary elements excluded here. The figures include administration costs, meaning that a small proportion of the sums shown will not reach bus operators.

5. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services. These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate.

6. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.

7. Until 2009/10 figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10, they are on a non-FRS17 basis. For 2010/11 onwards, they are on a non-International Accounting Standard 19 (IAS19) basis.

8. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

R Minor revisions have been made to earlier years data.

[Notes and definitions \(available via: https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

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Source: CLG RO forms, DfT BSOG returns, Transport for London, London Councils  
Last updated: 23 September 2014  
Next update: December 2014  
The figures in this table are National Statistics



Department for Transport statistics

[Bus Statistics](#)

Table BUS0502b (TSGB0623)

Estimated net support<sup>1</sup> paid by central and local government (at 2013/14 prices<sup>2</sup>) for local bus services and concessionary travel by area type: England, annual from 1996/97

Note: Figures for public transport support, concessionary travel and total will be added December 2014

£ Millions

Area/ Financial Year	Net Public Transport Support <sup>3</sup>	Concessionary Travel <sup>4</sup>	Bus Service Operators Grant <sup>5</sup>	Total estimated net support <sup>1</sup>
<b>England</b>				
1996/97	289	583	272	1,144
1997/98	261	567	264	1,092
1998/99	306	580	308	1,193
1999/00	311	570	376	1,257
2000/01	391	567	406	1,365
2001/02	595	564	399	1,558
2002/03	886	540	407	1,833
2003/04	1,080	537	418	2,035
2004/05	1,044	594	425	2,063
2005/06	1,129	578	436	2,144
2006/07	1,131	846	429	2,406
2007/08	1,171	920	447	2,538
2008/09 <sup>7</sup>	1,226	1,027	469	2,722
2009/10 <sup>8</sup>	1,156	1,047	464	2,667
2010/11	982	1,055	442	2,480
2011/12	894	1,023	442	2,359
2012/13	845	1,032	351	2,228
2013/14			298	
<b>London<sup>6</sup></b>				
1996/97	17	187	42	246
1997/98	1	172	42	216
1998/99	1	170	51	223
1999/00	1	162	62	225
2000/01	76	158	63	297
2001/02	264	146	73	483
2002/03	539	138	85	762
2003/04	704	132	101	937
2004/05	672	169	111	952
2005/06	716	182	114	1,012
2006/07	720	189	113	1,022
2007/08	754	201	117	1,072
2008/09 <sup>7</sup>	802	201	125	1,127
2009/10 <sup>8</sup>	745	197	121	1,063
2010/11	593	201	113	907
2011/12	533	216	114	862
2012/13	509	226	89	823
2013/14			42	
<b>English metropolitan areas</b>				
1996/97	152	250	88	490
1997/98	138	248	87	473
1998/99	152	267	97	516
1999/00	137	265	114	516
2000/01	141	264	125	529
2001/02	144	258	120	522
2002/03	136	245	118	498
2003/04	142	240	114	495
2004/05	128	263	113	503
2005/06	140	230	114	484
2006/07	152	293	113	558
2007/08	152	302	118	572
2008/09 <sup>7</sup>	154	319	122	594
2009/10 <sup>8</sup>	148	334	119	601
2010/11	134	325	114	572
2011/12	137	311	114	562
2012/13	127	310	91	527
2013/14			88	

Area/ Financial Year	Net Public Transport Support <sup>3</sup>	Concessionary Travel <sup>4</sup>	Bus Service Operators Grant <sup>5</sup>	Total estimated net support <sup>1</sup>
<b>English non-metropolitan areas</b>				
1996/97	119	146	142	408
1997/98	121	147	135	403
1998/99	152	143	159	454
1999/00	172	144	200	516
2000/01	174	146	217	538
2001/02	187	160	205	553
2002/03	212	157	204	573
2003/04	235	165	204	603
2004/05	244	162	202	608
2005/06	274	167	208	648
2006/07	259	364	203	826
2007/08	265	417	211	894
2008/09 <sup>7</sup>	270	507	222	1,000
2009/10 <sup>8</sup>	263	515	224	1,003
2010/11	256	530	215	1,001
2011/12	224	496	214	935
2012/13	210	496	172	878
2013/14			169	

1. Figures reflect net revenue cost to the public purse. Gross expenditure is offset by income sources, including local authority income from passenger fare receipts on some tendered or supported services. Capital funding support for local bus services is excluded.

2. Adjusted for inflation using GDP deflator (as at 27 June 2013).

3. Public Transport Support is the total of all local authorities' net costs incurred in support of bus services, either directly or by subsidies to operators or individuals. The bulk of these costs will be accounted for by payments to operators providing tendered or supported bus services (including non-local services in some cases). However, the figures also include administration costs and inter-authority transfers, meaning that a small proportion of the sums shown will not reach bus operators. In London it will also include depreciation on capital.

4. Concessionary Travel is the total of all local authorities' net costs of statutory or discretionary concessionary bus travel. Discretionary concessionary travel is decided by local authorities, and can include travel for those that not included within the statutory concession, travel within the peak, or travel on other modes. These figures exclude travel on the London Underground, Mersey Ferries and Rail, West Yorkshire PTE Rail and Light Rail Systems, however they do include funding for taxi tokens. Table BUS0811 shows the total including all discretionary elements excluded here. The figures include administration costs, meaning that a small proportion of the sums shown will not reach bus operators.

5. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services. These figures include payments for the BSOG incentives from April 2010, but not the coach concession. The distribution of BSOG payments between areas is an estimate.

6. London runs an entirely tendered market and therefore some comparisons with the rest of country should be treated with care.

7. Until 2009/10 figures in this table for public transport support, and concessionary travel outside London, were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10, they are on a non-FRS17 basis. For 2010/11 onwards, they are on a non-International Accounting Standard 19 (IAS19) basis.

8. The 2009/10 figures contain an additional element of spending, RECS, which for other years is included only in capital charges and therefore excluded from current expenditure (as shown here). This may affect comparisons with previous or following years.

R Minor revisions have been made to earlier years data.

[Notes and definitions \(available via: https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

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Source: CLG RO forms, DFT BSOG returns, Transport for London, London Councils, HM Treasury GDP deflator

Last updated: 23 September 2014

Next update: December 2014

The figures in this table are National Statistics

Department for Transport statistics

[Bus Statistics](#)

Table BUS0601 (TSGB0624)

Public service vehicle<sup>3</sup> stock<sup>4</sup> by type of vehicle<sup>2</sup>, local bus operators only<sup>1</sup> : Great Britain, annual from 2004/05

Thousands

Financial year (figures as at end year, 31 March)	Buses <sup>4</sup>	Coaches <sup>5</sup>	Minibuses <sup>6</sup>	Total number of vehicles
2004/05	41.8	8.0	2.4	52.2
2005/06	42.2	7.8	2.2	52.2
2006/07	42.8	8.3	2.0	53.0
2007/08	42.6	8.6	2.2	53.4
2008/09	42.8	8.8	1.8	53.5
2009/10	42.8	8.5	1.7	53.0
2010/11	42.4	8.5	1.9	52.8
2011/12	42.4	8.6	1.8	52.8
2012/13	41.9	8.3	1.8	52.0
2013/14	42.2	8.3	1.7	52.2

1. This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts). Operators who do solely non-local work are excluded.

2. Figures in this table differ from those on buses and coaches published in DfT's Vehicle Licencing Statistics for several reasons. The latter includes vehicles other than those kept by Public Service Vehicle operators, vehicles subject to a Statutory Off Road Notification (SORN) and vehicles operated under a special restricted licence as taxis, none of which are counted here.

3. Public Service Vehicles in the bus and coach taxation class having nine or more seats. Excludes community buses and PSVs operated under a special restricted licence as taxis.

4. Buses are licenced for over 22 passengers (including standing).

5. Coaches have 17 or more seats (with no standing)

6. Minibuses have 8 to 22 passengers (including standing)

R. Previously published figures have been revised. For details of the revisions (which include planned updates) please see the technical information (link below)

[Notes and definitions \(available via: https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

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Source: DfT Public Service Vehicle Survey  
Last updated: 23 September 2014  
Next update: Autumn 2015  
The figures in this table are National Statistics

Department for Transport Statistics

[Rail Statistics](#)

Table RAI0302 (TSGB0625)

Government support to the rail industry, annual from 1985/86

£ Million

Financial year	Central Government grants <sup>1</sup>	Passenger Transport Executive (PTE) grants	Direct rail support <sup>2</sup>	Other Government support <sup>3</sup>	Total government support	Total government support (2013/14 prices <sup>4</sup> )	Freight grants
1985/86	849	78	0	61	988	2,203	7
1986/87	755	70	0	22	847	1,837	6
1987/88	796	68	0	-251	613	1,261	2
1988/89	551	70	0	-175	446	862	2
1989/90	479	84	0	232	795	1,438	1
1990/91	637	115	0	440	1,192	2,014	4
1991/92	902	120	0	562	1,584	2,521	1
1992/93	1,194	107	0	870	2,171	3,389	2
1993/94	926	166	0	535	1,627	2,492	4
1994/95	1,815	346	0	-464	1,697	2,567	3
1995/96 <sup>5</sup>	1,712	362	0	-1,643	431	636	4
1996/97 <sup>5</sup>	1,809	291	0	-1,044	1,056	1,516	15
1997/98	1,429	375	0	25	1,829	2,580	29
1998/99	1,196	337	0	53	1,586	2,195	29
1999/00	1,031	312	0	75	1,418	1,925	23
2000/01	847	283	0	84	1,214	1,636	36
2001/02	731	306	684	105	1,826	2,396	57
2002/03	935	304	1,166	183	2,588	3,318	49
2003/04	1,359	414	1,670	179	3,622	4,556	32
2004/05	878	389	2,370	154	3,791	4,640	26
2005/06	879	332	3,367	24	4,602	5,532	23
2006/07	1,456	313	4,463	76	6,308	7,371	30
2007/08	1,123	310	3,673	187	5,293	6,033	18
2008/09	237	317	4,266	356	5,176	5,738	21
2009/10 <sup>R</sup>	450	305	3,564	355	4,674	4,713	20
2010/11 <sup>R</sup>	-51	300	3,492	580	4,321	4,199	20
2011/12	-131	214	3,745	708	4,536	4,664	17
2012/13	-420	164	3,780	1,536	5,060	5,147	17
2013/14	-40	182	3,453	1,692	5,287	5,287	17

1. Central Government grants involve payments to train operating companies and performance receipts received from train companies. Negative values reflect where the Government was in receipt of payments.
2. Direct rail support comprises Network Grant payments to Network Rail, and includes payments to London and Continental Railways during the construction of the High Speed 1 route.
3. Other Government support includes DfT expenditure on major projects, rail pensions, support to arms length bodies including the British Transport Police and Passenger Focus, a grant to British Rail to finance its residual activities, and other ad hoc rail projects.
4. Adjusted to 2013/14 prices using the GDP market price deflator.
5. Following privatisation, the proceeds from the sales of rolling stock operating companies (ROSCOs) and British Rail non-passenger business in 1995/96 and 1996/97 are included in the Other Government support category.

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Source: Department for Transport, Transport Scotland and Welsh Government  
Last updated: December 2014  
Next updated: December 2015  
The figures in this table are outside the scope of National Statistics

Department for Transport Statistics  
[Rail Statistics](#)

**Table RAI0303 (TSGB0626)**  
**Private investment in the rail industry<sup>1,2</sup>: annual from 2006/07**

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Track and Signalling	106	8	2	-4	0	1	3	0
Rolling Stock	326	400	345	423	274	369	352	323
Stations	155	78	28	12	28	33	35	29
Other Investment <sup>R</sup>	156	79	79	29	74	99	80	72
<b>Total Investment<sup>R</sup></b>	<b>743</b>	<b>566</b>	<b>455</b>	<b>460</b>	<b>376</b>	<b>503</b>	<b>470</b>	<b>423</b>
<b>Total investment (2013/14 prices<sup>3</sup>)</b>	<b>939</b>	<b>685</b>	<b>527</b>	<b>540</b>	<b>421</b>	<b>534</b>	<b>485</b>	<b>423</b>

1. These figures exclude Network Rail investment.
2. Negative numbers reflect the disposal of rail assets.
3. Adjusted to 2013/14 prices using the GDP market price deflator.

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Source: Office for National Statistics  
 Last updated: December 2014  
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Department for Transport statistics

[Bus statistics](#)

Table BUS0821 (TSGB0627)

Concessionary travel passes<sup>1</sup> and concessionary bus journeys<sup>2</sup> by metropolitan area status: England, annual from 2010/11

	Thousands/Millions/Number				
	London	English metropolitan areas	English non-metropolitan areas	England	England excluding London
<b>Number of older and disabled concessionary travel passes (thousands)</b>					
2010/11 (r)	1,152	2,234	6,118	<b>9,504</b>	8,351
2011/12 (r)	1,217	2,189	6,273	<b>9,679</b>	8,462
2012/13 (r)	1,306	2,202	6,263	<b>9,770</b>	8,464
2013/14	1,325	2,170	6,237	<b>9,731</b>	8,406
<b>Number of older and disabled concessionary bus journeys (millions)</b>					
2010/11 (r)	296	311	450	<b>1,057</b>	761
2011/12 (r)	307	304	453	<b>1,063</b>	756
2012/13 (r)	296	290	430	<b>1,016</b>	720
2013/14	293	286	431	<b>1,011</b>	718
<b>Average number of bus concessionary journeys per pass</b>					
2010/11 (r)	257	139	74	<b>111</b>	91
2011/12 (r)	252	139	72	<b>110</b>	89
2012/13 (r)	227	132	69	<b>104</b>	85
2013/14	221	132	69	<b>104</b>	85

1. Pass numbers are ENCTS passes for older and disabled people meeting the statutory eligibility criteria, plus a small number of discretionary passes offered by individual Travel Concession Authorities to other older and disabled people.

2. Bus journeys refers to all journeys by older and disabled people which are subject to reimbursement by the Travel Concession Authority. This covers discretionary concessionary journeys (e.g. made before 0930) as well as those made under the statutory scheme.

( r ) Some statistics for 2010/11 onwards have been revised in light of information collected as part of the 2011/12 Survey. Further details available in the Notes & Definitions document.

[Notes and definitions \(available via: https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

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Source: DfT Concessionary Travel Survey  
Last updated: 23 September 2014  
Next update: Autumn 2015

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

[Taxi Statistics](#)

Table TAXI0102 (TSGB0628, TSGB1207)

Taxis, Private Hire Vehicles (PHVs) and their drivers: England and Wales, from 2005

Year	Licensed taxis and taxi drivers				Private hire vehicles (PHVs)					Thousands	
	Wheelchair accessible taxi <sup>1</sup>	Other taxis	Total taxis	Taxi only licensed drivers	Wheelchair accessible PHVs <sup>2</sup>	Vehicle licences issued	Operator licences issued	PHV only licensed drivers	Dual taxi/PHV driver licences	Total driver licences issued	
<b>England</b>											
2005	36.3	27.8	64.2	68.8	..	120.4	13.8	122.5	50.8	242.1	
2007	40.6	28.4	68.9	69.6	..	129.3	14.5	126.6	56.1	252.2	
2009	43.0	28.0	71.1	66.9	..	146.2	16.5	147.4	59.0	273.4	
2011 <sup>R</sup>	44.2	28.9	73.0	65.6	3.7	150.0	15.9	154.1	67.0	286.7	
2013	43.9	29.1	73.0	62.2	4.3	148.6	15.4	154.1	68.8	285.2	
<b>England and Wales</b>											
2005	36.8	31.2	68.0	71.1	..	124.5	14.6	124.1	58.3	253.5	
2007	41.5	32.1	73.6	71.6	..	133.0	15.3	128.4	63.5	263.5	
2009	44.3	31.6	75.9	68.9	..	150.8	17.4	149.3	67.3	285.6	
2011 <sup>R</sup>	45.5	32.5	78.0	67.6	3.9	154.1	16.6	156.0	75.4	299.0	
2013	45.3	32.6	78.0	63.2	4.7	152.6	16.1	155.4	78.3	296.9	

1. Includes purpose built taxis (which are wheelchair accessible) and converted vehicles.

2. Information about wheelchair accessible PHVs was collected for the first time in 2011. Response rates for this question were lower than for other parts of the survey and these figures are estimated by scaling those provided by authorities that were able to provide a response. TfL were unable to provide a figure for London so these totals are likely to represent underestimates.

R: Previously published figures have been revised.

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Source: Taxi Licensing Authorities  
Last updated: August 2013  
Next update: TBC

The figures in this table are National Statistics





# Roads and Traffic Statistics



Department for Transport statistics

Traffic

Table TRA0101 (TSGB0701)

Road traffic (vehicle miles) by vehicle type in Great Britain, annual from 1949

Billion vehicle miles

	Other Vehicles						All motor vehicles
	Cars and taxis	Light vans <sup>1</sup>	Goods vehicles <sup>2</sup>	Motorcycles	Buses and Coaches	Total <sup>3</sup>	
1949	12.6	4.1	7.8	1.9	2.5	4.4	28.9
1950	15.9	4.8	6.9	2.7	2.5	5.2	33.0
1951	18.2	5.1	7.3	3.4	2.6	6.0	36.6
1952	19.0	5.4	7.0	3.7	2.6	6.3	37.8
1953	20.7	5.6	7.2	4.2	2.6	6.8	40.3
1954	23.1	5.8	7.6	4.3	2.6	6.9	43.3
1955	26.3	6.1	8.2	4.7	2.6	7.3	47.9
1956	28.7	6.2	8.1	4.6	2.6	7.2	50.2
1957	28.1	6.4	7.7	5.2	2.5	7.7	49.9
1958	34.4	7.4	8.4	5.2	2.4	7.6	57.8
1959	38.6	8.5	9.1	6.1	2.5	8.6	64.7
1960	42.3	9.3	9.5	6.2	2.4	8.6	69.8
1961	47.8	10.2	9.6	6.0	2.5	8.5	76.1
1962	52.0	10.3	9.6	5.4	2.5	7.9	79.8
1963	56.8	10.9	9.8	4.7	2.5	7.2	84.7
1964	65.7	11.0	10.8	4.7	2.5	7.2	94.6
1965	72.0	11.8	10.8	4.1	2.4	6.5	101.1
1966	78.6	11.8	10.9	3.7	2.4	6.1	107.4
1967	84.0	11.6	10.7	3.2	2.4	5.6	111.8
1968	88.6	11.7	10.9	2.9	2.4	5.3	116.6
1969	91.9	12.0	10.8	2.6	2.4	5.0	119.6
1970	96.3	12.6	10.9	2.5	2.2	4.7	124.6
1971	102.6	13.2	11.2	2.4	2.2	4.6	131.7
1972	108.5	13.8	11.5	2.3	2.2	4.5	138.3
1973	114.4	14.5	12.0	2.4	2.1	4.5	145.4
1974	111.8	14.7	11.6	2.6	2.0	4.6	142.7
1975	112.9	14.6	11.4	3.1	2.0	5.1	144.0
1976	118.3	15.0	11.9	3.9	2.1	6.0	151.3
1977	120.6	15.2	11.7	3.9	2.0	5.9	153.4
1978	125.8	15.6	12.1	3.8	2.1	5.9	159.4
1979	125.2	15.6	12.2	4.0	2.1	6.1	159.0
1980	133.6	16.2	12.2	4.8	2.2	7.0	169.0
1981	136.4	16.3	11.7	5.5	2.2	7.7	172.1
1982	141.2	16.2	11.4	5.7	2.2	7.9	176.8
1983	143.7	16.2	11.7	5.1	2.3	7.4	179.0
1984	151.6	17.1	12.2	5.0	2.4	7.4	188.3
1985	155.6	17.8	12.2	4.6	2.3	6.9	192.4
1986	164.3	18.6	12.5	4.4	2.3	6.7	202.1
1987	176.9	20.3	13.9	4.2	2.5	6.7	217.8
1988	189.8	22.5	14.8	3.7	2.7	6.4	233.5
1989	205.8	24.7	15.8	3.7	2.8	6.5	252.8
1990	208.7	24.8	15.5	3.5	2.8	6.3	255.3
1991	208.3	25.9	15.2	3.4	3.0	6.4	255.7
1992	210.0	25.6	14.8	2.8	2.9	5.7	256.1
1993	210.1	25.8	15.1	2.3	2.9	5.2	256.2
1994	214.4	26.9	15.4	2.3	2.9	5.2	261.9
1995	218.2	27.7	15.8	2.3	3.0	5.4	267.0
1996	223.6	28.7	16.3	2.3	3.1	5.5	274.1
1997	227.3	30.2	16.7	2.5	3.2	5.7	279.8
1998	230.3	31.6	17.2	2.6	3.3	5.8	284.9
1999	234.5	32.1	17.5	2.8	3.3	6.1	290.2
2000	233.7	32.4	17.5	2.8	3.2	6.0	289.7
2001	236.9	33.2	17.4	3.0	3.2	6.2	293.7
2002	242.7	34.0	17.6	3.1	3.2	6.3	300.6
2003	242.3	35.7	17.7	3.4	3.3	6.8	302.4
2004	245.0	37.4	18.2	3.2	3.2	6.4	306.9
2005	244.0	38.4	18.0	3.3	3.2	6.5	306.9
2006	246.9	39.9	18.0	3.2	3.3	6.5	311.4
2007	247.3	41.9	18.2	3.4	3.4	6.8	314.1
2008	245.4	41.6	17.8	3.1	3.1	6.3	311.0
2009	244.8	40.7	16.3	3.2	3.1	6.3	308.1
2010	239.8	41.0	16.4	2.9	3.1	6.0	303.2
2011	240.7	41.4	15.9	2.9	2.9	5.8	303.8
2012	240.3	41.3	15.5	2.8	2.7	5.6	302.6
2013	240.0	42.6	15.7	2.7	2.8	5.5	303.7

1 Not exceeding 3,500 kgs gross vehicle weight, post 1982

2 Over 3,500 kgs gross vehicle weight, post 1982

3 Total of all other vehicles (i.e. motorcycles, buses, and coaches)

4 Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier

Source: DfT National Road Traffic Survey

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Table TRA0201 (TSGB0702)

Road traffic (vehicle kilometres) by vehicle type in Great Britain, annual from 1949

Billion vehicle kilometres

	Other Vehicles						All motor vehicles
	Cars and taxis	Light vans <sup>1</sup>	Goods vehicles <sup>2</sup>	Motorcycles	Buses and Coaches	Total <sup>3</sup>	
1949	20.3	6.5	12.5	3.1	4.1	7.2	46.5
1950	25.6	7.8	11.2	4.4	4.1	8.5	53.1
1951	29.3	8.2	11.7	5.6	4.2	9.8	58.9
1952	30.6	8.7	11.3	6.0	4.2	10.2	60.8
1953	33.4	9.1	11.5	6.7	4.2	10.9	64.9
1954	37.2	9.3	12.2	6.9	4.2	11.1	69.7
1955	42.3	9.8	13.2	7.5	4.2	11.7	77.0
1956	46.2	10.0	13.0	7.4	4.2	11.6	80.8
1957	45.2	10.3	12.5	8.3	4.0	12.3	80.3
1958	55.4	11.9	13.5	8.4	3.9	12.3	93.0
1959	62.2	13.7	14.6	9.8	4.0	13.8	104.2
1960	68.0	15.0	15.3	10.0	3.9	13.9	112.3
1961	76.9	16.4	15.5	9.7	4.0	13.7	122.4
1962	83.7	16.6	15.4	8.7	4.0	12.7	128.3
1963	91.4	17.6	15.7	7.6	4.0	11.6	136.3
1964	105.7	17.7	17.4	7.5	4.0	11.5	152.3
1965	115.8	19.0	17.3	6.7	3.9	10.6	162.7
1966	126.5	19.0	17.5	6.0	3.9	9.9	172.9
1967	135.1	18.7	17.2	5.2	3.8	9.0	180.0
1968	142.7	18.9	17.6	4.7	3.8	8.5	187.7
1969	147.9	19.3	17.4	4.2	3.8	8.0	192.5
1970	155.0	20.3	17.6	4.0	3.6	7.6	200.5
1971	165.1	21.3	18.1	3.9	3.6	7.5	212.0
1972	174.7	22.2	18.4	3.7	3.6	7.3	222.5
1973	184.0	23.3	19.3	3.9	3.5	7.4	234.0
1974	180.0	23.6	18.6	4.2	3.3	7.5	229.7
1975	181.6	23.5	18.3	5.1	3.2	8.3	231.7
1976	190.4	24.2	19.2	6.3	3.3	9.6	243.5
1977	194.1	24.5	18.8	6.2	3.2	9.4	246.8
1978	202.4	25.2	19.5	6.1	3.3	9.4	256.5
1979	201.5	25.1	19.6	6.4	3.3	9.7	255.9
1980	215.0	26.1	19.7	7.7	3.5	11.2	271.9
1981	219.5	26.2	18.9	8.9	3.5	12.4	276.9
1982	227.3	26.0	18.4	9.2	3.5	12.7	284.5
1983	231.2	26.1	18.8	8.3	3.7	12.0	288.1
1984	244.0	27.5	19.6	8.1	3.9	12.0	303.1
1985	250.5	28.6	19.6	7.4	3.7	11.1	309.7
1986	264.4	30.0	20.1	7.1	3.7	10.8	325.3
1987	284.6	32.7	22.3	6.7	4.1	10.8	350.5
1988	305.4	36.2	23.8	6.0	4.3	10.3	375.7
1989	331.3	39.7	25.5	5.9	4.5	10.4	406.9
1990	335.9	39.9	24.9	5.6	4.6	10.2	410.8
1991	335.2	41.7	24.5	5.4	4.8	10.2	411.6
1992	338.0	41.2	23.8	4.5	4.6	9.1	412.1
1993 <sup>4</sup>	338.1	41.6	24.3	3.8	4.6	8.4	412.3
1994	345.0	43.3	24.8	3.8	4.6	8.4	421.5
1995	351.1	44.5	25.4	3.7	4.9	8.6	429.7
1996	359.9	46.2	26.2	3.8	5.0	8.8	441.1
1997	365.8	48.6	26.9	4.0	5.2	9.1	450.3
1998	370.6	50.8	27.7	4.1	5.2	9.4	458.5
1999	377.4	51.6	28.1	4.5	5.3	9.8	467.0
2000	376.0	52.2	28.2	4.6	5.1	9.7	466.2
2001	381.2	53.4	28.0	4.8	5.1	9.9	472.6
2002	390.6	54.7	28.3	5.0	5.2	10.2	483.7
2003	390.0	57.4	28.4	5.6	5.3	10.9	486.7
2004	394.2	60.2	29.3	5.1	5.1	10.2	493.9
2005	392.7	61.8	28.9	5.3	5.1	10.4	493.9
2006	397.4	64.3	29.0	5.1	5.3	10.4	501.1
2007	397.9	67.4	29.3	5.5	5.4	10.9	505.4
2008	395.0	66.9	28.6	5.0	5.0	10.1	500.6
2009	394.0	65.5	26.2	5.1	5.0	10.1	495.8
2010	385.9	66.1	26.3	4.6	5.0	9.6	487.9
2011	387.4	66.6	25.6	4.6	4.7	9.3	488.9
2012	386.7	66.4	25.0	4.6	4.4	8.9	487.1
2013	386.2	68.5	25.2	4.3	4.5	8.8	488.8

1. Not exceeding 3,500 kgs gross vehicle weight, post 1982

2. Over 3,500 kgs gross vehicle weight, post 1982

3. Total of all other vehicles (i.e. motorcycles, buses, and coaches)

4. Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier

Source: DfT National Road Traffic Survey

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Table TRA0102 (TSGB0703)

Motor vehicle traffic (vehicle miles) by road class in Great Britain, annual from 1993

Billion vehicle miles

	Major roads								All roads
	'A' roads				Minor roads				
	Motorway <sup>1</sup>	Rural	Urban <sup>2</sup>	All 'A' roads	All major roads	Rural	Urban <sup>2</sup>	All minor roads	
1993	42.4	70.4	48.0	118.5	160.8	34.8	60.6	95.4	256.2
1994	44.0	72.4	48.8	121.2	165.2	35.8	61.0	96.8	261.9
1995	45.9	74.3	49.7	124.0	169.9	35.9	61.2	97.1	267.0
1996	48.6	76.7	50.3	127.0	175.6	36.6	61.9	98.5	274.1
1997	51.0	78.7	50.3	129.0	180.0	37.3	62.5	99.8	279.8
1998	53.3	79.9	50.5	130.5	183.7	37.5	63.6	101.1	284.9
1999	54.6	81.2	50.9	132.1	186.7	38.1	65.4	103.5	290.2
2000	54.9	80.8	50.7	131.5	186.4	38.1	65.1	103.2	289.7
2001	56.4	82.8	50.9	133.7	190.1	38.0	65.5	103.6	293.7
2002	57.6	84.7	51.1	135.8	193.4	39.7	67.5	107.2	300.6
2003	57.8	86.5	50.8	137.3	195.1	39.5	67.7	107.3	302.4
2004	60.0	87.8	51.5	139.2	199.3	40.4	67.3	107.7	306.9
2005	60.3	87.8	50.8	138.6	198.9	40.8	67.2	107.9	306.9
2006	61.8	89.2	51.3	140.5	202.3	42.2	66.9	109.1	311.4
2007	62.5	89.2	50.5	139.7	202.2	43.7	68.1	111.8	314.1
2008	62.2	88.7	49.7	138.5	200.7	43.7	66.7	110.3	311.0
2009	61.8	88.2	50.0	138.2	200.0	42.4	65.7	108.1	308.1
2010	61.0	86.9	49.5	136.4	197.4	42.3	63.5	105.8	303.2
2011	61.8	87.7	49.3	137.0	198.8	41.2	63.8	105.0	303.8
2012	62.4	87.2	48.5	135.8	198.2	40.2	64.3	104.4	302.6
2013	63.3	87.3	48.5	135.8	199.2	41.2	63.3	104.6	303.7

1. Includes trunk motorways and principal motorways

2. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in 'Urban and rural area definitions: a user guide' which can be found on the Notes and definitions web page (see link below).

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Source: DfT National Road Traffic Survey

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Table TRA0102b (TSGB0703) [historic data]

Motor vehicle traffic (vehicle miles) by road class in Great Britain, from 1950 to 1993

Billion vehicle miles

	Major roads								All roads
	'A' roads				Minor roads				
	Motorway <sup>1</sup>	Non-built-up <sup>2</sup>	Built-up <sup>2</sup>	All 'A' roads	All major roads	Non-built-up <sup>2</sup>	Built-up <sup>2</sup>	All minor roads	
<b>1950</b>	..	..	..	..	..	..	..	..	<b>33.0</b>
<b>1955</b>	..	..	..	..	..	..	..	..	<b>47.8</b>
<b>1960</b>	0.4	19.8	20.4	40.1	40.6	12.4	16.8	29.2	<b>69.8</b>
<b>1965</b>	2.4	27.1	29.6	56.7	59.1	..	..	42.0	<b>101.1</b>
<b>1970</b>	5.9	32.2	35.0	67.2	73.1	..	..	51.4	<b>124.6</b>
<b>1975</b>	13.6	37.3	36.8	74.1	87.7	23.5	32.8	56.3	<b>144.0</b>
<b>1980</b>	18.3	43.4	40.2	83.6	101.8	24.2	42.9	67.2	<b>169.0</b>
<b>1985</b>	23.6	53.9	41.3	95.2	118.8	27.0	46.7	73.6	<b>192.4</b>
<b>1990</b>	38.3	71.3	48.7	120.0	158.3	32.1	64.9	97.0	<b>255.3</b>
<b>1991</b>	37.9	72.7	49.3	122.1	159.9	31.5	64.2	95.8	<b>255.8</b>
<b>1992</b>	38.2	72.7	49.4	122.1	160.3	30.9	64.9	95.8	<b>256.1</b>
<b>1993</b>	39.7	73.4	48.5	121.9	161.6	28.3	66.3	94.6	<b>256.1</b>

1 Includes trunk motorways and principal motorways

2 Prior to 1993, non-built-up roads are those with a speed limit of more than 40mph, and built-up roads are those with a speed limit of 40mph or less (irrespective of whether there are buildings or not)

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Source: DfT National Road Traffic Survey

Last updated: June 2011

Next update: None

The figures in this table are National Statistics

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Table TRA0202 (TSGB0704)

Motor vehicle traffic (vehicle kilometres) by road class in Great Britain, annual from 1993

Billion vehicle kilometres

	Major roads								All roads
	'A' roads				Minor roads				
	Motorway <sup>1</sup>	Rural	Urban <sup>2</sup>	All 'A' roads	All major roads	Rural	Urban <sup>2</sup>	All minor roads	
1993	68.2	113.3	77.3	190.6	258.8	56.1	97.4	153.5	412.3
1994	70.7	116.5	78.5	195.1	265.8	57.6	98.1	155.7	421.5
1995	73.9	119.5	80.1	199.6	273.5	57.8	98.5	156.2	429.7
1996	78.3	123.5	80.9	204.4	282.7	58.9	99.6	158.5	441.1
1997	82.1	126.6	80.9	207.5	289.6	60.0	100.7	160.7	450.3
1998	85.7	128.7	81.3	210.0	295.7	60.4	102.4	162.8	458.5
1999	87.8	130.7	81.9	212.6	300.4	61.3	105.3	166.6	467.0
2000	88.3	130.0	81.7	211.7	300.0	61.3	104.8	166.1	466.2
2001	90.8	133.3	81.8	215.1	305.9	61.2	105.5	166.7	472.6
2002	92.6	136.4	82.2	218.6	311.2	63.9	108.6	172.5	483.7
2003	93.0	139.3	81.8	221.0	314.0	63.6	109.0	172.6	486.7
2004	96.6	141.3	82.8	224.1	320.7	64.9	108.3	173.3	493.9
2005	97.0	141.4	81.8	223.1	320.2	65.6	108.1	173.7	493.9
2006	99.5	143.6	82.5	226.1	325.5	67.9	107.6	175.5	501.1
2007	100.6	143.5	81.3	224.9	325.4	70.3	109.7	180.0	505.4
2008	100.1	142.8	80.1	222.8	323.0	70.3	107.3	177.6	500.6
2009	99.5	142.0	80.4	222.4	321.9	68.3	105.7	174.0	495.8
2010	98.2	139.8	79.7	219.5	317.7	68.1	102.1	170.2	487.9
2011	99.5	141.2	79.3	220.4	319.9	66.3	102.7	169.0	488.9
2012	100.4	140.4	78.1	218.5	319.0	64.6	103.5	168.1	487.1
2013	101.9	140.5	78.1	218.6	320.5	66.4	101.9	168.3	488.8

1. Includes trunk motorways and principal motorways

2. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in 'Urban and rural area definitions: a user guide' which can be found on the Notes and definitions web page (see link below).

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Source: DfT National Road Traffic Survey

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Table TRA0202b [historic data]

Motor vehicle traffic (vehicle kilometres) by road class in Great Britain, from 1950 to 1993

Billion vehicle kilometres

	Major roads								All roads
	'A' roads				Minor roads				
	Motorway <sup>1</sup>	Non-built-up <sup>2</sup>	Built-up <sup>2</sup>	All 'A' roads	All major roads	Non-built-up <sup>2</sup>	Built-up <sup>2</sup>	All minor roads	
<b>1950</b>	..	..	..	..	..	..	..	..	53.1
<b>1955</b>	..	..	..	..	..	..	..	..	77.0
<b>1960</b>	0.7	31.8	32.8	64.6	65.4	19.9	27.1	47.0	112.3
<b>1965</b>	3.8	43.6	47.6	91.3	95.1	..	..	67.6	162.7
<b>1970</b>	9.5	51.9	56.3	108.2	117.7	..	..	82.8	200.5
<b>1975</b>	21.9	60.0	59.2	119.2	141.1	37.8	52.8	90.6	231.7
<b>1980</b>	29.4	69.8	64.7	134.5	163.8	39.0	69.1	108.1	271.9
<b>1985</b>	38.0	86.8	66.4	153.2	191.2	43.4	75.1	118.5	309.7
<b>1990</b>	61.6	114.8	78.3	193.1	254.8	51.6	104.4	156.1	410.8
<b>1991</b>	61.0	117.0	79.4	196.5	257.4	50.7	103.4	154.2	411.6
<b>1992</b>	61.5	117.0	79.5	196.5	258.0	49.7	104.4	154.1	412.1
<b>1993</b>	63.9	118.1	78.0	196.1	260.0	45.5	106.7	152.2	412.2

1 Includes trunk motorways and principal motorways

2 Prior to 1993, non-built-up roads are those with a speed limit of more than 40mph, and built-up roads are those with a speed limit of 40mph or less (irrespective of whether there are buildings or not)

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Source: DfT National Road Traffic Survey

Last updated: June 2011

Next update: None

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Table TRA0104 (TSGB0705)

Road traffic (vehicle miles) by vehicle type and road class in Great Britain, annual 2013

Billion vehicle miles

	Cars and taxis	Light vans <sup>1</sup>	Goods vehicles <sup>2</sup>	Other Vehicles		Total <sup>3</sup>	All motor vehicles
				Motorcycles	Buses and Coaches		
<b>Motorways <sup>4</sup></b>	47.4	8.5	6.9	0.2	0.3	0.5	<b>63.3</b>
<b>Rural 'A' roads:</b>							
Trunk <sup>5</sup>	27.5	5.1	3.2	0.2	0.2	0.4	<b>36.2</b>
Principal <sup>6</sup>	40.5	7.4	2.5	0.4	0.4	0.8	<b>51.1</b>
All rural 'A' roads	68.0	12.5	5.6	0.7	0.6	1.2	<b>87.3</b>
<b>Urban 'A' roads <sup>7</sup>:</b>							
Trunk <sup>5</sup>	2.7	0.5	0.2	0.0	0.0	0.0	<b>3.4</b>
Principal <sup>6</sup>	36.8	5.7	1.4	0.5	0.7	1.2	<b>45.1</b>
All urban 'A' roads	39.5	6.2	1.6	0.5	0.7	1.3	<b>48.5</b>
<b>All major roads</b>	<b>154.9</b>	<b>27.2</b>	<b>14.2</b>	<b>1.4</b>	<b>1.6</b>	<b>3.0</b>	<b>199.2</b>
<b>Minor roads:</b>							
Minor rural roads	33.0	6.7	0.8	0.5	0.3	0.8	<b>41.2</b>
Minor urban roads <sup>7</sup>	52.1	8.8	0.7	0.8	1.0	1.7	<b>63.3</b>
All minor roads	85.1	15.4	1.5	1.3	1.2	2.5	<b>104.6</b>
<b>All roads</b>	<b>240.0</b>	<b>42.6</b>	<b>15.7</b>	<b>2.7</b>	<b>2.8</b>	<b>5.5</b>	<b>303.7</b>

1. Not exceeding 3,500 kgs gross vehicle weight, post 1982

2. Over 3,500 kgs gross vehicle weight, post 1982

3. Total of all other vehicles (i.e. motorcycles, buses, and coaches)

4. Includes trunk motorways and principal motorways

5. Truck roads are those managed by the Highways Agency within England

6. Principal roads are those managed by local authorities

7. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in 'Urban and rural area definitions: a user guide' which can be found on the Notes and definitions web page (see link below).

[Notes and definitions \(www.gov.uk/transport-statistics-notes-and-guidance-road-traffic\)](http://www.gov.uk/transport-statistics-notes-and-guidance-road-traffic)

Source: DfT National Road Traffic Survey

Last updated: June 2014

Next update: June 2015

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Department for Transport statistics

[Traffic](#)

Table TRA0204 (TSGB0706)

Road traffic (vehicle kilometres) by vehicle type and road class in Great Britain, annual 2013

Billion vehicle kilometres

	Cars and taxis	Light vans <sup>1</sup>	Goods vehicles <sup>2</sup>	Other Vehicles		Total <sup>3</sup>	All motor vehicles
				Motorcycles	Buses and Coaches		
<b>Motorways <sup>4</sup></b>	76.2	13.7	11.2	0.4	0.4	0.8	<b>101.9</b>
<b>Rural 'A' roads:</b>							
<b>Trunk <sup>5</sup></b>	44.3	8.2	5.1	0.3	0.3	0.6	<b>58.2</b>
<b>Principal <sup>6</sup></b>	65.1	11.8	4.0	0.7	0.6	1.3	<b>82.3</b>
<b>All rural 'A' roads</b>	109.4	20.1	9.1	1.1	0.9	2.0	<b>140.5</b>
<b>Urban 'A' roads: <sup>7</sup></b>							
<b>Trunk <sup>5</sup></b>	4.3	0.7	0.3	0.0	0.0	0.1	<b>5.4</b>
<b>Principal <sup>6</sup></b>	59.3	9.2	2.2	0.8	1.2	2.0	<b>72.7</b>
<b>All urban 'A' roads</b>	63.6	9.9	2.5	0.8	1.2	2.0	<b>78.1</b>
<b>All major roads</b>	249.2	43.7	22.8	2.3	2.5	4.8	<b>320.5</b>
<b>Minor roads:</b>							
<b>Minor rural roads</b>	53.0	10.7	1.3	0.8	0.5	1.3	<b>66.4</b>
<b>Minor urban roads <sup>7</sup></b>	83.9	14.1	1.1	1.2	1.5	2.8	<b>101.9</b>
<b>All minor roads</b>	137.0	24.8	2.4	2.1	2.0	4.1	<b>168.3</b>
<b>All roads</b>	<b>386.2</b>	<b>68.5</b>	<b>25.2</b>	<b>4.3</b>	<b>4.5</b>	<b>8.8</b>	<b>488.8</b>

1. Not exceeding 3,500 kgs gross vehicle weight, post 1982

2. Over 3,500 kgs gross vehicle weight, post 1982

3. Total of all other vehicles (i.e. motorcycles, buses, and coaches)

4. Includes trunk motorways and principal motorways

5. Truck roads are those managed by the Highways Agency within England

6. Principal roads are those managed by local authorities

7. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in 'Urban and rural area definitions: a user guide' which can be found on the Notes and definitions web page (see link below).

Source: DfT National Road Traffic Survey

Last updated: June 2014

Next update: June 2015

The figures in this table are National Statistics

[Notes and definitions \(www.gov.uk/transport-statistics-notes-and-guidance-road-traffic\)](http://www.gov.uk/transport-statistics-notes-and-guidance-road-traffic)

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Department for Transport statistics  
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**Table TRA9905 (TSGB0707)**  
**Forecasts of road traffic in England and vehicles in Great Britain**

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**This table will be added to the online version of Transport Statistics Great Britain in early 2015**

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Source: Transport Appraisal and Strategic Modelling  
Telephone: 020 7944 6197

Next update: early 2015





Department for Transport statistics

Road lengths statistics

Table RDL0201 (TSGB0710)

Road lengths (kilometres) by road type and region and country in Great Britain, 2013

	Kilometres																		
	Motorways <sup>1</sup>						Major roads						Minor roads <sup>2</sup>						
	of which		of which		of which		of which		of which		of which		of which		of which		of which		
Trunk	Principal	Trunk	Principal	Rural 'A' <sup>1</sup>	Urban 'A' <sup>1</sup>	Trunk	Principal	Urban 'A' <sup>1</sup>	Trunk	Principal	Minor rural <sup>1</sup>	Rural 'B'	Rural 'C' and 'U'	Minor urban <sup>1</sup>	Urban 'B'	Urban 'C' and 'U'	All minor roads	All roads	
(a) Total length																			
North East	58	56	294	978	1,272	498	48	450	1,828	7,461	1,066	6,376	6,934	255	6,679	14,396	16,224		
North West	646	625	273	2,047	2,320	1,679	32	1,647	4,645	13,694	1,275	12,420	18,688	731	17,957	32,383	37,028		
Yorkshire and the Humber	405	401	264	2,005	2,268	1,072	15	1,057	3,745	15,574	1,466	14,108	12,730	463	12,276	28,304	32,049		
East Midlands	195	195	554	2,620	3,174	689	35	654	4,058	18,333	1,625	16,709	9,034	388	8,646	27,368	31,426		
West Midlands	430	427	398	2,055	2,453	1,095	41	1,054	3,978	16,132	1,863	14,268	12,819	634	12,185	28,950	32,928		
East of England	267	267	740	2,338	3,078	807	34	774	4,152	24,658	2,811	21,847	10,955	427	10,528	35,613	39,765		
London	60	60	0	62	62	0	0	1,652	1,773	306	39	267	12,750	478	12,272	13,056	14,829		
South East	655	644	11	3,781	3,781	630	43	1,453	5,888	23,014	2,281	20,733	18,888	799	18,089	41,902	47,790		
South West	327	327	0	4,235	4,235	709	27	685	5,275	34,451	2,832	31,619	10,328	452	9,876	44,779	50,054		
England	3,043	3,002	3,862	18,781	22,643	9,657	276	9,381	35,343	153,624	15,278	138,346	113,126	4,618	108,508	266,750	302,093		
Wales	141	141	0	3,650	3,650	1,515	516	467	4,307	22,707	2,627	20,080	6,880	378	6,502	29,587	33,894		
Scotland	457	457	0	9,373	9,373	2,715	911	823	10,741	36,929	6,815	30,115	11,804	502	11,303	48,733	59,474		
Great Britain	3,641	3,600	3,609	27,574	35,666	11,084	413	10,671	50,391	213,260	24,719	188,540	131,811	5,498	126,313	345,070	395,461		

(b) Length which is major road dual carriageway

North East	58	56	189	125	314	172	38	134	544									
North West	645	623	101	192	293	417	14	403	1,354									
Yorkshire and the Humber	392	389	174	99	273	287	11	286	962									
East Midlands	194	194	339	166	505	165	29	136	864									
West Midlands	412	409	174	174	348	174	31	329	1,120									
East of England	267	267	539	310	849	185	24	161	1,300									
London	60	60	0	23	23	0	0	412	495									
South East	653	643	11	899	899	479	30	338	1,919									
South West	327	327	0	546	546	399	17	164	1,054									
England	3,008	2,967	2,393	1,656	4,049	2,556	193	2,364	9,613									
Wales	141	141	0	426	426	334	19	103	689									
Scotland	438	438	0	544	544	463	50	186	1,218									
Great Britain	3,588	3,547	3,180	1,838	5,018	2,914	261	2,653	11,520									

1. Use controls at top of sheet to expand/collapse selection

2. Minor roads figures in 2013 have been derived differently, with C and U roads combined, as no R199b road length consultation took place.

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[Methodology note](#)

Source: Department for Transport  
Last updated: 5 June 2014  
Next update: June 2015

The figures in this table are National Statistics

Department for Transport statistics

Road lengths statistics

Table RDL0101 (TSGB0711)

Road lengths (miles) by road type and region and country in Great Britain, 2013

	Major roads											Minor roads <sup>2</sup>				All roads		
	Motorways <sup>1</sup>			Urban 'A' <sup>1</sup>			All major roads			Minor rural <sup>1</sup>		Minor urban <sup>1</sup>		All minor roads				
	of which			of which			of which			of which		of which		of which				
	Trunk	Principal		Trunk	Principal		Trunk	Principal		Rural 'B'	Rural 'C' and 'U'	Urban 'B'	Urban 'C' and 'U'	Urban 'B'	Urban 'C' and 'U'			
<b>(a) Total length</b>																		
North East	36	35	790	183	608	310	280	1,136	4,636	675	3,962	4,309	158	4,150		10,081		
North West	402	368	1,442	170	1,272	1,043	1,023	2,886	8,509	792	7,717	11,612	454	11,158		23,008		
Yorkshire and the Humber	252	249	1,410	164	1,246	666	657	2,327	9,677	911	8,766	7,910	282	7,628		19,914		
East Midlands	121	121	1,972	344	1,628	428	407	2,522	11,392	1,009	10,382	5,614	241	5,372		19,527		
West Midlands	267	265	1,524	247	1,277	680	655	2,472	10,024	1,158	8,866	7,965	394	7,571		20,461		
East of England	166	166	1,913	460	1,453	502	481	2,580	15,322	1,747	13,575	6,807	265	6,542		24,709		
London	37	37	38	0	38	1,026	0	1,102	190	24	166	7,923	297	7,625		9,215		
South East	407	400	2,349	391	1,958	903	876	3,659	14,300	1,418	12,883	11,736	497	11,240		29,695		
South West	203	203	2,632	441	2,191	443	426	3,277	21,407	1,760	19,647	6,418	281	6,137		31,102		
England	<b>1,891</b>	<b>1,865</b>	<b>14,069</b>	<b>2,400</b>	<b>11,670</b>	<b>6,001</b>	<b>172</b>	<b>5,829</b>	<b>95,457</b>	<b>9,493</b>	<b>85,964</b>	<b>70,293</b>	<b>2,870</b>	<b>67,424</b>		<b>165,751</b>		
Wales	88	88	2,268	941	1,327	321	290	2,676	14,109	1,632	12,477	4,275	235	4,040		21,061		
Scotland	284	284	5,824	1,667	4,737	566	511	6,674	22,947	4,234	18,712	7,335	312	7,023		30,282		
Great Britain	<b>2,262</b>	<b>2,237</b>	<b>22,162</b>	<b>5,028</b>	<b>17,134</b>	<b>6,887</b>	<b>287</b>	<b>31,311</b>	<b>132,513</b>	<b>15,360</b>	<b>117,154</b>	<b>81,903</b>	<b>3,416</b>	<b>78,487</b>		<b>245,728</b>		
<b>(b) Length which is major road dual carriageway</b>																		
North East	36	35	195	117	78	107	83	338										
North West	400	367	182	62	120	259	251	842										
Yorkshire and the Humber	244	242	170	108	61	184	178	598										
East Midlands	120	120	314	210	103	103	85	537										
West Midlands	256	254	216	108	108	224	205	696										
East of England	166	166	527	335	193	115	100	808										
London	37	37	14	0	14	256	0	308										
South East	406	399	558	298	261	228	210	1,193										
South West	203	203	339	248	91	113	102	655										
England	<b>1,869</b>	<b>1,844</b>	<b>2,516</b>	<b>1,487</b>	<b>1,029</b>	<b>1,588</b>	<b>120</b>	<b>5,973</b>										
Wales	88	88	265	208	57	76	64	428										
Scotland	272	272	338	281	57	146	116	757										
Great Britain	<b>2,230</b>	<b>2,204</b>	<b>3,118</b>	<b>1,976</b>	<b>1,142</b>	<b>1,811</b>	<b>162</b>	<b>7,158</b>										

Values may not sum to total due to rounding.

1. Use controls at top of sheet to expand/collapse selection

2. Minor roads figures in 2013 have been derived differently, with C and U roads combined, as no R199b road length consultation took place.

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[Notes and definitions](#)

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Source: Department for Transport  
Last updated: 5 June 2014  
Next update: June 2015

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Department for Transport statistics

[Road lengths statistics](#)

Table RDL0202b (TSGB0712b)

Major road dual carriageway road length (kilometres) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorway dual carriageway					'A' road dual carriageway					All major road dual carriageway				Total major road dual carriageway
			Trunk motorways	Principal motorways	All motorways	Trunk rural 'A'	Trunk urban 'A'	Principal rural 'A'	Principal urban 'A'	All 'A' roads	Trunk	Principal	All major road dual carriageway				
													Trunk	Principal	Trunk	Principal	
E06000047	North East	County Durham UA	36.8	0.0	36.8	29.7	0.0	34.2	4.4	68.3	66.5	38.6	105.1				
E06000005	North East	Darlington UA	9.5	0.0	9.5	3.8	0.0	5.3	2.4	11.5	13.3	7.7	21.0				
E06000001	North East	Hartlepool UA	0.0	0.0	0.0	7.2	0.0	7.2	10.3	24.7	7.2	17.5	24.7				
E06000002	North East	Middlesbrough UA	0.0	0.0	0.0	6.3	6.2	0.0	10.3	22.8	12.5	10.3	22.8				
E06000048	North East	Northumberland UA	0.0	0.0	0.0	73.3	0.0	30.6	3.2	107.1	73.3	33.8	107.1				
E06000003	North East	Redcar and Cleveland UA	0.0	0.0	0.0	4.4	3.1	13.2	8.5	29.2	7.5	21.7	29.2				
E06000004	North East	Stockton-on-Tees UA	0.0	0.0	0.0	18.7	8.3	7.2	8.9	43.1	27.0	16.1	43.1				
E06000020	North East	Gateshead	5.3	0.0	5.3	6.4	4.8	3.5	17.4	32.1	16.5	20.9	37.4				
E06000021	North East	Newcastle upon Tyne	0.0	2.4	2.4	13.0	7.8	0.1	15.7	36.6	20.8	18.2	39.0				
E06000022	North East	North Tyneside	0.0	0.0	0.0	7.2	5.1	9.0	15.8	37.1	12.3	24.8	37.1				
E06000023	North East	South Tyneside	0.1	0.0	0.1	5.9	2.5	3.5	15.1	27.0	8.5	18.6	27.1				
E06000024	North East	Sunderland	3.9	0.0	3.9	12.9	0.0	11.6	22.0	46.5	16.8	33.6	50.4				
E06000008	North West	Blackburn with Darwen UA	8.0	0.0	8.0	0.0	0.0	2.4	5.6	8.0	8.0	8.0	16.0				
E06000009	North West	Blackpool UA	0.0	0.4	0.4	0.0	0.0	1.3	11.5	12.8	0.0	13.2	13.2				
E06000049	North West	Cheshire East UA	47.3	0.0	47.3	2.4	0.0	11.1	14.2	27.7	49.7	25.3	75.0				
E06000050	North West	Cheshire West and Chester UA	40.5	0.0	40.5	22.8	0.0	32.8	14.8	70.4	63.3	47.6	110.9				
E06000006	North West	Hallam UA	6.4	0.0	6.4	0.0	0.0	8.1	27.8	35.9	6.4	35.9	42.3				
E06000007	North West	Warrington UA	33.7	0.0	33.7	0.0	0.0	6.8	16.2	23.0	33.7	23.0	56.7				
E10000006	North West	Cumbria	107.0	0.0	107.0	61.1	1.1	16.5	2.9	81.6	169.2	19.4	188.6				
E06000001	North West	Bolton	17.2	0.0	17.2	0.0	0.0	5.1	13.8	18.9	17.2	18.9	36.1				
E06000002	North West	Bury	20.7	0.0	20.7	0.0	0.0	0.1	5.9	6.0	20.7	6.0	26.7				
E06000003	North West	Manchester	16.5	3.2	19.7	0.0	2.2	0.7	35.4	38.3	18.7	39.3	58.0				
E06000004	North West	Oldham	8.3	0.0	8.3	0.2	2.1	0.1	12.9	15.3	10.6	13.0	23.6				
E06000005	North West	Rochdale	25.1	0.0	25.1	0.0	0.0	0.5	10.9	11.4	25.1	11.4	36.5				
E06000006	North West	Salford	28.0	0.0	28.0	0.0	0.0	1.8	22.8	24.6	28.0	24.6	52.6				
E06000007	North West	Stockport	12.9	0.0	12.9	0.0	0.0	1.8	11.3	13.1	12.9	13.1	26.0				
E06000008	North West	Tameside	15.3	0.0	15.3	0.2	0.0	0.1	10.5	10.8	15.5	10.6	26.1				
E06000009	North West	Trafford	9.5	0.0	9.5	0.0	0.0	0.1	14.8	14.9	9.5	14.9	24.4				
E06000010	North West	Wigan	18.4	0.0	18.4	0.0	0.0	13.6	4.5	18.1	18.4	18.1	36.5				
E10000017	North West	Lancashire	150.5	11.3	161.8	13.7	2.3	46.2	39.7	101.9	166.5	97.2	263.7				
E06000011	North West	Knowsley	15.8	5.3	21.1	0.0	0.4	13.2	17.0	30.6	16.2	35.5	51.7				
E06000012	North West	Liverpool	0.0	1.0	1.0	0.0	0.0	1.5	60.5	62.0	0.0	63.0	63.0				
E06000014	North West	Sefton	8.2	0.0	8.2	0.1	5.4	4.7	20.4	30.6	13.7	25.1	38.8				
E06000013	North West	St. Helens	14.0	0.0	14.0	0.0	0.0	20.5	9.2	29.7	14.0	29.7	43.7				
E06000015	North West	Wirral	20.0	0.0	20.0	0.0	0.0	3.5	20.8	24.3	20.0	24.3	44.3				
E06000011	Yorkshire and The Humber	East Riding of Yorkshire UA	34.8	0.0	34.8	18.8	0.1	14.8	3.3	37.0	53.7	18.1	71.8				
E06000010	Yorkshire and The Humber	Kingston upon Hull, City of UA	0.0	0.0	0.0	0.0	9.4	0.0	17.0	26.4	9.4	17.0	26.4				
E06000012	Yorkshire and The Humber	North East Lincolnshire UA	0.0	0.0	0.0	12.8	0.0	6.1	5.2	24.1	12.8	11.3	24.1				
E06000013	Yorkshire and The Humber	North Lincolnshire UA	39.0	0.0	39.0	11.1	0.0	20.0	4.6	35.7	50.1	24.6	74.7				
E06000014	Yorkshire and The Humber	York UA	0.0	0.0	0.0	18.3	0.0	2.8	2.6	23.7	18.3	5.4	23.7				
E10000023	Yorkshire and The Humber	North Yorkshire	64.8	0.0	64.8	88.2	0.0	14.2	2.1	104.5	153.0	16.3	169.3				
E06000016	Yorkshire and The Humber	Barnsley	17.3	0.0	17.3	0.7	0.0	8.3	8.4	17.4	18.0	16.7	34.7				
E06000017	Yorkshire and The Humber	Doncaster	60.4	0.0	60.4	4.4	0.0	2.8	26.3	33.5	64.8	29.1	93.9				
E06000018	Yorkshire and The Humber	Rotherham	27.1	0.0	27.1	0.0	0.0	5.0	19.0	24.0	27.1	24.0	51.1				
E06000019	Yorkshire and The Humber	Sheffield	10.3	0.0	10.3	0.4	1.2	2.8	40.1	44.5	11.9	42.9	54.8				
E06000032	Yorkshire and The Humber	Bradford	2.7	0.0	2.7	0.0	0.0	11.9	25.7	37.6	2.7	37.6	40.3				
E06000033	Yorkshire and The Humber	Calderdale	12.3	0.0	12.3	0.0	0.0	0.5	13.5	14.0	12.3	14.0	26.3				
E06000034	Yorkshire and The Humber	Kirkcaldale	22.4	0.0	22.4	0.0	0.0	0.8	20.1	20.9	22.4	20.9	43.3				
E06000035	Yorkshire and The Humber	Leeds	61.6	3.5	65.1	9.4	0.0	5.8	76.3	91.5	71.0	85.6	156.6				
E06000036	Yorkshire and The Humber	Wakefield	36.1	0.0	36.1	9.8	0.0	3.2	21.7	34.7	45.9	24.9	70.8				
E06000015	East Midlands	Derby UA	0.0	0.0	0.0	3.1	13.4	0.0	15.9	32.4	16.5	15.9	32.4				
E06000016	East Midlands	Leicester UA	0.0	0.0	0.0	3.4	0.0	0.0	26.2	29.6	3.4	26.2	29.6				
E06000018	East Midlands	Nottingham UA	0.3	0.0	0.3	0.0	5.9	0.0	17.3	23.2	6.2	17.3	23.5				
E06000017	East Midlands	Rutland UA	0.0	0.0	0.0	5.9	0.0	0.0	0.2	6.1	5.9	0.2	6.1				
E10000007	East Midlands	Derbyshire	35.5	0.0	35.5	63.0	1.2	34.6	11.9	110.7	99.7	46.5	146.2				
E10000018	East Midlands	Leicestershire	80.6	0.0	80.6	54.7	0.0	44.8	19.9	119.4	135.3	64.7	200.0				
E10000019	East Midlands	Lincolnshire	0.0	0.0	0.0	39.9	0.0	21.8	0.0	65.7	39.9	25.8	65.7				
E10000021	East Midlands	Northamptonshire	54.4	0.0	54.4	102.4	1.4	28.0	25.6	157.4	158.2	53.6	211.8				
E10000024	East Midlands	Nottinghamshire	22.9	0.0	22.9	66.3	7.1	36.7	15.4	125.5	96.3	52.1	148.4				

Department for Transport statistics

[Road lengths statistics](#)

Table RDL0202b (TSGB0712b)

Major road dual carriageway road length (kilometres) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorway dual carriageway				'A' road dual carriageway					All major road dual carriageway			Total major road dual carriageway
			Trunk motorways	Principal motorways	All motorways	Trunk rural 'A'	Trunk urban 'A'	Principal rural 'A'	Principal urban 'A'	All 'A' roads	Trunk	Principal	All major road dual carriageway		
														Kilometres	
E06000019	West Midlands	Herefordshire, County of UA	7.5	0.0	7.5	16.9	1.5	0.2	0.8	19.4	25.9	1.0	26.9		
E06000051	West Midlands	Shropshire UA	12.4	0.0	12.4	18.6	0.0	7.0	1.3	26.9	31.0	8.3	39.3		
E06000021	West Midlands	Stoke-on-Trent UA	0.0	0.0	0.0	0.9	13.8	2.5	11.0	28.2	14.7	13.5	28.2		
E06000020	West Midlands	Telford and Wrekin UA	4.0	0.0	4.0	4.4	0.0	5.4	10.5	20.3	8.4	15.9	24.3		
E10000028	West Midlands	Staffordshire	95.2	0.0	95.2	64.3	11.3	44.9	18.7	139.2	170.8	63.6	234.4		
E10000031	West Midlands	Warwickshire	136.3	0.0	136.3	55.0	3.0	18.9	15.6	92.5	194.3	34.5	228.8		
E08000025	West Midlands	Birmingham	21.6	3.2	24.8	0.0	0.0	4.9	94.1	99.0	21.6	102.2	123.8		
E08000026	West Midlands	Coventry	3.7	0.0	3.7	3.0	0.0	3.8	28.2	35.0	6.7	32.0	38.7		
E08000027	West Midlands	Dudley	5.5	0.0	5.5	0.0	0.0	5.4	23.6	29.0	5.5	29.0	34.5		
E08000028	West Midlands	Sandwell	18.1	0.0	18.1	0.0	0.3	0.0	44.2	44.5	18.4	44.2	62.6		
E08000029	West Midlands	Solihull	19.8	0.0	19.8	3.6	0.0	11.9	16.4	31.9	23.4	28.3	51.7		
E08000030	West Midlands	Walsall	8.7	0.0	8.7	1.8	0.9	0.3	12.2	15.2	11.4	12.5	23.9		
E08000031	West Midlands	Wolverhampton	0.0	0.0	0.0	0.0	0.0	0.3	23.1	23.4	0.0	23.4	23.4		
E10000034	West Midlands	Worcestershire	76.4	0.0	76.4	5.1	0.2	68.5	29.5	103.2	81.7	97.9	179.6		
E06000055	East of England	Bedford UA	0.0	0.0	0.0	20.9	0.0	4.1	3.2	28.2	20.9	7.3	28.2		
E06000056	East of England	Central Bedfordshire UA	29.0	0.0	29.0	22.2	2.5	9.1	2.4	36.2	53.7	11.5	65.2		
E06000032	East of England	Luton UA	2.6	0.0	2.6	0.0	0.0	1.1	6.0	7.1	2.6	7.1	9.7		
E06000031	East of England	Peterborough UA	0.0	0.0	0.0	17.1	5.2	15.5	20.0	57.8	22.3	35.5	57.8		
E06000033	East of England	Southend-on-Sea UA	0.0	0.0	0.0	0.0	0.0	0.0	14.2	14.2	0.0	14.2	14.2		
E06000034	East of England	Thurrock UA	6.7	0.0	6.7	17.2	0.2	17.2	4.8	39.4	24.1	22.0	46.1		
E10000003	East of England	Cambridgeshire	47.5	0.0	47.5	136.9	4.4	17.1	7.5	165.9	188.8	24.6	213.4		
E10000012	East of England	Essex	75.3	0.0	75.3	118.7	0.0	75.2	38.0	231.9	194.0	113.2	307.2		
E10000015	East of England	Hertfordshire	106.3	0.0	106.3	5.3	0.0	124.2	48.0	177.5	111.6	172.2	283.8		
E10000020	East of England	Norfolk	0.0	0.0	0.0	98.1	4.6	15.5	9.2	127.4	102.7	24.7	127.4		
E10000029	East of England	Suffolk	0.0	0.0	0.0	102.3	6.6	30.9	7.8	147.6	108.9	38.7	147.6		
E09000007	London	Camden	0.0	0.0	0.0	0.0	0.0	0.0	3.7	3.7	0.0	3.7	3.7		
E09000001	London	City of London	0.0	0.0	0.0	0.0	0.0	0.0	6.1	6.1	0.0	6.1	6.1		
E09000012	London	Hackney	0.0	0.0	0.0	0.0	0.0	0.0	3.6	3.6	0.0	3.6	3.6		
E09000013	London	Hammersmith and Fulham	0.0	0.0	0.0	0.0	0.0	0.0	6.7	6.7	0.0	6.7	6.7		
E09000014	London	Haringey	0.0	0.0	0.0	0.0	0.0	0.0	4.4	4.4	0.0	4.4	4.4		
E09000019	London	Islington	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0		
E09000020	London	Kensington and Chelsea	0.0	0.0	0.0	0.0	0.0	0.0	5.3	5.3	0.0	5.3	5.3		
E09000022	London	Lambeth	0.0	0.0	0.0	0.0	0.0	0.0	4.8	4.8	0.0	4.8	4.8		
E09000023	London	Lewisham	0.0	0.0	0.0	0.0	0.0	0.0	5.7	5.7	0.0	5.7	5.7		
E09000025	London	Newham	0.0	0.0	0.0	0.0	0.0	0.0	16.3	16.3	0.0	16.3	16.3		
E09000028	London	Southwark	0.0	0.0	0.0	0.0	0.0	0.0	6.2	6.2	0.0	6.2	6.2		
E09000030	London	Tower Hamlets	0.0	0.0	0.0	0.0	0.0	0.0	15.8	15.8	0.0	15.8	15.8		
E09000032	London	Wandsworth	0.0	0.0	0.0	0.0	0.0	0.0	8.5	8.5	0.0	8.5	8.5		
E09000033	London	Westminster	0.0	0.0	0.0	0.0	0.0	0.0	16.7	16.7	0.0	16.7	16.7		
E09000002	London	Barking and Dagenham	0.0	0.0	0.0	0.0	0.0	0.0	14.5	14.5	0.0	14.5	14.5		
E09000003	London	Barnet	12.0	0.0	12.0	0.0	0.0	4.4	27.2	31.6	12.0	31.6	43.6		
E09000004	London	Bexley	0.0	0.0	0.0	0.0	0.0	4.2	20.3	24.5	0.0	24.5	24.5		
E09000005	London	Brent	0.0	0.0	0.0	0.0	0.0	0.0	9.9	9.9	0.0	9.9	9.9		
E09000006	London	Bromley	0.0	0.0	0.0	0.0	0.0	3.9	5.5	9.4	0.0	9.4	9.4		
E09000008	London	Croydon	0.0	0.0	0.0	0.0	0.0	0.3	9.5	9.5	0.0	9.5	9.5		
E09000009	London	Ealing	0.0	0.0	0.0	0.0	0.0	0.0	18.5	18.5	0.0	18.5	18.5		
E09000010	London	Enfield	11.2	0.0	11.2	0.0	0.0	0.4	19.7	20.1	11.2	20.1	31.3		
E09000011	London	Greenwich	0.0	0.0	0.0	0.0	0.0	0.0	29.8	29.8	0.0	29.8	29.8		
E09000015	London	Harrow	1.0	0.0	1.0	0.0	0.0	0.0	6.9	6.9	1.0	6.9	7.9		
E09000016	London	Havering	11.8	0.0	11.8	0.0	0.0	6.6	21.2	27.8	11.8	27.8	39.6		
E09000017	London	Hillingdon	10.3	0.0	10.3	0.0	0.0	2.7	31.2	33.9	10.3	33.9	44.2		
E09000018	London	Hounslow	9.8	0.0	9.8	0.0	0.0	0.0	27.1	27.1	9.8	27.1	36.9		
E09000021	London	Kingston upon Thames	0.0	0.0	0.0	0.0	0.0	0.4	13.4	13.8	0.0	13.8	13.8		
E09000024	London	Merton	0.0	0.0	0.0	0.0	0.0	0.0	9.9	9.9	0.0	9.9	9.9		
E09000026	London	Redbridge	4.0	0.0	4.0	0.0	0.0	0.4	22.6	23.0	4.0	23.0	27.0		
E09000027	London	Richmond upon Thames	0.0	0.0	0.0	0.0	0.0	0.0	5.9	5.9	0.0	5.9	5.9		
E09000029	London	Sutton	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	0.0	1.7	1.7		
E09000031	London	Waltham Forest	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11.1	0.0	11.1	11.1		



Department for Transport statistics

[Road lengths statistics](#)

Table RDL0202b (TSGB0712b)

Major road dual carriageway road length (kilometres) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorway dual carriageway					'A' road dual carriageway					All major road dual carriageway			Total major road dual carriageway	
			Trunk motorways		Principal motorways		All	Trunk rural 'A'		Principal rural 'A'		Principal urban 'A'		All 'A' roads	Trunk		Principal
			0.0	0.0	0.0	0.0	0.0	11.6	8.2	5.0	12.6	37.4	19.8	17.6	37.4		
S12000033	Scotland	Aberdeen City	0.0	0.0	0.0	11.6	8.2	5.0	12.6	37.4	19.8	17.6	37.4				
S12000034	Scotland	Aberdeenshire	0.0	0.0	0.0	67.3	0.0	1.4	0.0	68.7	67.3	1.4	68.7				
S12000041	Scotland	Angus	0.0	0.0	0.0	46.7	0.0	0.0	1.5	48.2	46.7	1.5	48.2				
S12000035	Scotland	Argyll & Bute	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.7	0.0	0.7	0.7				
S12000005	Scotland	Clackmannanshire	0.0	0.0	0.0	0.0	0.0	0.6	0.5	1.1	0.0	1.1	1.1				
S12000006	Scotland	Dumfries and Galloway	60.3	0.0	0.0	6.0	0.2	0.4	0.8	7.4	66.5	1.2	67.7				
S12000042	Scotland	Dumfries City	0.0	0.0	0.0	0.5	13.3	0.0	5.3	19.1	13.8	5.3	19.1				
S12000008	Scotland	East Ayrshire	0.0	0.0	0.0	9.8	0.0	10.8	0.0	9.8	9.8	10.8	20.6				
S12000009	Scotland	East Dunbartonshire	0.0	0.0	0.0	0.0	0.0	0.1	2.2	2.3	0.0	2.3	2.3				
S12000010	Scotland	East Lothian	0.0	0.0	0.0	42.8	0.0	3.2	0.0	46.0	42.8	3.2	46.0				
S12000011	Scotland	East Renfrewshire	11.9	0.0	0.0	0.0	0.0	0.6	7.1	7.7	11.9	7.7	19.6				
S12000036	Scotland	Edinburgh, City of	16.4	0.0	0.0	15.9	0.0	17.3	9.8	43.0	32.3	27.1	59.4				
S12000013	Scotland	Eilean Siar	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
S12000014	Scotland	Falkirk	38.4	0.0	0.0	1.4	0.0	1.4	3.0	5.8	39.8	4.4	44.2				
S12000015	Scotland	Fife	17.3	0.0	0.0	29.4	2.2	6.9	8.9	47.4	48.9	15.8	64.7				
S12000043	Scotland	Glasgow City	51.0	0.0	0.0	0.0	0.0	0.6	57.9	58.5	51.0	58.5	109.5				
S12000017	Scotland	Highland	0.0	0.0	0.0	31.8	4.4	0.0	0.2	36.4	36.2	0.2	36.4				
S12000018	Scotland	Inverclyde	13.3	0.0	0.0	4.1	0.3	3.1	6.2	13.7	17.7	9.3	27.0				
S12000019	Scotland	Midlothian	0.0	0.0	0.0	2.6	0.0	1.3	0.1	4.0	2.6	1.4	4.0				
S12000020	Scotland	Moray	0.0	0.0	0.0	0.6	0.4	0.0	0.0	1.0	1.0	0.0	1.0				
S12000021	Scotland	North Ayrshire	0.0	0.0	0.0	13.2	0.0	4.4	1.7	19.3	13.2	6.1	19.3				
S12000044	Scotland	North Lanarkshire	43.9	0.0	0.0	13.8	12.9	9.9	12.5	49.1	70.6	22.4	93.0				
S12000023	Scotland	Orkney Islands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
S12000024	Scotland	Perth and Kinross	39.1	0.0	0.0	87.7	0.0	2.1	1.2	91.0	126.8	3.3	130.1				
S12000038	Scotland	Renfrewshire	20.4	0.0	0.0	11.7	0.0	2.2	17.2	31.1	32.1	19.4	51.5				
S12000026	Scotland	Scottish Borders	0.0	0.0	0.0	8.0	0.0	0.0	0.0	8.0	8.0	0.0	8.0				
S12000027	Scotland	Shetland Islands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
S12000028	Scotland	South Ayrshire	0.0	0.0	0.0	19.8	0.0	3.5	4.3	27.6	19.8	7.8	27.6				
S12000029	Scotland	South Lanarkshire	66.2	0.0	0.0	4.3	6.5	8.7	16.1	35.6	77.0	24.8	101.8				
S12000030	Scotland	Stirling	22.8	0.0	0.0	8.6	0.0	1.1	4.3	14.0	31.4	5.4	36.8				
S12000039	Scotland	West Dunbartonshire	0.0	0.0	0.0	14.9	1.3	1.0	7.5	24.7	16.2	8.5	24.7				
S12000040	Scotland	West Lothian	37.5	0.0	0.0	0.0	0.0	5.0	4.8	9.8	37.5	9.8	47.3				

Source: Department for Transport  
Last updated: 5 June 2014  
Next update: June 2015  
The figures in this table are National Statistics

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[Methodology note](#)









Table RDL0102a (TSGB0713a)

Total road length (miles) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorways										'A' roads										Minor roads						All roads	Major: Trunk roads	Major: Principal roads	Minor roads	Total road length
			Trunk motorways		Principal motorways		All motorways		Trunk 'A'		Principal 'A'		All 'A'		Rural 'B'		Urban 'B'		Rural 'C' and 'U'		Urban 'C' and 'U'		All minor roads										
			Trunk	Principal	Trunk	Principal	Trunk	Principal	Trunk	Principal	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	All										
			motorways	motorways	motorways	motorways	urban	rural	urban	rural	urban	rural	urban	urban	rural	urban	urban	rural	urban	urban	rural	urban	roads										
S12000033	Scotland	Aberdeen City	0.0	0.0	0.0	0.0	8.8	9.3	8.8	27.7	54.6	9.6	12.4	122.7	416.2	560.9	18.1	36.5	560.9	615.5													
S12000034	Scotland	Aberdeenshire	0.0	0.0	0.0	0.0	110.1	1.1	431.9	6.3	549.5	486.8	4.8	2,748.2	97.3	3,337.1	111.2	438.3	3,337.1	3,886.6													
S12000041	Scotland	Angus	0.4	0.0	0.4	0.0	29.1	0.0	105.1	16.2	150.4	141.7	5.4	760.4	151.3	1,058.8	29.5	121.3	1,058.8	1,209.6													
S12000035	Scotland	Argyll & Bute	0.0	0.0	0.0	0.0	155.5	0.0	334.7	5.0	495.2	379.7	0.0	813.6	45.8	1,239.0	155.5	339.7	1,239.0	1,734.2													
S12000005	Scotland	Arkwright & Galloway	0.0	0.0	0.0	0.0	0.0	0.0	27.8	4.8	32.6	16.1	4.8	81.9	58.3	161.1	0.0	32.6	161.1	193.7													
S12000006	Scotland	Dumfries and Galloway	37.5	0.0	37.5	0.0	174.1	2.2	300.3	11.0	487.7	450.6	3.3	1,895.1	97.0	2,445.9	213.9	311.3	2,445.9	2,871.1													
S12000042	Scotland	Dumfries City	0.0	0.0	0.0	0.0	0.3	9.4	1.4	17.7	28.8	1.3	7.1	21.6	310.9	341.0	9.8	19.1	341.0	369.8													
S12000008	Scotland	East Ayrshire	6.1	0.0	6.1	0.0	29.2	0.0	82.2	4.7	116.1	110.7	9.3	491.9	94.8	706.8	35.3	86.9	706.8	829.0													
S12000009	Scotland	East Dunbartonshire	0.0	0.0	0.0	0.0	0.0	0.0	19.3	13.1	32.4	19.0	8.6	72.6	193.3	299.5	0.0	32.4	299.5	331.9													
S12000010	Scotland	East Lothian	0.0	0.0	0.0	0.0	39.6	0.0	58.5	4.7	102.8	101.2	1.9	443.0	34.7	580.8	39.6	63.2	580.8	683.6													
S12000011	Scotland	East Renfrewshire	7.4	0.0	7.4	0.0	0.0	0.0	14.2	9.9	24.1	17.0	4.7	97.3	167.1	286.2	7.4	24.1	286.2	317.7													
S12000036	Scotland	Edinburgh, City of	10.2	0.0	10.2	0.0	10.2	0.0	20.3	59.2	89.6	11.9	20.6	108.4	701.6	842.5	20.4	79.4	842.5	942.2													
S12000013	Scotland	Eilean Siar	0.0	0.0	0.0	0.0	0.0	0.0	207.1	0.0	207.1	99.9	0.0	501.4	0.0	601.3	0.0	207.1	601.3	808.4													
S12000014	Scotland	Falkirk	24.4	0.0	24.4	0.0	1.7	0.0	32.4	34.1	68.2	41.2	17.4	172.2	271.2	501.9	26.0	66.5	501.9	594.5													
S12000015	Scotland	Fife	10.8	0.0	10.8	0.0	52.3	3.9	167.1	30.3	253.6	162.0	3.2	793.4	491.9	1,480.5	67.0	197.4	1,480.5	1,744.9													
S12000043	Scotland	Glasgow City	33.6	0.0	33.6	0.0	0.0	0.0	4.2	77.5	81.7	6.0	32.0	33.1	968.1	1,039.1	33.6	81.7	1,039.1	1,154.4													
S12000017	Scotland	Highland	0.0	0.0	0.0	0.0	591.9	5.2	858.7	0.8	1,456.6	590.4	14.5	2,830.7	150.1	3,585.7	597.1	859.4	3,585.7	5,042.2													
S12000018	Scotland	Inverclyde	8.3	0.0	8.3	0.0	6.2	1.5	10.8	10.3	28.8	11.1	3.0	73.6	140.9	228.6	16.0	21.1	228.6	265.6													
S12000019	Scotland	Midlothian	0.0	0.0	0.0	0.0	21.1	1.3	41.5	7.6	71.5	44.2	7.4	189.5	103.8	344.9	22.4	49.1	344.9	416.4													
S12000020	Scotland	Moray	0.0	0.0	0.0	0.0	58.1	2.6	96.7	2.1	159.4	181.4	1.1	721.0	59.0	962.6	60.7	98.8	962.6	1,122.0													
S12000021	Scotland	North Ayrshire	0.0	0.0	0.0	0.0	36.6	2.0	44.8	13.5	96.9	82.6	12.6	330.2	199.7	625.0	38.6	56.3	625.0	722.0													
S12000044	Scotland	North Lanarkshire	29.0	0.0	29.0	0.0	8.6	8.2	40.3	38.5	95.6	50.2	34.2	323.6	539.3	947.3	45.8	76.8	947.3	1,071.9													
S12000023	Scotland	Orkney Islands	0.0	0.0	0.0	0.0	0.0	0.0	101.8	0.0	101.8	129.8	0.0	432.1	0.0	561.9	0.0	101.8	561.9	663.7													
S12000024	Scotland	Perth and Kinross	24.3	0.0	24.3	0.0	89.3	0.0	286.9	10.3	386.5	216.1	0.0	1,123.4	103.2	1,442.8	113.6	297.2	1,442.8	1,853.6													
S12000038	Scotland	Renfrewshire	12.7	0.0	12.7	0.0	13.6	0.0	19.4	16.9	49.9	27.5	11.2	169.4	308.9	517.1	26.3	36.3	517.1	579.7													
S12000026	Scotland	Scottish Borders	0.0	0.0	0.0	0.0	97.1	2.9	281.7	3.9	385.6	371.6	3.5	1,219.3	69.5	1,663.9	100.0	285.6	1,663.9	2,049.5													
S12000027	Scotland	Shetland Islands	0.0	0.0	0.0	0.0	0.0	0.0	139.8	0.0	139.8	96.2	0.0	420.4	0.0	516.6	0.0	139.8	516.6	656.4													
S12000028	Scotland	South Ayrshire	0.0	0.0	0.0	0.0	57.9	0.0	52.6	14.7	125.1	118.2	7.7	405.2	180.6	711.7	57.9	67.3	711.7	836.9													
S12000029	Scotland	South Lanarkshire	41.9	0.0	41.9	0.0	21.9	4.0	143.1	24.5	193.5	111.4	25.1	683.9	509.6	1,330.0	67.8	167.6	1,330.0	1,565.4													
S12000030	Scotland	Stirling	14.2	0.0	14.2	0.0	62.8	0.0	121.2	11.7	195.7	93.1	5.3	332.9	105.4	536.7	76.9	132.9	536.7	746.5													
S12000039	Scotland	West Dunbartonshire	0.0	0.0	0.0	0.0	11.3	0.8	10.5	17.2	39.8	0.0	5.5	33.6	181.3	220.4	12.1	27.7	220.4	260.2													
S12000040	Scotland	West Lothian	23.3	0.0	23.3	0.0	0.0	0.0	72.5	17.2	89.6	55.9	15.3	266.4	266.1	603.7	23.3	89.6	603.7	716.6													

Values may not sum to total due to rounding.

1. Minor roads figures in 2013 have been derived differently, with C and U roads combined, as no R199b road length consultation took place.

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[Notes and definitions](#)

[Methodology note](#)

Source: Department for Transport

Last updated: 5 June 2014

Next update: June 2015

The figures in this table are National Statistics

Department for Transport statistics

[Road lengths statistics](#)

Table RDL0102b (TSGB0713b)

Major road dual carriageway road length (miles) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorway dual carriageway						'A' road dual carriageway						All major road dual carriageway			Total major road dual carriageway
			Trunk motorways			Principal motorways			Trunk 'A'			Principal 'A'			All 'A'			
			rural	urban	All	rural	urban	All	rural	urban	All	rural	urban	All	rural	urban	All	
E06000047	North East	County Durham UA	22.9	0.0	22.9	18.5	0.0	21.3	2.7	42.4	41.3	24.0	65.3					
E06000005	North East	Darlington UA	5.9	0.0	5.9	2.4	0.0	3.3	1.5	7.2	8.3	4.8	13.1					
E06000001	North East	Hartlepool UA	0.0	0.0	0.0	4.5	0.0	4.5	6.4	15.4	4.5	10.9	15.4					
E06000002	North East	Middlesbrough UA	0.0	0.0	0.0	3.9	0.0	3.9	6.4	14.2	7.8	6.4	14.2					
E06000048	North East	Northumberland UA	0.0	0.0	0.0	45.6	0.0	19.0	2.0	66.6	45.6	21.0	66.6					
E06000003	North East	Redcar and Cleveland UA	0.0	0.0	0.0	2.7	1.9	8.2	5.3	18.1	4.7	13.5	18.1					
E06000004	North East	Stockton-on-Tees UA	0.0	0.0	0.0	11.6	5.2	4.5	5.5	26.8	16.8	10.0	26.8					
E08000020	North East	Gateshead	3.3	0.0	3.3	4.0	3.0	2.2	10.8	20.0	10.3	13.0	23.2					
E08000021	North East	Newcastle upon Tyne	0.0	1.5	1.5	8.1	4.9	0.1	9.8	22.7	12.9	11.3	24.2					
E08000022	North East	North Tyneside	0.0	0.0	0.0	4.5	3.2	5.6	9.8	23.1	7.6	15.4	23.1					
E08000023	North East	South Tyneside	0.1	0.0	0.1	3.7	1.6	2.2	9.4	16.8	5.3	11.6	16.8					
E08000024	North East	Sunderland	2.4	0.0	2.4	8.0	7.2	13.7	28.9	20.9	10.4	20.9	31.3					
E06000008	North West	Blackburn with Darwen UA	5.0	0.0	5.0	0.0	0.0	1.5	3.5	5.0	5.0	5.0	9.9					
E06000009	North West	Blackpool UA	0.0	0.3	0.3	0.0	0.0	0.0	7.1	7.9	0.0	8.2	8.2					
E06000049	North West	Cheshire East UA	29.4	0.0	29.4	1.5	29.4	0.0	6.9	17.2	30.9	15.7	46.6					
E06000050	North West	Cheshire West and Chester UA	25.2	0.0	25.2	14.2	0.0	20.4	9.2	43.7	39.3	29.6	68.9					
E06000006	North West	Halton UA	4.0	0.0	4.0	0.0	0.0	5.0	17.3	22.3	4.0	22.3	26.3					
E06000007	North West	Warrington UA	20.9	0.0	20.9	0.0	4.2	10.1	14.3	20.9	14.3	35.2	35.2					
E10000006	North West	Cumbria	66.5	0.0	66.5	38.0	0.7	10.3	1.8	50.7	105.1	12.1	117.2					
E08000001	North West	Bolton	10.7	0.0	10.7	0.0	0.0	3.2	8.6	11.7	10.7	11.7	22.4					
E08000002	North West	Bury	12.9	0.0	12.9	0.0	0.0	0.1	3.7	3.7	12.9	3.7	16.6					
E08000003	North West	Manchester	10.3	2.0	12.2	0.0	1.4	0.4	22.0	23.8	11.6	24.4	36.0					
E08000004	North West	Oldham	5.2	0.0	5.2	0.1	1.3	0.1	8.0	9.5	6.6	8.1	14.7					
E08000005	North West	Rochdale	15.6	0.0	15.6	0.0	0.0	0.3	6.8	7.1	15.6	7.1	22.7					
E08000006	North West	Salford	17.4	0.0	17.4	0.0	0.0	1.1	14.2	15.3	17.4	15.3	32.7					
E08000007	North West	Stockport	8.0	0.0	8.0	0.0	0.0	1.1	7.0	8.1	8.0	8.1	16.2					
E08000008	North West	Tameside	9.5	0.0	9.5	0.1	0.0	0.1	6.5	6.7	9.6	6.6	16.2					
E08000009	North West	Trafford	5.9	0.0	5.9	0.0	0.0	0.1	9.2	9.3	5.9	9.3	15.2					
E08000010	North West	Wigan	11.4	0.0	11.4	0.0	0.0	8.5	2.8	11.3	11.3	22.7	22.7					
E10000017	North West	Lancashire	93.5	7.0	100.5	8.5	1.4	28.7	24.7	63.3	103.5	60.4	163.9					
E06000011	North West	Knowsley	9.8	3.3	13.1	0.0	0.0	8.2	10.6	19.0	10.1	22.1	32.1					
E08000012	North West	Liverpool	0.0	0.6	0.6	0.0	0.0	0.9	37.6	38.5	0.0	39.2	39.2					
E08000014	North West	Sefton	5.1	0.0	5.1	0.1	3.4	2.9	12.7	19.0	8.5	15.6	24.1					
E08000013	North West	St. Helens	8.7	0.0	8.7	0.0	0.0	12.7	5.7	18.5	8.7	18.5	27.2					
E08000015	North West	Wirral	12.4	0.0	12.4	0.0	0.0	2.2	12.9	15.1	12.4	15.1	27.5					
E06000011	Yorkshire and The Humber	East Riding of Yorkshire UA	21.6	0.0	21.6	11.7	0.1	9.2	2.1	23.0	33.4	11.3	44.6					
E06000010	Yorkshire and The Humber	Kingston upon Hull, City of UA	0.0	0.0	0.0	0.0	5.8	0.0	10.6	16.4	5.8	10.6	16.4					
E06000012	Yorkshire and The Humber	North East Lincolnshire UA	0.0	0.0	0.0	8.0	0.0	3.8	3.2	15.0	8.0	7.0	15.0					
E06000013	Yorkshire and The Humber	North Lincolnshire UA	24.2	0.0	24.2	6.9	0.0	12.4	2.9	22.2	31.1	15.3	46.4					
E06000014	Yorkshire and The Humber	York UA	0.0	0.0	0.0	11.4	0.0	1.7	1.6	14.7	11.4	3.4	14.7					
E10000023	Yorkshire and The Humber	North Yorkshire	40.3	0.0	40.3	54.8	0.0	8.8	1.3	64.9	95.1	10.1	105.2					
E08000016	Yorkshire and The Humber	Barnsley	10.8	0.0	10.8	0.4	0.0	5.2	5.2	10.8	11.2	10.4	21.6					
E08000017	Yorkshire and The Humber	Doncaster	37.5	0.0	37.5	2.7	0.0	1.7	16.3	20.8	40.3	18.1	58.3					
E08000018	Yorkshire and The Humber	Rotherham	16.8	0.0	16.8	0.0	0.0	3.1	11.8	14.9	16.8	14.9	31.8					
E08000019	Yorkshire and The Humber	Sheffield	6.4	0.0	6.4	0.3	0.8	1.7	24.9	27.7	7.4	26.7	34.1					
E08000032	Yorkshire and The Humber	Bradford	1.7	0.0	1.7	0.0	0.0	7.4	16.0	23.4	1.7	23.4	25.0					
E08000033	Yorkshire and The Humber	Calderdale	7.6	0.0	7.6	0.0	0.0	0.3	8.4	8.7	7.6	8.7	16.3					
E08000034	Yorkshire and The Humber	Kirklees	13.9	0.0	13.9	0.0	0.0	0.5	12.5	13.0	13.9	13.0	26.9					
E08000035	Yorkshire and The Humber	Leeds	38.3	2.2	40.5	5.8	0.0	3.6	47.4	56.9	44.1	53.2	97.3					
E08000036	Yorkshire and The Humber	Wakefield	22.4	0.0	22.4	6.1	0.0	2.0	13.5	21.6	28.5	15.5	44.0					
E06000015	East Midlands	Derby UA	0.0	0.0	0.0	1.9	8.3	0.0	9.9	20.1	10.3	9.9	20.1					
E06000016	East Midlands	Leicester UA	0.0	0.0	0.0	2.1	0.0	0.0	16.3	18.4	2.1	16.3	18.4					
E06000018	East Midlands	Nottingham UA	0.2	0.0	0.2	0.0	3.7	0.0	10.8	14.4	3.9	10.8	14.6					
E06000017	East Midlands	Rutland UA	0.0	0.0	0.0	3.7	0.0	0.1	0.0	3.8	3.7	0.1	3.8					
E10000007	East Midlands	Derbyshire	22.1	0.0	22.1	39.2	0.8	21.5	7.4	68.8	62.0	28.9	90.8					
E10000018	East Midlands	Leicestershire	50.1	0.0	50.1	34.0	0.0	27.9	12.4	74.2	84.1	40.2	124.3					
E10000019	East Midlands	Lincolnshire	0.0	0.0	0.0	24.8	0.0	13.6	2.5	40.8	16.0	40.8	40.8					
E10000021	East Midlands	Northamptonshire	33.8	0.0	33.8	63.6	0.9	17.4	15.9	97.8	98.3	33.3	131.6					
E10000024	East Midlands	Nottinghamshire	14.2	0.0	14.2	41.2	4.4	22.8	9.6	78.0	59.8	32.4	92.2					

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Table RDL0102b (TSGB0713b)

Major road dual carriageway road length (miles) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorway dual carriageway							All major road dual carriageway							Total major road dual carriageway	
			Trunk motorways			Principal motorways				All 'A' roads	Trunk			Principal				
			Trunk	Principal	All	rural 'A'	urban 'A'	fural 'A'	urban 'A'		Trunk	Principal	urban 'A'	Trunk	Principal	urban 'A'		
E06000019	West Midlands	Herefordshire, County of UA	4.7	0.0	4.7	10.5	0.9	0.1	0.5	12.1	16.1	0.6	16.7					
E06000051	West Midlands	Shropshire UA	7.7	0.0	7.7	11.6	0.0	4.4	0.8	16.7	19.3	5.2	24.4					
E06000021	West Midlands	Stoke-on-Trent UA	0.0	0.0	0.0	0.6	8.6	1.6	6.8	17.5	9.1	8.4	17.5					
E06000020	West Midlands	Telford and Wrekin UA	2.5	0.0	2.5	2.7	0.0	3.4	6.5	12.6	5.2	9.9	15.1					
E10000028	West Midlands	Staffordshire	59.2	0.0	59.2	40.0	7.0	27.9	11.6	86.5	106.1	39.5	145.7					
E10000031	West Midlands	Warwickshire	84.7	0.0	84.7	34.2	1.9	11.7	9.7	57.5	120.7	21.4	142.2					
E08000025	West Midlands	Birmingham	13.4	2.0	15.4	0.0	0.0	3.0	58.5	61.5	13.4	63.5	76.9					
E08000026	West Midlands	Coventry	2.3	0.0	2.3	1.9	0.0	2.4	17.5	21.8	4.2	19.9	24.1					
E08000027	West Midlands	Dudley	3.4	0.0	3.4	0.0	0.0	3.4	14.6	18.0	3.4	18.0	21.4					
E08000028	West Midlands	Sandwell	11.3	0.0	11.3	0.0	0.2	0.0	27.5	27.7	11.4	27.5	38.9					
E08000029	West Midlands	Solihull	12.3	0.0	12.3	2.2	0.0	7.4	10.2	19.8	14.5	17.6	32.1					
E08000030	West Midlands	Walsall	5.4	0.0	5.4	1.1	0.6	0.2	7.6	9.4	7.1	7.8	14.9					
E08000031	West Midlands	Wolverhampton	0.0	0.0	0.0	0.0	0.0	0.2	14.4	14.5	0.0	14.5	14.5					
E10000034	West Midlands	Worcestershire	47.5	0.0	47.5	3.2	0.1	42.5	18.3	64.1	50.8	60.8	111.6					
E06000055	East of England	Bedford UA	0.0	0.0	0.0	13.0	0.0	2.6	2.0	17.5	13.0	4.5	17.5					
E06000056	East of England	Central Bedfordshire UA	18.0	0.0	18.0	13.8	1.6	5.7	1.5	22.5	33.4	7.1	40.5					
E06000032	East of England	Luton UA	1.6	0.0	1.6	0.0	0.0	0.7	3.7	4.4	1.6	4.4	6.0					
E06000031	East of England	Peterborough UA	0.0	0.0	0.0	10.6	3.2	9.6	12.4	35.9	13.9	22.1	35.9					
E06000033	East of England	Southend-on-Sea UA	0.0	0.0	0.0	0.0	0.0	0.0	8.8	8.8	0.0	8.8	8.8					
E06000034	East of England	Thurrock UA	4.2	0.0	4.2	10.7	0.1	10.7	3.0	24.5	15.0	13.7	28.7					
E10000003	East of England	Cambridgeshire	29.5	0.0	29.5	85.1	2.7	10.6	4.7	103.1	117.3	15.3	132.6					
E10000012	East of England	Essex	46.8	0.0	46.8	73.8	0.0	46.7	23.6	144.1	120.6	70.3	190.9					
E10000015	East of England	Hertfordshire	66.1	0.0	66.1	3.3	0.0	77.1	29.8	110.3	69.4	107.0	176.3					
E10000020	East of England	Norfolk	0.0	0.0	0.0	61.0	2.9	9.6	5.7	79.2	63.8	15.4	79.2					
E10000029	East of England	Suffolk	0.0	0.0	0.0	63.6	4.1	19.2	4.9	91.7	67.7	24.1	91.7					
E09000007	London	Camden	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.3	0.0	2.3	2.3					
E09000001	London	City of London	0.0	0.0	0.0	0.0	0.0	0.0	3.8	3.8	0.0	3.8	3.8					
E09000012	London	Hackney	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	0.0	2.2	2.2					
E09000013	London	Hammersmith and Fulham	0.0	0.0	0.0	0.0	0.0	0.0	4.2	4.2	0.0	4.2	4.2					
E09000014	London	Haringey	0.0	0.0	0.0	0.0	0.0	0.0	2.7	2.7	0.0	2.7	2.7					
E09000019	London	Islington	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	0.0	1.2	1.2					
E09000020	London	Kensington and Chelsea	0.0	0.0	0.0	0.0	0.0	0.0	3.3	3.3	0.0	3.3	3.3					
E09000022	London	Lambeth	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0					
E09000023	London	Lewisham	0.0	0.0	0.0	0.0	0.0	0.0	3.5	3.5	0.0	3.5	3.5					
E09000025	London	Newham	0.0	0.0	0.0	0.0	0.0	0.0	10.1	10.1	0.0	10.1	10.1					
E09000028	London	Southwark	0.0	0.0	0.0	0.0	0.0	0.0	3.9	3.9	0.0	3.9	3.9					
E09000030	London	Tower Hamlets	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	0.0	9.8	9.8					
E09000032	London	Wandsworth	0.0	0.0	0.0	0.0	0.0	0.0	5.3	5.3	0.0	5.3	5.3					
E09000033	London	Westminster	0.0	0.0	0.0	0.0	0.0	0.0	10.4	10.4	0.0	10.4	10.4					
E09000002	London	Barking and Dagenham	0.0	0.0	0.0	0.0	0.0	0.0	9.0	9.0	0.0	9.0	9.0					
E09000003	London	Barnet	7.5	0.0	7.5	0.0	0.0	2.7	16.9	19.6	7.5	19.6	27.1					
E09000004	London	Bexley	0.0	0.0	0.0	0.0	0.0	2.6	12.6	15.2	0.0	15.2	15.2					
E09000005	London	Brent	0.0	0.0	0.0	0.0	0.0	0.0	6.2	6.2	0.0	6.2	6.2					
E09000006	London	Bromley	0.0	0.0	0.0	0.0	0.0	2.4	3.4	5.8	0.0	5.8	5.8					
E09000008	London	Croydon	0.0	0.0	0.0	0.0	0.0	0.2	5.9	6.1	0.0	6.1	6.1					
E09000009	London	Ealing	0.0	0.0	0.0	0.0	0.0	0.0	11.5	11.5	0.0	11.5	11.5					
E09000010	London	Enfield	7.0	0.0	7.0	0.0	0.0	0.3	12.2	12.5	7.0	12.5	19.5					
E09000011	London	Greenwich	0.0	0.0	0.0	0.0	0.0	0.0	18.5	18.5	0.0	18.5	18.5					
E09000015	London	Harrow	0.6	0.0	0.6	0.0	0.0	0.0	4.3	4.3	0.6	4.3	4.9					
E09000016	London	Havering	7.3	0.0	7.3	0.0	0.0	1.7	13.2	17.3	6.4	17.3	24.6					
E09000017	London	Hillingdon	6.4	0.0	6.4	0.0	0.0	1.1	19.4	21.1	6.4	21.1	27.5					
E09000018	London	Hounslow	6.1	0.0	6.1	0.0	0.0	0.0	16.8	16.8	6.1	16.8	22.9					
E09000021	London	Kingston upon Thames	0.0	0.0	0.0	0.0	0.0	0.3	8.3	8.6	0.0	8.6	8.6					
E09000024	London	Merton	0.0	0.0	0.0	0.0	0.0	0.0	6.2	6.2	0.0	6.2	6.2					
E09000026	London	Redbridge	2.5	0.0	2.5	0.0	0.0	0.3	14.0	14.3	2.5	14.3	16.8					
E09000027	London	Richmond upon Thames	0.0	0.0	0.0	0.0	0.0	0.0	3.7	3.7	0.0	3.7	3.7					
E09000029	London	Sutton	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	0.0	1.1	1.1					
E09000031	London	Waltham Forest	0.0	0.0	0.0	0.0	0.0	0.0	6.9	6.9	0.0	6.9	6.9					

Department for Transport statistics

[Road lengths statistics](#)

Table RDL0102b (TSGB0713b)

Major road dual carriageway road length (miles) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorway dual carriageway					'A' road dual carriageway					All major road dual carriageway					Total major road dual carriageway
			Trunk		Principal	All	Trunk		Principal	Principal	All 'A'	Trunk	Principal	Trunk	Principal	Principal		
			motorways	motoways			rural 'A'	urban 'A'									rural 'A'	
E06000036	South East	Bracknell Forest UA	0.6	0.0	0.0	0.6	0.0	0.0	0.0	3.4	6.7	10.1	0.6	0.0	10.1	0.6	10.6	
E06000043	South East	Brighton and Hove UA	0.0	0.0	0.0	0.0	8.8	0.0	0.0	0.7	8.1	17.6	8.8	8.8	17.6	8.8	17.6	
E06000046	South East	Isle of Wight UA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.8	2.5	0.0	2.5	2.5	2.5		
E06000035	South East	Medway UA	4.9	0.0	0.0	4.9	0.0	4.6	11.4	4.6	16.0	16.0	4.9	16.0	16.0	20.9		
E06000042	South East	Milton Keynes UA	10.4	0.0	10.4	10.4	5.8	5.2	4.9	16.5	32.4	21.5	21.5	21.4	42.9	42.9		
E06000044	South East	Portsmouth UA	4.4	1.5	5.9	5.9	2.5	0.0	8.0	10.4	10.4	6.9	6.9	9.4	16.3	16.3		
E06000038	South East	Reading UA	0.7	0.0	0.7	0.7	0.0	0.1	6.5	6.6	6.6	0.7	0.7	6.6	7.3	7.3		
E06000039	South East	Slough UA	5.8	0.0	5.8	5.8	0.0	0.0	1.3	4.5	5.8	5.8	5.8	5.8	11.6	11.6		
E06000045	South East	Southampton UA	1.6	0.0	1.6	1.6	0.1	0.0	0.3	9.2	9.6	1.6	1.6	9.5	11.1	11.1		
E06000037	South East	West Berkshire UA	27.7	0.0	27.7	27.7	13.4	0.0	5.2	3.4	22.1	41.1	41.1	8.6	49.7	49.7		
E06000040	South East	Windsor and Maidenhead UA	12.6	0.0	12.6	12.6	4.1	0.0	3.0	3.2	10.3	16.7	16.7	6.2	22.9	22.9		
E10000002	South East	Wokingham UA	7.9	5.1	13.0	13.0	0.0	0.0	8.5	1.4	9.9	7.9	7.9	15.0	22.9	22.9		
E10000011	South East	Buckinghamshire	37.8	0.0	37.8	37.8	4.1	0.0	17.7	7.7	29.5	41.9	41.9	25.4	67.3	67.3		
E10000014	South East	East Sussex	0.0	0.0	0.0	0.0	7.2	1.2	5.8	4.5	18.6	8.3	10.3	18.6	18.6	18.6		
E10000016	South East	Hampshire	78.7	0.0	78.7	78.7	78.1	2.1	45.4	35.1	160.6	158.9	80.5	239.4	239.4	239.4		
E10000025	South East	Kent	99.9	0.0	99.9	99.9	73.2	1.5	56.3	23.1	154.1	174.6	79.4	254.1	254.1	254.1		
E10000030	South East	Oxfordshire	35.2	0.0	35.2	35.2	25.2	0.9	34.7	6.5	67.3	61.3	41.2	102.5	102.5	102.5		
E10000032	South East	Surrey	63.3	0.0	63.3	63.3	32.1	3.9	36.4	32.2	104.5	99.2	68.5	167.7	167.7	167.7		
E06000022	South West	West Sussex	7.9	0.0	7.9	7.9	43.3	3.7	31.8	20.3	98.9	54.8	52.0	106.8	106.8	106.8		
E06000028	South West	Bath and North East Somerset UA	0.0	0.0	0.0	0.0	2.7	0.0	3.5	1.3	7.5	2.7	4.9	7.5	7.5	7.5		
E06000023	South West	Bournemouth UA	0.0	0.0	0.0	0.0	0.0	0.0	0.8	7.3	8.0	0.0	0.0	8.0	8.0	8.0		
E06000052	South West	Bristol, City of UA	8.6	0.0	8.6	8.6	0.0	0.3	15.4	0.0	16.0	15.7	9.0	24.7	24.7	24.7		
E06000053	South West	Cornwall UA	0.0	0.0	0.0	0.0	56.4	0.9	5.6	3.7	66.6	57.3	9.3	66.6	66.6	66.6		
E06000026	South West	Isles of Scilly UA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
E06000029	South West	North Somerset UA	18.1	0.0	18.1	18.1	0.0	0.0	3.3	6.3	18.1	18.1	6.3	24.4	24.4	24.4		
E06000025	South West	Plymouth UA	0.0	0.0	0.0	0.0	2.1	5.5	0.1	11.6	19.2	7.5	7.5	11.7	19.2	19.2		
E06000030	South West	Poole UA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8	8.8	0.0	0.0	8.8	8.8	8.8		
E06000027	South West	South Gloucestershire UA	46.1	0.0	46.1	46.1	0.3	0.0	6.3	12.4	18.9	46.4	18.6	65.0	65.0	65.0		
E06000054	South West	Swindon UA	9.5	0.0	9.5	9.5	9.3	0.0	2.1	6.5	17.9	18.8	8.6	27.4	27.4	27.4		
E10000008	South West	Torbay UA	0.0	0.0	0.0	0.0	0.0	0.0	1.9	3.0	4.9	0.0	4.9	4.9	4.9	4.9		
E10000009	South West	Wiltshire UA	21.8	0.0	21.8	21.8	25.7	1.8	6.2	1.7	35.4	49.3	7.9	57.2	57.2	57.2		
E10000013	South West	Devon	23.9	0.0	23.9	23.9	91.3	0.0	25.6	3.9	120.9	115.3	29.5	144.8	144.8	144.8		
E10000027	South West	Dorset	0.0	0.0	0.0	0.0	17.9	0.4	14.8	3.4	36.5	18.3	18.2	36.5	36.5	36.5		
E10000001	Wales	Isle of Anglesey	0.0	0.0	0.0	0.0	20.5	0.1	0.0	0.1	20.7	20.6	0.1	20.7	20.7	20.7		
W06000002	Wales	Gwynedd	0.0	0.0	0.0	0.0	10.3	0.1	0.4	0.1	10.8	10.3	0.5	10.8	10.8	10.8		
W06000004	Wales	Conwy	0.0	0.0	0.0	0.0	22.3	0.0	0.6	2.1	24.9	22.3	2.7	24.9	24.9	24.9		
W06000005	Wales	Denbighshire	0.0	0.0	0.0	0.0	8.8	0.0	3.1	0.4	12.3	8.8	3.5	12.3	12.3	12.3		
W06000006	Wales	Flintshire	0.0	0.0	0.0	0.0	20.6	3.7	10.3	4.9	39.5	24.3	15.2	39.5	39.5	39.5		
W06000023	Wales	Wrexham	0.0	0.0	0.0	0.0	10.0	1.6	1.4	1.8	14.8	11.6	3.2	14.8	14.8	14.8		
W06000008	Wales	Powys	0.0	0.0	0.0	0.0	5.0	0.0	0.2	0.0	5.2	5.0	0.2	5.2	5.2	5.2		
W06000009	Wales	Ceredigion	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.3	0.3	0.0	0.3	0.3	0.3		
W06000011	Wales	Pembrokeshire	0.0	0.0	0.0	0.0	0.8	0.4	0.0	0.0	1.2	1.2	0.0	1.2	1.2	1.2		
W06000012	Wales	Swansea	3.2	0.0	3.2	3.2	26.1	0.5	0.9	0.8	28.3	29.8	1.7	31.4	31.4	31.4		
W06000013	Wales	Carmarthenshire	9.6	0.0	9.6	9.6	0.0	0.0	2.9	11.3	14.1	9.6	14.1	14.1	23.7	23.7		
W06000014	Wales	Neath Port Talbot	14.4	0.0	14.4	14.4	14.6	1.1	4.2	1.7	21.6	30.1	5.8	36.0	36.0	36.0		
W06000015	Wales	The Vale of Glamorgan	11.0	0.0	11.0	11.0	0.0	0.0	7.7	6.0	13.7	11.0	13.7	13.7	24.7	24.7		
W06000016	Wales	Cardiff	2.3	0.0	2.3	2.3	0.0	0.0	3.9	0.8	4.7	2.3	4.7	7.0	7.0	7.0		
W06000024	Wales	Rhondda Cynon Taf	10.6	0.0	10.6	10.6	4.9	0.0	6.8	17.3	29.0	15.5	24.1	39.6	39.6	39.6		
W06000018	Wales	Merthyr Tydfil	6.1	0.0	6.1	6.1	7.3	3.0	4.0	2.7	17.0	16.4	6.7	23.1	23.1	23.1		
W06000019	Wales	Caerphilly	0.0	0.0	0.0	0.0	11.9	0.0	0.3	0.9	13.0	11.9	1.1	13.0	13.0	13.0		
W06000020	Wales	Blaenau Gwent	0.0	0.0	0.0	0.0	2.4	0.0	7.6	0.3	10.2	2.4	7.8	10.2	10.2	10.2		
W06000021	Wales	Torfaen	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.2	1.2	1.1	0.2	1.2	1.2	1.2		
W06000022	Wales	Monmouthshire	14.1	0.0	14.1	14.1	27.5	0.1	1.1	0.1	9.8	8.2	1.6	9.8	9.8	9.8		
W06000001	Wales	Newport	16.6	0.0	16.6	16.6	6.4	0.0	1.6	1.6	19.5	23.0	13.1	42.9	42.9	42.9		

Department for Transport statistics

[Road lengths statistics](#)

Table RDL0102b (TSGB0713b)

Major road dual carriageway road length (miles) by road type and local authority in Great Britain, 2013

ONS Area Code	Region	Local authority	Motorway dual carriageway										All major road dual carriageway					Total major road dual carriageway	
			Trunk motorways		Principal motorways		All motorways		Trunk 'A'		Principal 'A'		All 'A' roads		Trunk		Principal		
			rural 'A'	urban 'A'	rural 'A'	urban 'A'	rural 'A'	urban 'A'	rural 'A'	urban 'A'	rural 'A'	urban 'A'	rural 'A'	urban 'A'	rural 'A'	urban 'A'	rural 'A'		urban 'A'
S12000033	Scotland	Aberdeen City	0.0	0.0	0.0	0.0	0.0	7.2	5.1	3.1	7.8	23.2	12.3	10.9	23.2				
S12000034	Scotland	Aberdeenshire	0.0	0.0	0.0	0.0	41.8	0.0	0.9	0.0	0.0	42.7	41.8	0.9	42.7				
S12000041	Scotland	Angus	0.0	0.0	0.0	0.0	29.0	0.0	0.0	0.0	0.9	30.0	29.0	0.9	30.0				
S12000035	Scotland	Argyll & Bute	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.4	0.4	0.0	0.4	0.4				
S12000005	Scotland	Clackmannanshire	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.7	0.7	0.0	0.7	0.7				
S12000006	Scotland	Dumfries and Galloway	37.5	0.0	37.5	0.0	3.7	0.1	0.3	0.5	4.6	41.3	0.8	42.1	42.1				
S12000042	Scotland	Dumfries and Galloway	0.0	0.0	0.0	0.0	0.0	0.3	8.3	0.0	3.3	11.9	8.6	3.3	11.9				
S12000008	Scotland	East Ayrshire	0.0	0.0	0.0	0.0	6.1	0.0	6.7	6.1	12.8	6.1	6.7	12.8	12.8				
S12000009	Scotland	East Dunbartonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.4	1.4	0.0	0.0	1.4	1.4				
S12000010	Scotland	East Lothian	0.0	0.0	0.0	0.0	26.6	0.0	2.0	0.0	0.0	28.6	26.6	2.0	28.6				
S12000011	Scotland	East Renfrewshire	7.4	0.0	7.4	0.0	0.0	0.0	0.4	4.4	4.8	0.0	7.4	4.8	12.2				
S12000036	Scotland	Edinburgh, City of	10.2	0.0	10.2	0.0	9.9	0.0	10.8	6.1	26.7	20.1	16.8	36.9	36.9				
S12000013	Scotland	Eilean Siar	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
S12000014	Scotland	Falkirk	23.9	0.0	23.9	0.0	0.9	0.0	0.9	1.9	3.6	24.7	2.7	27.5	27.5				
S12000015	Scotland	Fife	10.8	0.0	10.8	0.0	18.3	1.4	4.3	5.5	29.5	30.4	9.8	40.2	40.2				
S12000043	Scotland	Glasgow City	31.7	0.0	31.7	0.0	0.0	0.4	36.0	0.4	36.3	31.7	36.3	0.1	68.0				
S12000017	Scotland	Highland	0.0	0.0	0.0	0.0	19.8	2.7	0.0	0.1	22.6	22.5	0.1	22.6	22.6				
S12000018	Scotland	Inverclyde	8.3	0.0	8.3	0.0	2.6	0.2	1.9	3.9	8.5	11.0	5.8	16.8	16.8				
S12000019	Scotland	Midlothian	0.0	0.0	0.0	0.0	1.6	0.0	0.8	0.1	2.5	1.6	0.9	2.5	2.5				
S12000020	Scotland	Moray	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.6	0.6	0.0	0.6	0.6				
S12000021	Scotland	North Ayrshire	0.0	0.0	0.0	0.0	8.2	0.0	2.7	1.1	12.0	8.2	3.8	12.0	12.0				
S12000044	Scotland	North Lanarkshire	27.3	0.0	27.3	0.0	8.6	8.0	6.2	7.8	30.5	43.9	13.9	57.8	57.8				
S12000023	Scotland	Orkney Islands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
S12000024	Scotland	Perth and Kinross	24.3	0.0	24.3	0.0	54.5	0.0	1.3	0.8	56.5	78.8	2.1	80.8	80.8				
S12000038	Scotland	Renfrewshire	12.7	0.0	12.7	0.0	7.3	0.0	1.4	10.7	19.3	20.0	12.1	32.0	32.0				
S12000026	Scotland	Scottish Borders	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0				
S12000027	Scotland	Shetland Islands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
S12000028	Scotland	South Ayrshire	0.0	0.0	0.0	0.0	12.3	0.0	2.2	2.7	17.2	12.3	4.9	17.2	17.2				
S12000029	Scotland	South Lanarkshire	41.1	0.0	41.1	0.0	2.7	4.0	5.4	10.0	22.1	47.9	15.4	63.3	63.3				
S12000030	Scotland	Stirling	14.2	0.0	14.2	0.0	5.3	0.0	0.7	2.7	8.7	19.5	3.4	22.9	22.9				
S12000039	Scotland	West Dunbartonshire	0.0	0.0	0.0	0.0	9.3	0.8	0.6	4.7	15.4	10.1	5.3	15.4	15.4				
S12000040	Scotland	West Lothian	23.3	0.0	23.3	0.0	0.0	0.0	3.1	3.0	6.1	23.3	6.1	29.4	29.4				

Values may not sum to total due to rounding.

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[Notes and definitions](#)

[Methodology note](#)

Source: Department for Transport

Last updated: 5 June 2014

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The figures in this table are National Statistics

Department for Transport statistics

Vehicle speeds

Table SPE0101 (TSGB0714)

Free-flow vehicle speeds on non-built-up roads by road type and vehicle type in Great Britain, 2013

Per cent / miles per hour / number of vehicles

	Heavy goods vehicles <sup>5</sup>											
	Motorcycles <sup>7</sup>	Cars	Cars towing	Light Goods <sup>4</sup>	Buses / Coaches	Rigid by number of axles			Articulated by number of axles			All
						2 <sup>6</sup>	3	4 or more	All Rigid	3 & 4	5 or more	
<b>(a) Motorways <sup>1</sup></b>												
Under 50 mph	6	5	13	4	6	7	12	14	8	11	11	11
50-59 mph	27	14	56	15	41	47	77	85	51	87	89	89
60-64 mph	9	14	20	13	24	13	10	0	12	1	0	0
65-69 mph	13	20	8	19	12	13	0	0	12	0	0	0
70-74 mph	15	21	3	19	10	10	0	0	9	1	0	0
75-79 mph	13	14	1	15	5	6	0	0	5	0	0	0
80-89 mph	13	10	0	12	2	4	0	0	3	0	0	0
90 mph and over	4	2	0	2	0	1	0	0	1	0	0	0
Speed limit (mph)	70	70	60	70	70	n/a	60	60	n/a	60	60	60
Percentage exceeding limit	46	47	31	48	17	n/a	11	1	n/a	2	0	0
Percentage exceeding limit by more than 10 mph	17	12	3	14	3	n/a	0	1	n/a	1	0	0
Average speed (mph)	68	68	57	69	61	61	54	53	60	54	53	53
Number observed (thousands)	2,824	390,534	2,423	75,961	5,829	26,732	2,442	1,508	30,682	1,128	37,009	38,137
<b>(b) Dual carriageways <sup>2</sup></b>												
Under 30 mph	0	0	1	0	0	0	0	0	0	0	0	0
30-39 mph	1	0	1	0	1	0	1	1	1	1	0	0
40-49 mph	6	3	16	3	9	8	18	25	10	21	17	17
50-59 mph	23	17	54	18	45	47	69	73	51	77	81	81
60-64 mph	10	18	17	17	24	15	11	0	13	1	1	1
65-69 mph	14	23	7	21	11	14	0	0	12	0	0	0
70-79 mph	29	31	3	32	9	13	0	0	11	0	0	0
80 mph and over	17	8	0	9	1	3	0	0	2	0	0	0
Speed limit (mph)	70	70	60	70	60	n/a	50	50	n/a	50	50	50
Percentage exceeding limit	45	39	28	41	45	n/a	80	74	n/a	78	82	82
Percentage exceeding limit by more than 10 mph	17	8	4	9	10	n/a	12	1	n/a	1	1	1
Average speed (mph)	68	67	56	68	59	60	54	52	59	53	53	53
Number observed (thousands)	394	44,702	316	7,722	462	2,592	267	225	3,084	74	2,557	2,631
<b>(c) Single carriageways <sup>3</sup></b>												
Under 20 mph	1	0	2	0	0	1	1	1	1	0	0	0
20-29 mph	3	3	8	3	3	3	6	6	4	3	3	3
30-39 mph	12	17	20	16	20	20	28	30	21	25	24	24
40-49 mph	34	44	51	43	51	47	51	47	48	55	55	55
50-59 mph	29	29	18	29	23	24	14	14	23	16	18	18
60-64 mph	8	5	1	5	2	3	0	0	3	0	0	0
65-69 mph	5	2	0	2	1	1	0	0	1	0	0	0
70 mph and over	8	1	0	1	0	1	0	0	1	0	0	0
Speed limit (mph)	60	60	50	60	50	n/a	40	40	n/a	40	40	40
Percentage exceeding limit	21	7	19	9	26	n/a	65	62	n/a	72	73	73
Percentage exceeding limit by more than 10 mph	8	1	1	1	3	n/a	14	15	n/a	16	18	18
Average speed (mph)	51	47	43	48	45	46	42	42	45	44	44	44
Number observed (thousands)	456	41,823	391	6,734	464	2,161	219	179	2,560	61	1,272	1,333

1. Average vehicle speeds from 26 motorway sites.
2. Average vehicle speeds from 7 dual carriageway sites.
3. Average vehicle speeds from 24 single carriageway sites.
4. Goods vehicles 3.5 tonnes gross weight and under.
5. Goods vehicles over 3.5 tonnes gross weight.
6. Speed limit depends on loading which cannot be determined.
7. Motorcycles include mopeds and other types of two wheeled motor vehicles.

Source: DfT Automatic Traffic Counters  
 Last updated: June 2014  
 Next update: June 2015  
 The figures in this table are National Statistics

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[Vehicle speeds](#)

Table SPE0102 (TSGB0715)  
 Free flow vehicle speeds on built-up roads by speed limit and vehicle type in Great Britain, 2013

	Heavy goods vehicles <sup>5</sup>											Per cent / miles per hour / number of vehicles
	Light Goods <sup>4</sup>			Rigid by number of axles			Articulated by number of axles					
	Motorcycles <sup>3</sup>	Cars	Cars towing	Buses / Coaches	2	3	4 or more	All Rigid	3 & 4	5 or more	All Articulated	
<b>(a) 30 mph speed limit roads<sup>1</sup></b>												
Under 20 mph	10	5	5	12	7	8	5	7	0	5	3	3
20-29 mph	44	49	53	63	47	54	48	47	0	53	53	53
30-34 mph	26	30	32	18	29	30	36	30	0	34	35	35
35-39 mph	12	12	8	5	12	7	10	11	0	7	8	8
40-44 mph	5	3	1	1	3	1	2	3	0	1	1	1
45-49 mph	2	1	0	0	1	0	0	1	0	0	0	0
50 mph and over	2	0	0	1	1	0	0	0	0	0	0	0
Percentage exceeding limit	47	46	42	50	46	38	48	45	0	43	44	44
Percentage exceeding limit by more than 5 mph	21	16	10	19	16	8	12	16	0	8	9	9
Average speed (mph)	30	30	29	30	30	28	30	30	0	29	30	30
Number observed (thousands)	605	52,237	103	7,077	1,938	102	96	2,135	0	6	146	153
<b>(b) 40 mph speed limit roads<sup>2</sup></b>												
Under 20 mph	4	3	4	4	4	5	3	4	0	4	2	2
20-29 mph	20	21	28	26	21	22	19	21	0	21	15	15
30-34 mph	20	25	27	32	26	25	26	26	0	26	23	23
35-39 mph	27	30	29	28	30	34	35	30	0	35	42	42
40-44 mph	16	14	10	8	13	12	14	13	0	11	15	15
45-49 mph	7	5	2	2	4	2	3	4	0	3	2	2
50-59 mph	4	2	0	1	2	0	1	2	0	1	0	1
60 mph and over	1	0	0	1	0	0	0	0	0	0	0	0
Percentage exceeding limit	29	21	13	24	20	15	18	19	0	14	18	18
Percentage exceeding limit by more than 5 mph	13	7	3	9	7	3	4	6	0	4	3	3
Average speed (mph)	36	35	33	34	35	34	35	35	0	34	35	35
Number observed (thousands)	665	44,654	142	6,108	1,857	190	126	2,173	0	26	382	408

1 Average vehicle speeds from 25 sites.  
 2 Average vehicle speeds from 10 sites.  
 3 Motorcycles includes mopeds and other types of two wheeled motor vehicles.  
 4 Goods vehicles 3.5 tonnes gross weight and under.  
 5 Goods vehicles over 3.5 tonnes gross weight.

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Source: DfT Automatic Traffic Counters  
 Last updated: June 2014  
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 The figures in this table are National Statistics



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Table RDE0101 (TSGB0717)

Regional expenditure on roads: 2012/13<sup>1</sup>

£ Million

	North East	North West	Yorkshire and the Humber	East Midlands	West Midlands	East of England	London	South East	South West	England
<b>Motorways and trunk roads <sup>2</sup>:</b>										
New construction/improvement and structural maintenance	30.4	64.0	141.8	114.5	147.0	239.9	6.2	167.2	90.7	1,001.8
Current expenditure, including routine & winter maintenance <sup>3</sup>	27.9	20.1	48.9	18.1	21.9	42.7	7.7	144.0	45.8	377.1
DBFO service payments <sup>4</sup>	44.5	-	60.9	7.0	-	43.2	-	239.5	43.4	438.5
<b>Local Roads <sup>5, 6</sup>:</b>										
New construction/improvement for highways, lighting, road safety and structural maintenance <sup>7</sup>	116.2	312.2	284.6	214.1	263.2	294.4	444.5	408.2	322.3	2,659.7
<i>of which, structural maintenance treatment</i>	61.2	175.1	162.7	138.9	154.2	158.1	173.0	260.8	182.0	1,466.1
Revenue expenditure on bridge structural maintenance and strengthening	1.8	3.5	5.2	1.8	5.6	3.9	18.4	10.0	4.1	54.3
Routine and winter maintenance	31.7	129.3	99.9	82.4	112.2	115.6	243.3	182.3	128.2	1,124.9
<i>of which, routine and other maintenance treatment</i>	15.5	102.3	74.1	61.4	90.5	90.8	231.1	152.5	109.3	927.3
Revenue expenditure on road safety <sup>8</sup>	8.4	15.2	6.9	7.3	12.0	7.1	9.6	13.1	8.5	88.1
Revenue expenditure on other traffic management <sup>9</sup>	5.9	12.6	9.2	5.7	7.7	21.9	62.8	17.0	5.2	148.0
Revenue expenditure on public lighting	47.0	78.2	58.3	30.7	61.7	47.8	64.5	74.1	34.6	496.9
<b>All road expenditure</b>	<b>313.9</b>	<b>634.9</b>	<b>715.7</b>	<b>481.5</b>	<b>631.4</b>	<b>816.6</b>	<b>857.0</b>	<b>1,255.4</b>	<b>682.9</b>	<b>6,389.3</b>

1 Apportionment between the regions involves an estimation process.

2 Figures are now collected on a resource accounting basis and cannot be compared with data prior to 2001/02. Until 2001/02, associated costs of investment (including depreciation and capital costs) were not included within these figures. Apportionment between the Regions involves an estimation process.

3 Until 2001/02, this table showed figures for 'routine and winter maintenance and public lighting'. Highways Agency is no longer able to separately identify this expenditure and this now falls within the wider category 'Current maintenance, including routine and winter maintenance.'

4 Payments to contractors under Design, Build, Finance and Operate (DBFO) schemes.

5 Until 2009/10 figures in this table for local roads were on a Financial Reporting Standard 17 (FRS17) basis. For 2009/10, they are on a non-FRS17 basis. For 2010/11 onwards they are on a non-International Accounting Standard 19 (IAS19) basis.

6 Local authority expenditure reported is on a gross-equivalent basis for capital expenditure and a net basis for revenue expenditure. This is consistent with previous iterations of this table, but different to road maintenance expenditure reported in DfT Table RDC0310. Figures also exclude car parks.

7 Includes expenditure on 'patching' and capital expenditure on bridges.

8 Includes expenditure on road safety education and safe routes including school crossings. Note: In 2008/09, the reporting categories for road safety changed, figures are not comparable with earlier figures.

9 Excludes congestion charging.

Sources - Highways Agency Financial Accounts and local authority returns to DCLG  
Last Updated: December 2014  
Next Updated: November 2015

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**Table RDE0102 (TSGB0718)**  
**Road construction tender price index: 2002-2013**

Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013 <sup>P</sup>
<b>All roads</b>	121	122	135	150	153	146	146	165	174	180	195

1995=100

P Indicates figure for that year is provisional

[Source: derived from BIS quarterly construction price and cost indices: quarter 2 2014 \(September 2014\)](#)

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Last updated: December 2014

Next updated: November 2015

The figures in this table are outside the scope of National Statistics

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Table RDE0104 (TSGB0720)

New road construction and improvement: motorways and all purpose trunk roads: England: 2003/04-2013/14

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 <sup>2</sup>	2011/12 <sup>2</sup>	2012/13 <sup>2</sup>	2013/14 <sup>2,3</sup>
<b>(a) Starts</b>											
Route kilometres	51	30	69	65	59	35	120	0	39	67	118
Net lane kilometres	195	82	153	178	104	97	230	0	77	140	226
<b>(b) Completions</b>											
Route kilometres	113	49	37	67	42	102	37	51	55	85	35
Net lane kilometres	446	172	108	144	109	140	19	141	110	170	33

1. Starts and completions for 1996/97 onwards include Design, Build, Finance and Operate (DBFO) schemes.

2. The lane kilometre figures from 2010/11 onwards include new managed motorway schemes. This is not new build - this is new use of existing lanes via the various managed motorway methods (dynamic use of hard shoulder, all lane running etc.)

3. Of starts in 2013/14, 91 route kilometres and 172 net lane kilometres were smart motorways.

Of completions, 35 route kilometres and 33 net lane kilometres were smart motorways.

Smart Motorways starts and completions have been shown separately from 13/14 onwards to

give an indication of the element of totals that is not new build. The balance is made up of junctions, bypasses and widening schemes which may include a mixture of improvement (when on existing land) and new construction.

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Source - Highways Agency

Last updated: December 2014

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Table CGN0205a (TSGB0721)

Average vehicle speeds during the weekday morning peak<sup>1</sup> on locally managed 'A' roads<sup>2</sup>, England: monthly and annual averages from 2006/07

miles per hour

Month	Average speeds		Monthly percentage change from same month in previous year
	In month	Year ending	
September 2006	24.6	..	..
October 2006	23.9	..	..
November 2006	23.8	..	..
December 2006	24.0	..	..
January 2007	24.1	..	..
February 2007	24.1	..	..
March 2007	24.8	..	..
April 2007	24.7	..	..
May 2007	24.9	..	..
June 2007	25.2	..	..
July 2007	26.0	24.6	..
September 2007	24.7	24.6	0.4
October 2007	24.0	24.6	0.4
November 2007	24.0	24.6	0.8
December 2007	24.0	24.6	0.0
January 2008	23.8	24.6	-1.2
February 2008	24.4	24.6	1.2
March 2008	25.0	24.6	0.8
April 2008	24.9	24.6	0.8
May 2008	24.8	24.6	-0.4
June 2008	25.4	24.6	0.8
July 2008	26.1	24.6	0.4
September 2008	25.3	24.7	2.4
October 2008	24.9	24.8	3.7
November 2008	24.6	24.8	2.5
December 2008	24.3	24.9	1.3
January 2009	24.4	24.9	2.5
February 2009	23.3	24.8	-4.5
March 2009	25.5	24.9	2.0
April 2009	25.6	24.9	2.8
May 2009	25.7	25.0	3.6
June 2009	26.0	25.1	2.4
July 2009	26.8	25.1	2.7
September 2009	25.9	25.2	2.4
October 2009	25.1	25.2	0.8
November 2009	24.5	25.2	-0.4
December 2009	24.5	25.2	0.8
January 2010	22.9	25.1	-6.1
February 2010	24.1	25.2	3.4
March 2010	25.3	25.1	-0.8
April 2010	25.6	25.1	0.0
May 2010	25.6	25.1	-0.4
June 2010	25.8	25.1	-0.8
July 2010	26.5	25.1	-1.1
September 2010	25.3	25.0	-2.3
October 2010	24.8	25.0	-1.2
November 2010	23.9	24.9	-2.4
December 2010	23.2	24.8	-5.3
January 2011	24.3	24.9	6.1
February 2011	24.8	25.0	2.9
March 2011	25.5	25.0	0.8
April 2011	26.4	25.1	3.1
May 2011	25.3	25.1	-1.2
June 2011	26.0	25.1	0.8
July 2011	26.6	25.1	0.4
September 2011	25.4	25.1	0.5
October 2011	24.9	25.1	0.4
November 2011	24.8	25.2	3.7
December 2011	24.8	25.3	6.8
January 2012	24.9	25.4	2.6
February 2012	24.9	25.4	0.3
March 2012	25.5	25.4	-0.2
April 2012	25.2	25.3	-4.4
May 2012	25.3	25.3	0.2
June 2012	25.9	25.3	-0.5
July 2012	26.1	25.2	-1.9
September 2012	25.2	25.2	-0.9
October 2012	24.9	25.2	0.0
November 2012	24.4	25.2	-1.7
December 2012	24.2	25.1	-2.4
January 2013	23.9	25.0	-4.2
February 2013	24.5	25.0	-1.5
March 2013	25.1	25.0	-1.6
April 2013	25.0	24.9	-1.1
May 2013	25.2	24.9	-0.5
June 2013	25.7	24.9	-0.5
July 2013	26.0	24.9	-0.4

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Table CGN0205a (TSGB0721)

Average vehicle speeds during the weekday morning peak<sup>1</sup> on locally managed 'A' roads<sup>2</sup>, England: monthly and annual averages from 2006/07

miles per hour

Month	Average speeds		Monthly percentage change from same month in previous year
	In month	Year ending	
September 2013	24.8	24.9	-1.8
October 2013	24.0	24.8	-3.8
November 2013	23.6	24.7	-3.1
December 2013	24.1	24.7	-0.1
January 2014	23.8	24.7	-0.2
February 2014	23.8	24.6	-3.0
March 2014	24.5	24.6	-2.2
April 2014	24.5	24.6	-1.7
May 2014	24.2	24.5	-4.2
June 2014	24.8	24.4	-3.8
July 2014	25.4	24.3	-2.3
September 2014 p	24.3	24.3	-1.9

1. Morning peak defined as 7am to 10am. School holiday periods and the month of August are excluded.
2. Average speeds are measured in both directions of the road network.
3. Average speeds have been derived using flow-weighted estimates for individual months. These monthly estimates have then been used to calculate simple annual averages.
4. Figures presented for the years to July may not be consistent with those presented in tables CGN0201 and CGN0901 due to differences in the way these figures have been calculated.
5. Figures in the Table have not been seasonally adjusted

.. = not available

p = provisional

Source: DfT Congestion Data  
Last updated: 13 November 2014  
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Table CGN0205b (TSGB0721)

Average journey times during the weekday morning peak<sup>1</sup> on locally managed 'A' roads<sup>2</sup>, England: monthly and annual averages from 2006/07

minutes per mile				
Month	Average journey time		Monthly percentage change from same month in previous year	
	In month	Year ending		
September 2006	2.44	..	..	
October 2006	2.51	..	..	
November 2006	2.52	..	..	
December 2006	2.50	..	..	
January 2007	2.49	..	..	
February 2007	2.49	..	..	
March 2007	2.42	..	..	
April 2007	2.43	..	..	
May 2007	2.41	..	..	
June 2007	2.38	..	..	
July 2007	2.31	2.44	..	
September 2007	2.43	2.44	-0.4	
October 2007	2.50	2.44	-0.4	
November 2007	2.50	2.44	-0.8	
December 2007	2.50	2.44	0.0	
January 2008	2.52	2.44	1.3	
February 2008	2.46	2.44	-1.2	
March 2008	2.40	2.44	-0.8	
April 2008	2.41	2.44	-0.8	
May 2008	2.42	2.44	0.4	
June 2008	2.36	2.44	-0.8	
July 2008	2.30	2.44	-0.4	
September 2008	2.37	2.43	-2.4	
October 2008	2.41	2.42	-3.6	
November 2008	2.44	2.42	-2.4	
December 2008	2.47	2.41	-1.2	
January 2009	2.46	2.41	-2.5	
February 2009	2.58	2.42	4.7	
March 2009	2.35	2.42	-2.0	
April 2009	2.34	2.41	-2.7	
May 2009	2.33	2.40	-3.5	
June 2009	2.31	2.40	-2.3	
July 2009	2.24	2.39	-2.6	
September 2009	2.32	2.39	-2.3	
October 2009	2.39	2.38	-0.8	
November 2009	2.45	2.39	0.4	
December 2009	2.45	2.38	-0.8	
January 2010	2.62	2.40	6.6	
February 2010	2.49	2.39	-3.3	
March 2010	2.37	2.39	0.8	
April 2010	2.34	2.39	0.0	
May 2010	2.34	2.39	0.4	
June 2010	2.33	2.39	0.8	
July 2010	2.26	2.40	1.1	
September 2010	2.37	2.40	2.4	
October 2010	2.42	2.40	1.2	
November 2010	2.51	2.41	2.5	
December 2010	2.59	2.42	5.6	
January 2011	2.47	2.41	-5.8	
February 2011	2.42	2.40	-2.8	
March 2011	2.35	2.40	-0.8	
April 2011	2.27	2.40	-3.0	
May 2011	2.37	2.40	1.2	
June 2011	2.31	2.40	-0.8	
July 2011	2.26	2.40	-0.4	
September 2011	2.36	2.39	-0.5	
October 2011	2.41	2.39	-0.4	
November 2011	2.42	2.38	-3.6	
December 2011	2.42	2.37	-6.3	
January 2012	2.41	2.36	-2.5	
February 2012	2.41	2.36	-0.3	
March 2012	2.36	2.36	0.2	
April 2012	2.38	2.37	4.6	
May 2012	2.37	2.37	-0.2	
June 2012	2.32	2.37	0.5	
July 2012	2.30	2.38	1.9	
September 2012	2.38	2.38	0.9	
October 2012	2.41	2.38	0.0	
November 2012	2.46	2.38	1.7	
December 2012	2.48	2.39	2.5	
January 2013	2.51	2.40	4.3	
February 2013	2.45	2.40	1.5	
March 2013	2.39	2.40	1.6	
April 2013	2.40	2.41	1.1	
May 2013	2.38	2.41	0.5	
June 2013	2.33	2.41	0.5	
July 2013	2.31	2.41	0.4	

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Table CGN0205b (TSGB0721)

Average journey times during the weekday morning peak<sup>1</sup> on locally managed 'A' roads<sup>2</sup>, England: monthly and annual averages from 2006/07

minutes per mile			
Month	Average journey time		Monthly percentage change from same month in previous year
	In month	Year ending	
September 2013	2.42	2.41	1.8
October 2013	2.50	2.42	3.9
November 2013	2.54	2.43	3.2
December 2013	2.49	2.43	0.1
January 2014	2.52	2.43	0.2
February 2014	2.53	2.44	3.1
March 2014	2.45	2.44	2.2
April 2014	2.45	2.45	1.8
May 2014	2.48	2.46	4.4
June 2014	2.42	2.46	4.0
July 2014	2.36	2.47	2.4
September 2014 p	2.47	2.47	1.9

1. Morning peak defined as 7am to 10am. School holiday periods and the month of August are excluded
2. Average journey times are measured in both directions of the road network
3. Average journey times have been derived using flow-weighted estimates for individual months. These monthly estimates have then been used to calculate simple annual averages.
4. Figures presented for the years to July may not be consistent with those presented in tables CGN0201 and CGN0901 due to differences in the way these figures have been calculated.
5. Figures in the Table have not been seasonally adjusted

.. = not available

p = provisional

Source: DfT Congestion Data  
 Last updated: 13 November 2014  
 Next update: 12 February 2015

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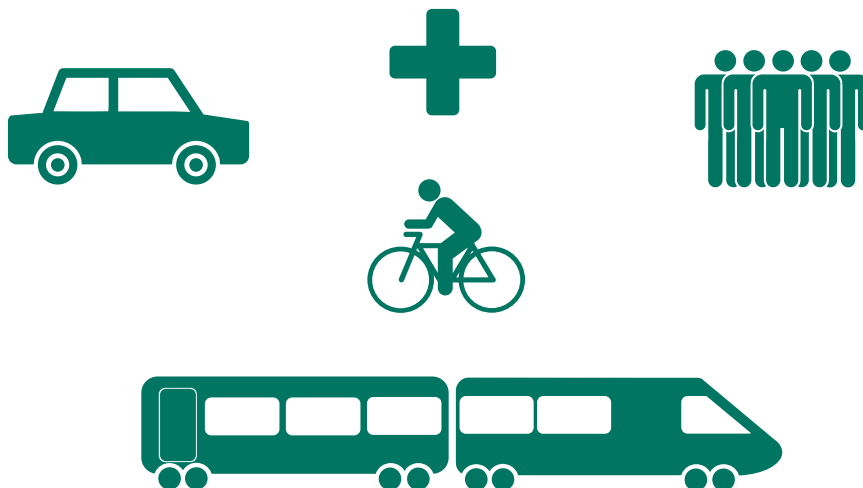
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# Transport Accidents and Casualties Statistics



Department for Transport statistics

[Road casualties](#)

**Table RAS40001 (TSGB0801)**

**Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2013**

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic <sup>1</sup> 1949=100		Reported casualties from road accidents							
			Motor traffic	All traffic	Accidents ('000s)	Killed				Injured ('000s)	All severities ('000s)	
						Pedestrians	Pedal cyclists <sup>2</sup>	M/cycle users <sup>2</sup>	Others <sup>3</sup>			
1926	44.0	1.7	..	..	124	..	..	..	..	4,886	134	139
1927	44.0	1.9	..	..	134	2,774	644	1,175	736	5,329	149	154
1928	44.3	2.0	..	..	148	3,255	691	1,395	797	6,138	165	171
1929	44.4	2.2	..	..	152	3,523	795	1,582	796	6,696	171	178
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1931	44.8	2.2	..	..	181	3,467	926	1,499	799	6,691	202	209
1932	45.1	2.2	..	..	184	3,385	1,046	1,558	678	6,667	206	213
1933	45.3	2.3	..	..	192	3,504	1,354	1,569	775	7,202	216	224
1934	45.4	2.4	..	..	205	3,529	1,536	1,430	848	7,343	232	239
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1936	45.8	2.8	..	..	199	3,068	1,498	1,187	808	6,561	228	234
1937	46.0	2.9	..	..	196	3,002	1,416	1,151	1,064	6,633	226	233
1938	46.2	3.1	..	..	196	3,046	1,401	1,145	1,056	6,648	227	233
1939	46.5	3.1	..	..	..	4,497	1,374	1,231	1,170	8,272	..	..
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1941	46.9	2.5	..	..	..	4,781	1,355	1,412	1,621	9,169	..	..
1942	47.1	1.8	..	..	..	3,650	1,134	895	1,247	6,926	141	148
1943	47.4	1.5	..	..	..	3,058	1,069	568	1,101	5,796	117	123
1944	47.7	1.6	..	..	..	3,314	1,185	574	1,343	6,416	124	131
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1946	47.9	3.1	..	..	..	2,489	833	772	968	5,062	157	163
1947	48.2	3.5	..	..	..	2,380	812	783	906	4,881	161	166
1948	48.7	3.7	..	..	..	2,377	827	585	724	4,513	149	153
1949	49.0	4.1	100	100	147	2,315	842	818	798	4,773	172	177
1950	49.2	4.0	114	104	167	2,251	805	1,129	827	5,012	196	201
1951	48.9	4.2	127	114	178	2,398	800	1,175	877	5,250	211	216
1952	49.1	4.5	131	119	172	2,063	743	1,142	758	4,706	203	208
1953	49.2	4.8	140	122	186	2,233	720	1,237	900	5,090	222	227
1954	49.4	5.3	150	126	196	2,226	696	1,148	940	5,010	233	238
1955	49.6	5.8	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1956	49.8	6.3	174	139	216	2,270	650	1,250	1,197	5,367	263	268
1957	50.0	6.7	173	138	219	2,225	663	1,425	1,237	5,550	268	274
1958	50.3	7.2	200	153	237	2,408	668	1,421	1,473	5,970	294	300
1959	50.5	7.8	224	168	261	2,520	738	1,680	1,582	6,520	327	333
1960	51.0	8.5	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1961	51.4	9.0	263	190	270	2,717	645	1,544	2,002	6,908	343	350
1962	51.9	9.5	276	196	264	2,681	583	1,323	2,122	6,709	335	342
1963	52.2	10.3	293	206	272	2,740	589	1,279	2,314	6,922	349	356
1964	52.5	11.2	328	229	292	2,986	583	1,445	2,806	7,820	378	385
1965	52.9	11.7	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1966	53.2	12.0	372	255	292	3,153	514	1,134	3,184	7,985	384	392
1967	53.5	12.8	387	265	277	2,964	463	920	2,972	7,319	363	370
1968	53.7	13.1	404	275	264	2,762	391	877	2,780	6,810	342	349
1969	53.9	13.4	414	281	262	2,955	402	791	3,217	7,365	346	353
1970	54.1	13.5	431	292	267	2,925	373	761	3,440	7,499	356	363
1971	54.4	14.0	456	308	259	2,939	411	800	3,549	7,699	344	352
1972	54.6	14.6	479	323	265	3,083	367	729	3,584	7,763	352	360
1973	54.7	15.4	503	339	262	2,806	336	750	3,514	7,406	346	354
1974	54.7	15.6	494	333	244	2,642	282	797	3,162	6,883	318	325
1975	54.7	16.5	498	337	246	2,344	278	838	2,906	6,366	319	325
1976	54.7	17.3	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	17.3	531	361	266	2,313	301	1,182	2,818	6,614	341	348
1978	54.7	17.8	552	373	265	2,427	316	1,163	2,925	6,831	343	350
1979	54.7	18.6	550	371	255	2,118	320	1,160	2,754	6,352	328	335
1980 <sup>a</sup>	54.8	19.2	585	395	251	1,941	302	1,163	2,547	5,953	321	327

Department for Transport statistics

[Road casualties](#)

**Table RAS40001 (TSGB0801) continued**

**Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2013**

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic <sup>1</sup> 1949=100		Reported casualties from road accidents							
					Accidents ('000s)	Killed				Injured ('000s)	All severities ('000s)	
						Motor traffic	All traffic	Pedestrians	Pedal cyclists <sup>2</sup>			M/cycle users <sup>2</sup>
1981	54.8	19.3	596	403	248	1,874	310	1,131	2,531	5,846	319	325
1982 <sup>4</sup>	54.7	19.8	612	415	256	1,869	294	1,091	2,683	5,937	328	334
1983	54.8	20.2	619	420	243	1,914	323	963	2,245	5,445	303	309
1984	54.9	20.8	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.0	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986 <sup>4</sup>	55.1	21.7	699	471	248	1,841	271	762	2,511	5,385	316	321
1987	55.2	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.3	23.3	808	543	247	1,753	227	670	2,402	5,052	317	322
1989	55.5	24.2	875	587	261	1,706	294	683	2,690	5,373	336	342
1990	55.6	24.7	883	593	258	1,694	256	659	2,608	5,217	336	341
1991 <sup>5</sup>	55.8	24.5	885	594	236	1,496	242	548	2,282	4,568	307	311
1992	56.0	24.6	886	594	233	1,347	204	469	2,209	4,229	307	311
1993	56.1	24.8	887	593	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	906	606	234	1,124	172	444	1,910	3,650	312	315
1995	56.4	25.4	924	618	231	1,038	213	445	1,925	3,621	307	311
1996	56.5	26.3	948	634	236	997	203	440	1,958	3,598	317	321
1997	56.6	27.0	968	647	240	973	183	509	1,934	3,599	324	328
1998	56.8	27.5	986	659	239	906	158	498	1,859	3,421	322	325
1999	57.0	28.4	1,004	671	235	870	172	547	1,834	3,423	317	320
2000	57.2	28.9	1,002	670	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	1,016	680	229	826	138	583	1,903	3,450	310	313
2002	57.7	30.6	1,040	696	222	775	130	609	1,917	3,431	299	303
2003	57.9	31.2	1,046	700	214	774	114	693	1,927	3,508	287	291
2004	58.2	32.3	1,062	710	207	671	134	585	1,831	3,221	278	281
2005	58.7	32.9	1,062	710	199	671	148	569	1,813	3,201	268	271
2006	59.1	33.1	1,078	721	189	675	146	599	1,752	3,172	255	258
2007	59.6	33.7	1,087	726	182	646	136	588	1,576	2,946	245	248
2008	60.0	33.9	1,076	720	171	572	115	493	1,358	2,538	228	231
2009	60.5	34.0	1,066	714	164	500	104	472	1,146	2,222	220	222
2010	61.0	34.1	1,049	702	154	405	111	403	931	1,850	207	209
2011	61.5	34.2	1,051	704	151	453	107	362	979	1,901	202	204
2012	61.9	34.5	1,047	701	146	420	118	328	888	1,754	194	196
2013	62.3	35.0	1,051	704	139	398	109	331	875	1,713	182	184

Note: Road accident and casualty data was first collected on a national level in 1926. That year there were 4,886 recorded deaths in some 124,000 accidents. The highest record road death figure was 9,196 in 1941, the highest post WW2 fatality figure was 7,985 in 1966.

1. Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.
2. Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems.
3. Includes cases where road user type was not reported.
4. Casualty data has been revised.
5. Population figures have been revised by ONS so there is a break in the series at this point.

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[Notes and Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey, DVLA/DfT, ONS mid-year population estimates

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

## Department for Transport statistics

### [Road casualties](#)

#### Table RAS30069 (TSGB0802)

#### Reported casualties by time of accident and severity, Great Britain, 2003-2013

	Number of casualties										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Pedestrians</b>											
Killed	774	671	671	675	646	572	500	405	453	420	398
KSI <sup>1</sup>	7,933	7,478	7,129	7,051	6,924	6,642	6,045	5,605	5,907	5,979	5,396
All severities	36,405	34,881	33,281	30,982	30,191	28,482	26,887	25,845	26,198	25,218	24,033
of which, children <sup>2</sup>											
Killed	74	77	63	71	57	57	37	26	33	20	26
KSI	2,381	2,339	2,134	2,025	1,899	1,784	1,660	1,646	1,602	1,545	1,358
All severities	12,544	12,234	11,250	10,131	9,527	8,648	7,983	7,929	7,807	6,999	6,396
<b>Pedal cyclists</b>											
Killed	114	134	148	146	136	115	104	111	107	118	109
KSI	2,411	2,308	2,360	2,442	2,564	2,565	2,710	2,771	3,192	3,340	3,252
All severities	17,033	16,648	16,561	16,196	16,195	16,297	17,064	17,185	19,215	19,091	19,438
of which, children											
Killed	18	25	20	31	13	12	14	7	6	13	6
KSI	595	577	527	503	522	417	458	398	398	324	282
All severities	4,769	4,682	4,286	3,765	3,633	3,306	3,204	2,828	2,881	2,198	1,958
<b>Motorcyclists users <sup>3</sup></b>											
Killed	105	83	569	599	588	493	472	403	362	328	331
KSI	2,474	2,301	6,508	6,484	6,737	6,049	5,822	5,183	5,609	5,328	5,197
All severities	12,459	11,885	24,824	23,326	23,459	21,550	20,703	18,686	20,150	19,310	18,752
<b>Car occupants</b>											
Killed	16	8	1,675	1,612	1,432	1,257	1,059	835	883	801	785
KSI	100	99	14,617	14,254	12,967	11,968	11,112	9,749	9,225	9,033	8,426
All severities	1,100	1,001	178,302	171,000	161,433	149,188	143,412	133,205	124,924	119,708	109,787
<b>Bus and coach occupants</b>											
Killed	11	20	9	19	12	6	14	9	7	11	10
KSI	500	488	363	426	455	432	370	401	332	323	342
All severities	9,068	8,820	7,920	7,253	7,079	6,929	6,317	6,268	6,177	5,234	4,873
<b>Van occupants</b>											
Killed	72	62	54	52	58	43	36	34	34	33	37
KSI	765	631	587	564	494	445	417	359	340	363	371
All severities	6,897	6,166	6,048	5,914	5,340	4,913	4,743	4,494	4,499	4,533	4,426
<b>HGV occupants</b>											
Killed	44	47	55	39	52	23	14	28	28	29	21
KSI	429	406	395	383	363	240	189	212	195	198	168
All severities	3,061	2,883	2,843	2,530	2,476	1,930	1,519	1,578	1,415	1,339	1,296
<b>All road users <sup>4</sup></b>											
Killed	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713
KSI	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370
All severities	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670

1. Killed and seriously injured.

2. Casualties aged 0 -15.

3. Includes mopeds and scooters.

4. Includes other motor or non-motor vehicle users, and unknown road user type and casualty age.

Source: DfT STATS19

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

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[Notes and Definitions](#)

Department for Transport statistics

[Road casualties](#)

Table RAS10002 (TSGB0803)

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2006-2013

	Number of accidents/rate per billion miles								
	2005-09 average	2006	2007	2008	2009	2010	2011	2012	2013
<b>Urban roads<sup>2,3</sup></b>									
A roads									
Fatal	456	526	469	420	374	307	328	283	272
Fatal and serious	6,258	6,615	6,430	6,149	5,656	5,391	5,687	5,639	5,097
All severities	49,121	50,483	48,661	47,207	45,473	43,697	44,179	42,338	40,337
Rate	966	977	956	941	902	875	889	865	825
<b>Other roads<sup>4</sup></b>									
Fatal	444	500	452	412	347	265	288	323	248
Fatal and serious	8,237	8,682	8,404	7,952	7,448	6,943	7,159	7,415	6,768
All severities	64,587	68,173	64,731	60,354	58,108	54,853	53,622	51,596	48,665
Rate	941	994	928	882	861	841	817	780	748
<b>All urban roads<sup>5</sup></b>									
Fatal	900	1,026	921	832	721	572	616	606	520
Fatal and serious	14,495	15,297	14,834	14,101	13,104	12,334	12,846	13,054	11,865
All severities	113,708	118,656	113,392	107,561	103,581	98,550	97,801	93,934	89,002
Rate	952	986	940	907	879	856	848	816	781
<b>Rural roads<sup>2,3</sup></b>									
A roads									
Fatal	983	1,127	1,018	858	790	657	713	613	633
Fatal and serious	6,056	6,381	6,119	5,604	5,559	4,931	5,067	4,748	4,735
All severities	31,857	33,555	32,649	29,627	28,676	26,577	25,710	24,828	24,086
Rate	359	376	366	334	325	306	293	284	275
<b>Other roads<sup>4</sup></b>									
Fatal	558	609	621	515	432	389	376	338	358
Fatal and serious	5,000	5,239	5,093	4,907	4,593	4,125	4,168	4,110	3,991
All severities	27,466	28,546	28,085	26,144	24,654	22,787	22,144	21,194	20,175
Rate	637	668	635	591	573	530	529	518	479
<b>All rural roads<sup>5</sup></b>									
Fatal	1,542	1,736	1,639	1,373	1,222	1,046	1,089	951	991
Fatal and serious	11,056	11,620	11,212	10,511	10,152	9,056	9,235	8,858	8,726
All severities	59,323	62,101	60,734	55,771	53,330	49,364	47,854	46,022	44,261
Rate	450	470	455	419	406	380	369	359	342
<b>All roads<sup>5</sup></b>									
Motorways									
Fatal	149	164	154	136	114	113	92	80	97
Fatal and serious	919	953	989	848	798	781	702	626	641
All severities	7,773	8,379	7,976	7,249	6,643	6,500	5,819	5,615	5,397
Rate	126	136	128	117	107	107	94	90	85
<b>A roads</b>									
Fatal	1,439	1,653	1,487	1,278	1,164	964	1,041	896	905
Fatal and serious	12,316	12,997	12,550	11,755	11,215	10,322	10,754	10,387	9,832
All severities	80,991	84,050	81,316	76,839	74,149	70,274	69,889	67,166	64,423
Rate	580	596	580	553	534	513	508	493	472
<b>Other roads<sup>4</sup></b>									
Fatal	1,003	1,109	1,073	927	779	654	664	661	606
Fatal and serious	13,238	13,922	13,497	12,859	12,041	11,068	11,327	11,525	10,759
All severities	92,067	96,732	92,823	86,503	82,762	77,640	75,766	72,790	68,840
Rate	824	869	815	768	749	717	705	680	642
<b>Total<sup>5</sup></b>									
Fatal	2,590	2,926	2,714	2,341	2,057	1,731	1,797	1,637	1,608
Fatal and serious	26,473	27,872	27,036	25,462	24,054	22,171	22,783	22,538	21,232
All severities	180,831	189,161	182,115	170,591	163,554	154,414	151,474	145,571	138,660
Rate	578	602	575	543	526	504	494	476	452

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

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[Notes and Definitions](#)

Department for Transport statistics

[Road casualties](#)

**Table RAS10002 (TSGB0803)**

**Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2006-2013**

Number of accidents/rate per billion kilometres

	2005-09 average	2006	2007	2008	2009	2010	2011	2012	2013
<b>Urban roads<sup>2,3</sup></b>									
A roads									
Fatal	456	526	469	420	374	307	328	283	272
Fatal and serious	6,258	6,615	6,430	6,149	5,656	5,391	5,687	5,639	5,097
All severities	49,121	50,483	48,661	47,207	45,473	43,697	44,179	42,338	40,337
Rate	600	607	594	585	561	544	552	537	512
<b>Other roads<sup>4</sup></b>									
Fatal	444	500	452	412	347	265	288	323	248
Fatal and serious	8,237	8,682	8,404	7,952	7,448	6,943	7,159	7,415	6,768
All severities	64,587	68,173	64,731	60,354	58,108	54,853	53,622	51,596	48,665
Rate	585	617	577	548	535	522	508	485	465
<b>All urban roads<sup>5</sup></b>									
Fatal	900	1,026	921	832	721	572	616	606	520
Fatal and serious	14,495	15,297	14,834	14,101	13,104	12,334	12,846	13,054	11,865
All severities	113,708	118,656	113,392	107,561	103,581	98,550	97,801	93,934	89,002
Rate	591	613	584	564	546	532	527	507	485
<b>Rural roads<sup>2,3</sup></b>									
A roads									
Fatal	983	1,127	1,018	858	790	657	713	613	633
Fatal and serious	6,056	6,381	6,119	5,604	5,559	4,931	5,067	4,748	4,735
All severities	31,857	33,555	32,649	29,627	28,676	26,577	25,710	24,828	24,086
Rate	223	233	227	207	202	190	182	177	171
<b>Other roads<sup>4</sup></b>									
Fatal	558	609	621	515	432	389	376	338	358
Fatal and serious	5,000	5,239	5,093	4,907	4,593	4,125	4,168	4,110	3,991
All severities	27,466	28,546	28,085	26,144	24,654	22,787	22,144	21,194	20,175
Rate	396	415	395	367	356	329	329	322	298
<b>All rural roads<sup>5</sup></b>									
Fatal	1,542	1,736	1,639	1,373	1,222	1,046	1,089	951	991
Fatal and serious	11,056	11,620	11,212	10,511	10,152	9,056	9,235	8,858	8,726
All severities	59,323	62,101	60,734	55,771	53,330	49,364	47,854	46,022	44,261
Rate	280	292	283	260	252	236	229	223	212
<b>All roads<sup>5</sup></b>									
Motorways									
Fatal	149	164	154	136	114	113	92	80	97
Fatal and serious	919	953	989	848	798	781	702	626	641
All severities	7,773	8,379	7,976	7,249	6,643	6,500	5,819	5,615	5,397
Rate	78	84	79	72	67	66	58	56	53
<b>A roads</b>									
Fatal	1,439	1,653	1,487	1,278	1,164	964	1,041	896	905
Fatal and serious	12,316	12,997	12,550	11,755	11,215	10,322	10,754	10,387	9,832
All severities	80,991	84,050	81,316	76,839	74,149	70,274	69,889	67,166	64,423
Rate	361	370	360	344	332	319	316	306	294
<b>Other roads<sup>4</sup></b>									
Fatal	1,003	1,109	1,073	927	779	654	664	661	606
Fatal and serious	13,238	13,922	13,497	12,859	12,041	11,068	11,327	11,525	10,759
All severities	92,067	96,732	92,823	86,503	82,762	77,640	75,766	72,790	68,840
Rate	512	540	506	477	465	446	438	423	399
<b>Total<sup>5</sup></b>									
Fatal	2,590	2,926	2,714	2,341	2,057	1,731	1,797	1,637	1,608
Fatal and serious	26,473	27,872	27,036	25,462	24,054	22,171	22,783	22,538	21,232
All severities	180,831	189,161	182,115	170,591	163,554	154,414	151,474	145,571	138,660
Rate	359	374	357	338	327	313	307	296	281

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

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[Notes and Definitions](#)

Department for Transport statistics  
[Road casualties](#)

Table RAS51014 (TSGB0804)

Motor vehicle drivers and riders involved in personal injury road accidents: breath tests and failures: GB 2002-2013

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
a. All drivers / riders involved <sup>1</sup>	390,479	374,278	362,543	348,957	331,272	318,166	294,608	280,934	263,417	256,101	245,998	232,709
b. Tests requested	196,253	187,292	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650	132,016	123,956
c. Tests failed / refused	8,104	8,151	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366	4,112	3,727
Testing rate (b/a x 100)	50	50	51	53	54	56	55	54	54	54	54	53
Test failure rate (c/b x 100)	4.1	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0	3.1	3.1	3.0
Total failure rate (c/a x 100)	2.1	2.2	2.0	2.0	2.0	2.0	1.9	1.8	1.6	1.7	1.7	1.6

1. May include a small number of non-motorized vehicle drivers

[Notes and definitions](#)

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Source: STATS19

Last updated: 25 September 2014

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The figures in this table are National Statistics

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Table RAI0501 (TSGB0805)

Railway<sup>1</sup> accidents: casualties by type of accident: GB annual from 2001/02

	Number												
	2001/02 <sup>R</sup>	2002/03 <sup>R</sup>	2003/04 <sup>R</sup>	2004/05 <sup>R</sup>	2005/06 <sup>R</sup>	2006/07 <sup>R</sup>	2007/08 <sup>R</sup>	2008/09 <sup>R</sup>	2009/10 <sup>R</sup>	2010/11 <sup>R</sup>	2011/12 <sup>R</sup>	2012/13 <sup>R</sup>	2013/14
<b>Fatalities:</b>													
<b>Passenger fatalities</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>4</b>
Train accidents	0	6	0	5	0	1	0	0	0	0	0	0	0
Slip trips and falls	1	1	3	1	3	2	1	2	1	1	2	1	0
Platform train interface	4	6	3	3	1	4	3	3	4	5	3	2	4
Assault and abuse	0	2	1	2	1	1	1	0	0	1	0	1	0
On-board injuries	0	0	0	0	0	0	0	0	0	0	0	0	0
Contact with object or person	0	0	0	0	0	0	0	0	0	0	0	0	0
Struck by train on station crossing	0	0	0	1	2	1	2	0	0	0	0	0	0
Other passenger fatalities	3	2	1	0	1	0	0	0	0	0	0	0	0
<b>Workforce fatalities</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>
Infrastructure workforce	4	3	7	2	3	0	2	3	3	1	1	2	3
Train driver	0	0	0	1	1	1	0	0	0	0	0	0	0
Other train crew	0	0	0	0	0	0	0	0	0	0	0	0	0
Station staff	0	1	0	0	0	0	0	0	0	0	0	0	0
Revenue protection	0	0	0	0	0	0	0	0	0	0	0	0	0
Other workforce fatalities	0	1	0	1	0	1	0	0	0	0	0	0	0
<b>Public fatalities</b>	<b>68</b>	<b>51</b>	<b>58</b>	<b>43</b>	<b>57</b>	<b>55</b>	<b>61</b>	<b>59</b>	<b>60</b>	<b>33</b>	<b>47</b>	<b>42</b>	<b>29</b>
Trespassers	53	42	39	38	44	43	52	46	46	25	40	32	21
Level crossings	12	7	16	5	11	9	8	12	13	6	4	9	8
Other public fatalities	3	2	3	0	2	3	1	1	1	2	3	1	0
<b>Total fatalities (excl. suicides)</b>	<b>80</b>	<b>73</b>	<b>73</b>	<b>59</b>	<b>69</b>	<b>66</b>	<b>70</b>	<b>67</b>	<b>68</b>	<b>41</b>	<b>53</b>	<b>48</b>	<b>36</b>
Suicides	192	200	189	193	225	224	207	218	238	207	249	246	279
<b>Total fatalities</b>	<b>272</b>	<b>273</b>	<b>262</b>	<b>252</b>	<b>294</b>	<b>290</b>	<b>277</b>	<b>285</b>	<b>306</b>	<b>248</b>	<b>302</b>	<b>294</b>	<b>315</b>
<b>Major injuries:</b>													
<b>Passenger major injuries</b>	<b>273</b>	<b>274</b>	<b>285</b>	<b>232</b>	<b>242</b>	<b>247</b>	<b>216</b>	<b>232</b>	<b>234</b>	<b>251</b>	<b>259</b>	<b>312</b>	<b>270</b>
Train accidents	3	10	0	10	2	29	0	0	3	6	1	0	1
Slip trips and falls	165	158	182	136	158	137	138	159	145	158	172	203	181
Platform train interface	56	61	56	55	40	38	38	38	43	45	48	64	49
Assault and abuse	8	17	9	4	12	7	9	6	9	10	11	10	5
On-board injuries	29	21	30	15	20	29	21	23	26	25	21	26	28
Contact with object or person	9	4	4	4	8	7	9	4	7	5	6	6	6
Struck by train on station crossing	0	0	0	1	0	0	1	0	0	0	0	1	0
Other passenger injuries	3	3	4	7	2	0	0	2	1	2	0	2	0
<b>Workforce major injuries</b>	<b>172</b>	<b>161</b>	<b>176</b>	<b>209</b>	<b>151</b>	<b>127</b>	<b>139</b>	<b>132</b>	<b>123</b>	<b>122</b>	<b>128</b>	<b>114</b>	<b>126</b>
Infrastructure workforce	105	99	100	138	87	77	73	81	74	75	67	68	79
Train driver	14	2	12	12	7	6	18	6	10	11	12	16	9
Other train crew	25	32	29	26	31	20	18	20	18	12	18	14	8
Station staff	15	15	14	17	13	12	15	9	8	8	10	7	11
Revenue protection	6	9	13	5	5	3	2	2	4	4	5	4	5
Other workforce injuries	7	4	8	11	8	9	13	14	9	12	16	5	14
<b>Public major injuries</b>	<b>52</b>	<b>40</b>	<b>54</b>	<b>41</b>	<b>41</b>	<b>58</b>	<b>46</b>	<b>55</b>	<b>38</b>	<b>36</b>	<b>40</b>	<b>42</b>	<b>44</b>
Trespassers	37	30	31	27	28	38	28	33	19	18	15	28	26
Level crossings	9	4	14	6	4	8	4	9	7	5	8	5	4
Other public injuries	6	6	9	8	9	12	14	13	12	13	17	9	14
<b>Total major injuries (excl. suicides)</b>	<b>497</b>	<b>475</b>	<b>515</b>	<b>482</b>	<b>434</b>	<b>432</b>	<b>401</b>	<b>419</b>	<b>395</b>	<b>409</b>	<b>427</b>	<b>468</b>	<b>440</b>
Suicides	37	33	30	21	32	34	28	34	26	36	23	34	54
<b>Total major injuries</b>	<b>534</b>	<b>508</b>	<b>545</b>	<b>503</b>	<b>466</b>	<b>466</b>	<b>429</b>	<b>453</b>	<b>421</b>	<b>445</b>	<b>450</b>	<b>502</b>	<b>494</b>
<b>Minor injuries</b>													
<b>Passengers</b>	<b>11,669</b>	<b>11,504</b>	<b>12,195</b>	<b>12,130</b>	<b>11,697</b>	<b>11,261</b>	<b>10,894</b>	<b>10,897</b>	<b>10,840</b>	<b>11,182</b>	<b>11,593</b>	<b>11,331</b>	<b>11,407</b>
Passengers	5,015	4,855	5,138	5,052	4,872	4,898	5,068	5,278	5,308	5,600	5,954	6,382	6,307
Workforce	6,451	6,549	6,947	6,929	6,692	6,192	5,675	5,472	5,327	5,379	5,432	4,757	4,913
Public	189	92	98	142	117	163	141	129	190	186	186	176	162
Suicides	14	8	12	7	16	8	10	18	15	17	21	16	25
<b>Shock/trauma</b>	<b>1,839</b>	<b>1,938</b>	<b>2,069</b>	<b>1,757</b>	<b>1,795</b>	<b>1,808</b>	<b>1,804</b>	<b>1,657</b>	<b>1,381</b>	<b>1,386</b>	<b>1,505</b>	<b>1,208</b>	<b>1,241</b>
Passengers	145	215	308	218	258	333	335	260	207	226	262	238	235
Workforce	1,690	1,715	1,752	1,535	1,526	1,471	1,458	1,386	1,169	1,156	1,239	964	1,001
Public	4	7	6	4	9	3	11	11	4	4	3	6	2
Suicides	0	1	3	0	2	1	0	0	1	0	1	0	3
<b>All casualties (excl. suicides)</b>	<b>14,071</b>	<b>13,981</b>	<b>14,837</b>	<b>14,421</b>	<b>13,977</b>	<b>13,558</b>	<b>13,159</b>	<b>13,022</b>	<b>12,668</b>	<b>13,001</b>	<b>13,556</b>	<b>13,039</b>	<b>13,096</b>
<b>All casualties</b>	<b>14,314</b>	<b>14,223</b>	<b>15,071</b>	<b>14,642</b>	<b>14,252</b>	<b>13,825</b>	<b>13,404</b>	<b>13,292</b>	<b>12,948</b>	<b>13,261</b>	<b>13,850</b>	<b>13,335</b>	<b>13,457</b>

Note: RSSB continually updates and revises previous years' data in light of any new information that becomes available.

Source: Rail Safety and Standards Board (RSSB)

Last updated: December 2014

Next update: December 2015

1. Includes National Rail only

The figures in this table are outside the scope of National Statistics

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Table RAI0502 (TSGB0806)

Railway<sup>1</sup> movement accidents: passenger casualties and casualty rates: GB annual from 2001/02

	2001/02 <sup>R</sup>	2002/03 <sup>R</sup>	2003/04 <sup>R</sup>	2004/05 <sup>R</sup>	2005/06 <sup>R</sup>	2006/07 <sup>R</sup>	2007/08 <sup>R</sup>	2008/09 <sup>R</sup>	2009/10 <sup>R</sup>	2010/11 <sup>R</sup>	2011/12 <sup>R</sup>	2012/13 <sup>R</sup>	2013/14 <sup>P</sup>
Number/billion kilometres/rate per billion passenger kilometres													
<b>Passenger casualties:<sup>2</sup></b>													
Fatalities	4	8	1	5	0	2	0	0	0	0	0	0	0
Major injuries	45	59	56	60	32	59	28	30	40	49	49	50	40
Minor injuries	1,336	1,258	1,208	1,195	1,039	1,086	1,040	1,152	1,251	1,343	1,351	1,363	1,477
Shock/trauma	61	67	63	44	47	67	72	62	44	47	56	52	55
<b>All casualties</b>	<b>1,446</b>	<b>1,392</b>	<b>1,328</b>	<b>1,304</b>	<b>1,118</b>	<b>1,214</b>	<b>1,140</b>	<b>1,244</b>	<b>1,335</b>	<b>1,439</b>	<b>1,456</b>	<b>1,465</b>	<b>1,572</b>
<b>Passenger kilometres (billions)<sup>3</sup></b>	39.1	39.7	40.9	41.7	43.1	46.2	48.9	50.6	51.4	54.5	57.3	58.4	60.1
<b>Passenger casualty rates:</b>													
Fatalities	0.1	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Major injuries	1.2	1.5	1.4	1.4	0.7	1.3	0.6	0.6	0.8	0.9	0.9	0.9	0.7
Minor injuries	34.2	31.7	29.5	28.7	24.1	23.5	21.3	22.8	24.3	24.7	23.6	23.3	24.6
Shock/trauma	1.6	1.7	1.5	1.1	1.1	1.5	1.5	1.2	0.9	0.9	1.0	0.9	0.9
<b>All casualties</b>	<b>37.0</b>	<b>35.1</b>	<b>32.5</b>	<b>31.3</b>	<b>25.9</b>	<b>26.3</b>	<b>23.3</b>	<b>24.6</b>	<b>26.0</b>	<b>26.4</b>	<b>25.4</b>	<b>25.1</b>	<b>26.1</b>

Note: RSSB continually updates and revises previous years' casualty data in light of any new information that becomes available. 2013/14 passenger kilometres are provisional.

1. Includes National Rail only.
2. Passenger casualties owing to train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them (see Notes and Definitions).
3. Figures up to 2008/09 only include franchised train operators, from 2009/10 they also include the non-franchised operators First Hull Trains, Grand Central and, until it ceased operating in January 2011, Wrexham and Shropshire. This has a small impact on the totals, with these non-franchised operators making up 0.6 per cent of the total passenger kilometres in 2009/10.

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Source: Rail Safety and Standards Board (RSSB)  
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The casualty figures in this table are outside the scope of National Statistics

## Department for Transport Statistics

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## Table RAI0503 (TSGB0807)

Railway<sup>1</sup> accidents: train accidents: GB annual from 2001/02

	2001/02 <sup>R</sup>	2002/03 <sup>R</sup>	2003/04 <sup>R</sup>	2004/05 <sup>R</sup>	2005/06	2006/07 <sup>R</sup>	2007/08 <sup>R</sup>	2008/09 <sup>R</sup>	2009/10 <sup>R</sup>	2010/11 <sup>R</sup>	2011/12 <sup>R</sup>	2012/13 <sup>R</sup>	2013/14	Number
<b>Potentially high risk train accidents (PHRTAs)</b>	69	65	53	63	46	45	42	49	42	18	33	35	32	
<b>Involving passenger trains</b>	33	34	26	35	23	24	19	31	26	14	18	21	17	
Collisions between trains	2	5	7	3	2	1	3	6	4	1	5	5	5	
Derailments <sup>2</sup>	9	7	7	6	6	11	3	3	8	5	0	7	0	
Collisions with road vehicles (not at level crossing)	2	1	3	5	1	2	5	0	2	0	2	2	1	
Collisions with road vehicles (at level crossing)	16	18	14	15	13	9	7	18	12	5	9	7	8	
Striking buffer stops	4	3	0	6	1	1	1	4	0	2	2	0	3	
Struck by large falling objects	0	0	0	0	0	0	0	0	0	1	0	0	0	
<b>Not involving passenger trains</b>	36	31	27	28	23	21	23	18	16	4	15	14	15	
Collisions between trains	0	1	2	2	2	1	1	0	0	1	1	1	1	
Derailments <sup>2</sup>	33	25	22	19	18	15	17	13	12	3	13	9	11	
Collisions with road vehicles (not at level crossing)	1	2	0	3	0	1	3	2	2	0	0	1	0	
Collisions with road vehicles (at level crossing)	2	3	3	2	3	4	1	3	2	0	0	3	2	
Striking buffer stops	0	0	0	2	0	0	1	0	0	0	1	0	1	
Struck by large falling objects	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Non-PHRTAs</b>	1,528	1,192	997	937	753	779	737	647	535	502	512	660	604	
<b>Involving passenger trains</b>	1,220	986	850	807	621	664	620	553	469	440	432	562	524	
Open door collisions	52	36	29	15	1	2	2	3	1	0	0	0	0	
Roll back collisions	8	5	7	10	5	4	3	2	3	6	1	5	0	
Striking animals	97	92	96	108	120	126	113	117	144	168	169	324	268	
Struck by missiles	478	364	286	268	208	221	225	198	141	90	57	66	52	
Train fires	263	252	255	221	128	135	86	72	68	53	43	40	31	
Striking level crossing gates/barriers	6	7	1	4	2	3	4	6	2	7	2	1	5	
Striking other objects	316	230	176	181	157	173	187	155	110	116	160	126	168	
<b>Not involving passenger trains</b>	308	206	147	130	132	115	117	94	66	62	80	98	80	
Open door collisions	2	0	0	0	0	0	0	0	1	0	0	0	0	
Roll back collisions	0	1	0	0	1	0	0	0	0	2	0	0	0	
Striking animals	14	16	6	7	20	13	13	12	16	19	21	22	26	
Struck by missiles	185	114	70	60	66	63	60	47	22	8	10	6	3	
Train fires	58	37	47	24	15	11	9	9	6	9	8	11	5	
Striking level crossing gates/barriers	1	0	1	0	2	1	4	2	4	1	2	1	0	
Striking other objects	48	38	23	39	28	27	31	24	17	23	39	58	46	
<b>Total train accidents</b>	1,597	1,257	1,050	1,000	799	824	779	696	577	520	545	695	636	

Note: RSSB continually updates and revises previous years' data in light of any new information that becomes available.

1. Includes National Rail only.

2. Excludes derailments caused by collisions with road vehicles at level crossings.

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Last updated: December 2014

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**Table RA10504 (TSGB0808)**

**Signals passed at danger (SPADs)<sup>1</sup> on Network Rail controlled infrastructure: GB annual from 2001/02**

	2001/02 <sup>R</sup>	2002/03 <sup>R</sup>	2003/04 <sup>R</sup>	2004/05 <sup>R</sup>	2005/06	2006/07 <sup>R</sup>	2007/08	2008/09	2009/10 <sup>R</sup>	2010/11 <sup>R</sup>	2011/12 <sup>R</sup>	2012/13 <sup>R</sup>	2013/14	Number
Potentially severe	134	104	43	34	19	18	21	17	19	18	9	16	16	16
Potentially significant	154	121	116	105	101	88	72	72	58	67	68	54	54	76
No significant risk	131	171	211	231	208	227	256	203	196	214	199	181	181	195
Unclassified	14	6	4	1	0	0	0	0	0	1	1	5	5	11
<b>All SPADs</b>	<b>433</b>	<b>402</b>	<b>374</b>	<b>371</b>	<b>328</b>	<b>333</b>	<b>349</b>	<b>292</b>	<b>273</b>	<b>300</b>	<b>277</b>	<b>256</b>	<b>256</b>	<b>298</b>

R. Figures have been revised following SPADs being included in the 'Unclassified' category that had previously been reallocated to the 'No Significant risk' category.

1. See Notes and Definitions.

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Source: Rail Safety and Standards Board (RSSB)

Last updated: December 2014

Next update: December 2015

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

[Road casualties](#)

Table RAS52002 (TSGB0809)

International comparisons of road deaths<sup>1</sup>: number and rates for different road users: by selected countries: 2004-2013

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013 <sup>2</sup>	Rate of road deaths in 2013 per million population <sup>3</sup>
Great Britain	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	28
Northern Ireland	147	135	126	113	107	115	55	59	48	57	31
United Kingdom	3,368	3,336	3,298	3,059	2,645	2,337	1,905	1,960	1,802	1,770	28
Austria	878	768	730	691	679	633	552	523	531	455	54
Belgium	1,162	1,089	1,069	1,067	922	955	840	875	767	720	65
Bulgaria	943	957	1,043	1,006	1,061	901	775	658	605	591	81
Cyprus	117	102	86	89	82	71	60	71	51	44	51
Czech Republic	1,382	1,286	1,063	1,222	1,076	901	802	773	742	650	62
Denmark	369	331	306	406	392	303	265	220	167	192	34
Estonia	170	169	204	196	132	100	78	101	87	81	61
Finland	375	379	336	380	344	281	270	292	255	258	48
France	5,530	5,318	4,709	4,620	4,275	4,273	3,992	3,970	3,653	3,250	50
Germany	5,842	5,361	5,091	4,949	4,477	4,152	3,651	4,002	3,601	3,340	41
Greece	1,670	1,658	1,657	1,612	1,559	1,453	1,281	1,087	1,027	..	..
Hungary	1,296	1,278	1,303	1,232	996	822	739	638	605	591	60
Irish Republic	374	399	365	338	279	239	212	186	162	190	41
Italy	6,122	5,818	5,669	5,131	4,739	4,050	3,998	3,800	3,650	3,400	57
Latvia	516	442	1,043	419	316	254	218	179	177	179	88
Lithuania	752	773	759	739	498	370	300	297	301	258	87
Luxembourg	50	45	36	43	35	47	32	33	34	45	84
Malta	13	17	11	14	15	21	15	17	9	18	43
Netherlands	804	750	730	791	750	720	640	661	650	570	34
Poland	5,712	5,444	5,243	5,583	5,437	4,572	3,907	4,189	3,571	3,357	87
Portugal	1,294	1,247	969	974	882	839	845	785	743	650	62
Romania	2,418	2,461	2,478	2,794	3,063	2,796	2,377	2,018	2,042	1,861	93
Slovakia	603	560	579	627	606	385	353	324	295	223	41
Slovenia	274	258	263	293	214	171	138	141	130	125	61
Spain	4,749	4,442	4,104	3,823	3,102	2,668	2,470	2,056	1,903	1,680	36
Sweden	463	423	428	454	380	341	266	314	285	260	27
Croatia	608	597	614	619	659	538	426	416	393	368	86
Israel	467	437	405	382	412	314	352	341	263	277	34
Iceland	23	19	31	15	12	17	8	12	9	15	47
Norway	259	224	242	233	255	212	210	168	145	190	38
Switzerland	510	409	370	384	357	349	327	320	286	269	33
Australia	1,590	1,627	1,598	1,617	1,466	1,504	1,366	1,292	1,299	1,193	52
Canada <sup>†</sup>	2,731	2,898	2,884	2,761	2,434	2,223	2,237	2,006	2,077	..	..
Japan	8,492	7,931	7,272	6,639	6,023	5,772	5,745	5,449	5,237	5,152	40
New Zealand	436	405	391	422	366	384	375	284	308	254	56
Republic of Korea	6,563	6,376	6,327	6,166	5,870	5,838	5,505	5,229	5,392	..	..
USA	42,636	43,443	42,708	41,259	37,261	33,963	32,788	32,310	33,561	..	..

1. In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Provisional data.

3 Population taken from the OECD's International Road and Traffic Accidents Database and EUROSTAT and may differ from the figures in INT0101 and IN r Revised as suicides which were previously included have now been removed.

Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accident database).

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Department for Transport statistics

[Road casualties](#)

Table RAS51016 (TSGB0810)

Reported roadside screening breath tests and breath test failures: England and Wales 2001-2012

	Number (thousands)/percentage											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Roadside screening breath tests	624	570	534	578	607	602	600	712	815	737	686	683
Positive/refused breath tests	100	103	106	103	104	104	98	92	93	84	81	76
Percentage	16	18	20	18	17	17	16	13	11	11	12	12

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Source: Home Office, [www.gov.uk/government/statistics/police-powers-and-procedures-england-and-wales-2012-to-2013](http://www.gov.uk/government/statistics/police-powers-and-procedures-england-and-wales-2012-to-2013)

Source: Home Office

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics  
[Road casualties](#)

Table RAS61001 (TSGB0811)

Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings by type of offence, England and Wales: 2000-2012

Offence type:	Thousands of offences												
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012 <sup>5</sup>
Dangerous, careless or drunken driving etc	176	172	171	177	231	275	322	267	275	299	252	232	199
Accident offences	18	18	18	19	18	17	16	16	12	13	12	11	10
Speed limit offences	1,154	1,386	1,538	2,041	2,076	2,087	1,933	1,592	1,359	1,206	1,108	895	848
Unauthorised taking or theft of motor vehicle	32	32	32	30	27	25	23	23	19	14	12	11	10
Licence, insurance and record keeping offences	785	769	819	953	957	844	747	641	564	498	447	392	343
Vehicle test and condition offences	243	226	228	241	227	187	152	117	114	113	112	107	101
Neglect of traffic signs and directions and pedestrian rights waiting and parking <sup>4</sup>	232	218	213	264	258	245	245	237	226	210	189	156	119
	268	255	239	280	354	380	352	346	323	284	294	264	222
<b>All offences (except obstruction, waiting and parking)</b>	<b>2,911</b>	<b>3,076</b>	<b>3,259</b>	<b>4,005</b>	<b>4,147</b>	<b>4,059</b>	<b>3,789</b>	<b>3,238</b>	<b>2,892</b>	<b>2,637</b>	<b>2,425</b>	<b>2,068</b>	<b>1,852</b>
Obstruction, waiting and parking offences <sup>1</sup>	1,611	1,341	1,180	1,059	896	584	499	454	338	269	202	143	98
<b>All offences</b>	<b>4,523</b>	<b>4,417</b>	<b>4,439</b>	<b>5,244</b>	<b>5,043</b>	<b>4,643</b>	<b>4,288</b>	<b>3,691</b>	<b>3,230</b>	<b>2,906</b>	<b>2,627</b>	<b>2,211</b>	<b>1,949</b>

1. Excludes Penalty Charge Notices issued by Local Authorities under Civil Parking Enforcement powers - see Notes

2. For details on vehicle offences dealt with by the courts see Ministry of Justice Statistical Bulletin, "Criminal justice statistics quarterly - December 2013" and associated "Motoring Tables" <https://www.gov.uk/government/statistics/criminal-justice-statistics-quarterly-december-2013>

3. For details on fixed penalty notices and written warnings see Home Office Statistical Bulletin, "Police Powers and Procedures, England and Wales 2012/13".

4. From 2011 onwards this category includes fixed penalty notices for offences relating to offences relating to the failure of employers to monitor and observe limits on hours of driving, to ensure rest requirements are being met.

5. Data for 2012 extracted from PentIP are not directly comparable with data from the previous system.

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Source - Home Office

Last updated: December 2014  
Next update: December 2015  
The figures in this table are National Statistics

# Vehicles Statistics



Department for Transport statistics

Vehicle Licensing Statistics

Table VEH0103 (TSGB0901)

Licensed vehicles by tax class, Great Britain, annually<sup>1</sup>: 1909 to 2013

Thousands

Year	Private and light goods <sup>2</sup>		Goods vehicles <sup>2,3,4</sup>	Motor Cycles, Scooters and mopeds	Buses <sup>5</sup>	Special machines etc <sup>6,9</sup>	Other vehicles <sup>7</sup>	Crown and exempt vehicles <sup>8,9</sup>	Total
	Private cars	Other vehicles							
1909	53		30	36	24	.	.	.	143
1920	187		101	228	75	.	.	.	591
1930	1,056		349	712	101	15	15	24	2,272
1939	2,034		488	418	90	31	3	84	3,148
1946	1,770		560	449	105	146	16	61	3,107
1950	1,979	439	439	643	123	262	24	61	3,970
1951	2,095	457	451	725	123	250	26	63	4,190
1952	2,221	477	450	812	119	270	29	86	4,464
1953	2,446	516	446	889	105	289	30	88	4,809
1954	2,733	566	450	977	97	307	32	88	5,250
1955	3,109	633	462	1,076	92	326	35	89	5,822
1956	3,437	685	471	1,137	89	336	37	95	6,287
1957	3,707	723	473	1,261	87	355	41	96	6,743
1958	4,047	772	461	1,300	86	367	46	96	7,175
1959	4,416	824	473	1,479	83	383	55	96	7,809
1960	4,900	894	493	1,583	84	392	65	101	8,512
1961	5,296	944	508	1,577	82	400	76	106	8,989
1962	5,776	1,002	512	1,567	84	401	83	107	9,532
1963	6,462	1,092	535	1,546	86	242	88	115	10,336
1964	7,190	1,184	551	1,534	86	239	90	120	11,176
1965	7,732	1,240	584	1,420	86	417	91	127	11,697
1966	8,210	1,283	577	1,239	85	399	87	142	12,022
1967	8,882	1,358	593	1,190	85	416	89	147	12,760
1968	9,285	1,388	580	1,082	89	409	92	157	13,082
1969	9,672	1,408	547	993	92	398	90	162	13,362
1970	9,971	1,421	545	923	93	385	89	121	13,548
1971	10,443	1,452	542	899	96	380	92	126	14,030
1972	11,006	1,498	525	866	95	371	95	128	14,584
1973	11,738	1,559	540	887	96	373	97	137	15,427
1974	11,917	1,547	539	918	96	380	96	149	15,642
1975	12,526	1,592	553	1,077	105	384	108	166	16,511
1976	13,184	1,626	563	1,175	110	387	117	156	17,318
1977	13,220	1,591	559	1,190	110	393	115	167	17,345
1978	13,626	1,597	549	1,194	110	394	111	177	17,758
1979	14,162	1,623	561	1,292	111	402	106	359	18,616
1980	14,660	1,641	507	1,372	110	397	100	412	19,199
1981	14,867	1,623	489	1,371	110	365	95	427	19,347
1982	15,264	1,624	477	1,370	111	371	91	454	19,762
1983	15,543	1,692	488	1,290	113	376	86	621	20,209
1984	16,055	1,752	490	1,225	116	375	82	670	20,765
1985	16,454	1,805	485	1,148	120	374	78	695	21,159
1986	16,981	1,880	484	1,065	125	371	73	720	21,699
1987	17,421	1,952	485	978	129	374	68	744	22,152
1988	18,432	2,096	502	912	132	383	83	761	23,302
1989	19,248	2,199	505	875	122	384	77	785	24,196
1990	19,742	2,247	482	833	115	375	71	807	24,673
1991	19,737	2,215	449	750	109	346	65	840	24,511
1992	19,870	2,198	432	684	107	324	59	903	24,577
1993	20,102	2,187	428	650	107	318	55	979	24,826
1994	20,479	2,192	434	630	107	309	50	1,030	25,231
1995	20,505	2,217	421	594	74	274	116	1,169	25,369
1996	21,166.1	2,250.8	412.8	608.5	76.7	253.8	109.6	1,423.5	26,301.9
1997	21,677.6	2,305.1	414.0	626.0	78.6	249.0	101.1	1,522.4	26,973.8
1998	22,114.7	2,362.0	412.4	683.9	80.1	243.1	83.9	1,558.1	27,538.4
1999	22,784.6	2,427.3	414.6	759.6	83.7	241.3	83.3	1,573.3	28,367.6
2000	23,196.1	2,469.5	417.5	825.2	86.3	241.8	80.1	1,581.0	28,897.6
2001	23,898.8	2,543.8	422.0	881.7	88.6	239.3	78.1	1,594.8	29,747.1
2002	24,543.4	2,621.8	425.2	941.0	92.3	.	78.3	1,854.6	30,556.7
2003	24,984.7	2,730.1	425.9	1,004.7	96.1	.	79.1	1,886.7	31,207.4
2004	25,753.8	2,900.4	434.1	1,059.9	99.9	.	81.5	1,929.3	32,258.9
2005	26,207.7	3,018.6	432.9	1,075.0	103.0	.	81.9	1,978.2	32,897.4
2006	26,289.8	3,096.3	431.1	1,079.8	103.9	.	81.3	1,988.3	33,070.5
2007	26,653.4	3,218.9	431.8	1,118.4	106.3	.	82.4	2,039.8	33,651.0
2008	26,793.8	3,253.4	416.3	1,143.8	107.9	.	80.0	2,088.0	33,883.4
2009	26,856.5	3,241.0	397.2	1,143.2	108.5	.	75.4	2,136.6	33,958.4
2010	27,017.9	3,258.4	389.8	1,102.3	108.5	.	73.9	2,169.4	34,120.1
2011	27,039.6	3,293.5	383.9	1,104.9	107.2	.	74.2	2,225.2	34,228.6
2012	27,285.5	3,320.4	378.8	1,089.4	108.0	.	73.5	2,266.7	34,522.3



Department for Transport statistics

[Vehicle Licensing Statistics](#)

Table VEH0103 (TSGB0901)

Licensed vehicles by tax class, Great Britain, annually<sup>1</sup>: 1909 to 2013

Thousands

Private and light goods <sup>2</sup>									
Year	Private cars	Other vehicles	Goods vehicles <sup>2,3,4</sup>	Motor Cycles, Scooters and mopeds	Buses <sup>5</sup>	Special machines etc <sup>6,9</sup>	Other vehicles <sup>7</sup>	Crown and exempt vehicles <sup>8,9</sup>	Total
2013	27,707.0	3,388.1	385.8	1,073.8	108.3	.	73.9	2,297.5	35,034.5

1. The annual vehicle census of licensed vehicles has been taken as follows: 1903-1910 at 31 December; 1911-1920 at 31 March; 1921-1925 for the highest quarter; 1926-1938 at 30 September; 1939-1945 at 31 August; 1946-1976 at 30 September; 1977 census results are estimates; 1978 onward at 31 December.
2. For years up to 1990, counts within these new taxation classes have been estimated.
3. Includes agricultural vans and lorries, showmen's goods vehicles licensed to draw trailers.
4. Excludes electric goods vehicles which are now exempt from licence duty.
5. Prior to 1995 this tax class was called 'Public Transport' and taxis and Hackney Carriages were included. Prior to 1969, tram cars were also included.
6. Includes agricultural tractors, combine harvesters, mowing machines, digging machines, mobile cranes and works trucks.
7. Includes three-wheelers, showmen's haulage and recovery vehicles.
8. Includes electric vehicles which during this period were exempt from licence duty and personal and direct export vehicles.
9. Special Machines became part of the 'Crown and Exempt' taxation class with effect from January 2002.

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Notes and definitions: <https://www.gov.uk/government/publications/vehicles-statistics-guidance>

Source: DVLA/DfT

Last updated: 10 April 2014

Next update: April 2015

Department for Transport statistics

[Vehicle Licensing Statistics](#)

Table VEH0153 (TSGB0902)

Motor vehicles registered for the first time by tax class: Great Britain, annually: 1954 to 2013

Thousands

Year	Private and light goods <sup>1</sup>		Goods vehicles	Motor cycles, scooters and mopeds	Buses <sup>2</sup>	Special machines etc <sup>5</sup>	Other vehicles <sup>3,4,5</sup>	Total
	Private cars <sup>1</sup>	Other vehicles <sup>1</sup>						
1954	386.4		109.6	164.6	5.5	35.2	17.1	718.4
1955	500.9		153.5	185.2	5.6	39.2	22.1	906.5
1956	399.7		148.0	142.8	5.1	31.9	23.3	750.8
1957	425.4		140.5	206.1	5.0	39.8	19.9	836.7
1958	555.3		172.6	182.7	4.9	47.2	18.9	981.6
1959	645.6		191.7	331.8	5.1	49.0	29.7	1,252.9
1960	805.0		225.9	256.7	6.4	42.5	32.9	1,369.4
1961	742.8		220.2	212.4	6.1	46.4	31.4	1,259.3
1962	784.7		192.3	140.2	5.5	42.8	26.7	1,192.2
1963	1,008.6		206.4	165.5	6.4	47.9	31.2	1,466.0
1964	1,190.6		229.3	205.1	6.5	46.1	33.6	1,711.2
1965	1,122.5		229.4	150.9	6.8	45.4	45.7	1,600.7
1966	1,065.4		227.2	109.4	6.8	48.4	36.4	1,493.6
1967	1,116.7		221.5	137.7	6.5	53.9	38.9	1,575.2
1968	1,116.9		231.7	112.0	7.1	57.0	37.2	1,561.9
1969 <sup>1</sup>	987.4		239.6	85.4	7.1	49.3	33.0	1,401.8
1969 <sup>1</sup>	1,133.2		93.8	85.4	7.1	49.3	33.0	1,401.8
1970	1,248.1		85.2	104.9	7.7	48.8	30.2	1,524.9
1971	1,462.1		74.2	127.9	9.5	37.9	30.0	1,741.6
1972	1,854.8		74.9	152.5	9.8	47.6	44.1	2,183.7
1973	1,851.3		82.7	193.6	10.0	49.7	43.0	2,230.3
1974	1,399.6		68.0	189.8	7.8	45.6	39.6	1,750.4
1975	1,317.2		67.0	264.8	7.8	48.5	44.6	1,749.9
1976	1,401.8		63.9	270.6	8.7	51.8	41.2	1,838.0
1977	1,445.0		68.8	251.3	8.8	48.3	39.8	1,862.0
1978	1,745.8		79.8	225.3	9.1	50.0	41.4	2,151.4
1979	1,891.5		91.3	285.9	9.1	47.7	44.4	2,369.9
1980 <sup>1</sup>	1,679.2		74.7	312.7	8.8	36.7	43.5	2,155.6
1980 <sup>1</sup>	1,699.2		54.9	312.7	8.8	36.7	43.5	2,155.8
1981	1,643.6		39.9	271.9	7.5	32.6	34.8	2,030.3
1982	1,745.5		41.2	231.6	7.1	41.2	39.6	2,103.9
1983	1,989.1		46.6	174.5	7.3	42.1	47.9	2,307.5
1984	1,932.6		49.6	145.2	7.2	40.1	64.2	2,238.9
1985	2,029.5		51.7	125.8	6.8	40.1	55.4	2,309.3
1986	2,070.7		51.4	106.4	8.9	34.8	61.5	2,333.7
1987	2,212.6		54.0	90.8	8.7	37.7	70.1	2,473.9
1988	2,437.0		63.4	90.1	9.2	45.2	78.6	2,723.5
1989	2,535.2		64.5	97.3	8.0	42.5	81.4	2,828.9
1990	2,179.9		44.4	94.4	7.4	34.2	78.4	2,438.7
1991	1,708.5		28.6	76.5	5.2	26.1	76.6	1,921.5
1992	1,694.4		28.7	65.6	5.1	24.1	83.9	1,901.8
1993	1,853.4		32.8	58.4	5.4	30.0	93.8	2,073.9
1994	1,991.7		41.1	64.6	4.2	35.3	109.7	2,249.0
1995	2,024.0		48.0	68.9	5.2	33.3	127.1	2,306.5
1996	2,093.3		45.5	89.6	6.5	25.7	149.5	2,410.1
1997	2,244.3		41.8	121.7	6.6	21.7	161.7	2,597.7
1998	2,367.0		49.0	144.0	7.0	15.0	157.0	2,740.0
1999	2,342.0		48.0	168.0	8.0	25.0	174.0	2,766.0
2000	2,430.0		50.0	183.0	8.0	24.0	176.0	2,871.0
2001	2,431.8	277.9	48.6	177.1	6.8	26.8	168.8	3,137.7
2002	2,528.8	286.8	44.9	162.2	7.8	.	199.0	3,229.0
2003	2,497.1	323.5	48.4	157.3	8.4	.	197.1	3,231.9
2004	2,437.4	347.3	48.0	133.7	8.3	.	210.7	3,185.4
2005	2,266.3	337.2	51.2	132.3	8.9	.	225.5	3,021.4
2006	2,160.7	338.4	47.9	131.9	7.6	.	227.1	2,913.6
2007	2,191.5	347.8	41.1	143.0	9.0	.	264.6	2,996.9
2008	1,891.9	296.4	47.0	138.4	8.3	.	290.2	2,672.2
2009	1,765.5	193.5	27.0	111.5	7.2	.	266.3	2,371.2
2010	1,765.3	229.3	27.0	97.1	6.4	.	292.7	2,417.8
2011	1,663.8	264.8	36.9	96.2	5.8	.	314.0	2,381.5
2012	1,784.1	244.4	38.0	96.6	7.8	.	299.0	2,469.8

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Table VEH0153 (TSGB0902)

Motor vehicles registered for the first time by tax class: Great Britain, annually: 1954 to 2013

Thousands

Year	Private and light goods <sup>1</sup>		Goods vehicles	Motor cycles, scooters and mopeds	Buses <sup>2</sup>	Special machines etc <sup>5</sup>	Other vehicles <sup>3,4,5</sup>	Total
	Private cars <sup>1</sup>	Other vehicles <sup>1</sup>						
2013	1,988.1	276.0	48.1	94.2	7.6	.	302.1	2,716.1

1. Figures for 1969 to 1979 are estimated using the October 1982 tax classes. Figures for 1951 to 1969 refer to earlier classes.

From 1980 onwards figures refer to the October 1990 taxation classes. Figures for 1969 and 1980 are given twice, once for the tax regime before and once for the tax regime afterwards.

2. Prior to 1995 this tax class was called 'Public Transport' and taxis and Hackney Carriages were included.

Prior to 1969, tram cars were also included.

3. Includes crown and exempt vehicles, three wheelers, pedestrian controlled vehicles and showmen's goods vehicles.

4. Excludes vehicles officially registered by the armed forces.

5. Special Machines became part of the 'Crown and Exempt' taxation class with effect from January 2002.

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Table VEH0102 (TSGB0903)

Licensed vehicles by body type, Great Britain, annually<sup>1</sup>: 1994 to 2013

Thousands

Year	Cars	Motor cycles	Light goods	Heavy goods	Buses and coaches	Other vehicles <sup>2</sup>	Total
1994	21,199.2	720.9	2,137.7	420.9	153.7	598.9	25,231.5
1995	21,394.1	702.5	2,122.8	422.9	153.5	573.6	25,369.4
1996	22,237.5	738.8	2,173.9	429.9	157.6	564.2	26,301.9
1997	22,831.7	752.4	2,231.2	436.0	160.7	561.8	26,973.8
1998	23,293.3	813.8	2,278.0	440.8	161.3	551.1	27,538.4
1999	23,974.9	889.4	2,342.2	459.2	168.1	533.8	28,367.6
2000	24,405.5	953.7	2,382.6	471.5	172.6	511.7	28,897.6
2001	25,125.9	1,010.0	2,461.4	477.5	171.6	500.8	29,747.1
2002	25,781.9	1,070.0	2,542.3	485.4	173.0	504.0	30,556.7
2003	26,240.4	1,134.7	2,652.9	491.1	174.7	513.5	31,207.4
2004	27,028.1	1,191.2	2,822.4	505.8	177.7	533.7	32,258.9
2005	27,520.4	1,206.4	2,943.4	508.2	178.4	540.6	32,897.4
2006	27,609.2	1,209.6	3,023.1	508.3	177.0	543.4	33,070.5
2007	28,000.3	1,248.3	3,148.9	510.8	176.9	565.7	33,651.0
2008	28,160.7	1,274.6	3,191.4	495.9	175.5	585.3	33,883.4
2009	28,246.5	1,275.6	3,184.5	477.8	173.7	600.3	33,958.4
2010	28,420.9	1,234.4	3,207.8	470.1	171.2	615.8	34,120.1
2011	28,467.3	1,238.3	3,248.3	465.5	168.1	641.2	34,228.6
2012	28,722.5	1,224.8	3,280.6	460.6	166.3	667.5	34,522.3
2013	29,140.9	1,219.4	3,353.9	468.9	164.5	686.9	35,034.5

1. As at 31st December

2. Includes rear diggers, lift trucks, rollers, ambulances, Hackney Carriages, three wheelers and agricultural vehicles

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Table VEH0152 (TSGB0904)

Motor vehicles registered for the first time by body type, Great Britain, annually: 2001 to 2013

Thousands

Year	Cars	Motorcycles	Light goods	Heavy goods	Buses and coaches	Other vehicles <sup>1</sup>	Total
2001	2,586.0	180.5	274.0	52.5	10.6	34.2	3,137.7
2002	2,682.1	165.8	283.6	48.7	12.3	36.9	3,229.4
2003	2,646.1	160.9	317.9	53.2	13.7	40.2	3,231.9
2004	2,599.1	137.1	341.0	53.1	13.2	41.9	3,185.4
2005	2,443.5	135.6	329.7	56.9	13.1	42.6	3,021.4
2006	2,340.0	135.2	328.3	54.5	12.3	43.3	2,913.6
2007	2,390.1	146.4	340.1	47.3	12.1	60.9	2,996.9
2008	2,112.0	142.0	291.0	53.0	12.0	63.0	2,673.0
2009	1,968.0	115.0	190.0	31.0	10.0	57.0	2,371.0
2010	1,996.3	100.1	226.1	30.3	8.9	56.1	2,417.8
2011	1,907.4	99.3	263.0	40.7	8.5	62.5	2,381.5
2012	2,010.8	100.1	242.4	41.7	9.8	65.0	2,469.8
2013	2,225.1	98.4	274.4	53.2	9.1	56.0	2,716.1

1. Includes rear diggers, lift trucks, rollers, ambulances, Hackney Carriages, three wheelers and agricultural vehicles

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Table VEH0203 (TSGB0905)

Cars licensed by propulsion/fuel type, Great Britain, annually: 1994 to 2013

Thousands/Percentages

Year	Petrol	Diesel	Hybrid Electric	Gas <sup>1</sup>	Electric	Other <sup>2</sup>	Total
<b>Total number of cars</b>							
1994	19,620.9	1,576.2	0.0	1.8	0.1	0.2	21,199.2
1995	19,499.8	1,891.3	0.0	2.9	0.1	0.1	21,394.1
1996	20,051.6	2,181.6	0.0	4.1	0.1	0.1	22,237.5
1997	20,384.7	2,440.5	0.0	6.2	0.1	0.1	22,831.7
1998	20,590.5	2,692.9	0.0	9.6	0.2	0.1	23,293.3
1999	21,031.0	2,929.9	0.0	13.8	0.2	0.1	23,974.9
2000	21,232.6	3,152.7	-	20.0	0.2	-	24,405.5
2001	21,641.1	3,459.5	0.6	24.4	0.3	0.1	25,125.9
2002	21,839.5	3,912.4	0.9	28.8	0.3	0.1	25,781.9
2003	21,805.5	4,399.6	1.2	33.7	0.3	0.1	26,240.4
2004	21,976.6	5,010.6	2.8	37.6	0.4	0.1	27,028.1
2005	21,876.0	5,596.1	8.1	39.5	0.6	0.1	27,520.4
2006	21,465.8	6,083.3	16.6	42.4	0.8	0.2	27,609.2
2007	21,264.4	6,657.4	31.8	45.1	1.2	0.3	28,000.3
2008	20,899.1	7,163.5	46.7	49.6	1.3	0.4	28,160.7
2009	20,491.2	7,641.4	61.1	50.9	1.5	0.4	28,246.5
2010	20,083.1	8,202.7	82.1	51.0	1.5	0.5	28,420.9
2011	19,548.5	8,763.5	102.3	50.0	2.6	0.4	28,467.3
2012	19,158.8	9,385.1	125.3	48.7	4.1	0.4	28,722.5
2013	18,870.3	10,064.2	153.6	46.3	6.3	0.4	29,140.9
<b>Percentage of cars</b>							
1994	92.6	7.4	0.0	-	-	-	100.0
1995	91.1	8.8	0.0	-	-	-	100.0
1996	90.2	9.8	0.0	-	-	-	100.0
1997	89.3	10.7	0.0	-	-	-	100.0
1998	88.4	11.6	0.0	-	-	-	100.0
1999	87.7	12.2	0.0	0.1	-	-	100.0
2000	87.0	12.9	-	0.1	-	-	100.0
2001	86.1	13.8	-	0.1	-	-	100.0
2002	84.7	15.2	-	0.1	-	-	100.0
2003	83.1	16.8	-	0.1	-	-	100.0
2004	81.3	18.5	-	0.1	-	-	100.0
2005	79.5	20.3	-	0.1	-	-	100.0
2006	77.7	22.0	0.1	0.2	-	-	100.0
2007	75.9	23.8	0.1	0.2	-	-	100.0
2008	74.2	25.4	0.2	0.2	-	-	100.0
2009	72.5	27.1	0.2	0.2	-	-	100.0
2010	70.7	28.9	0.3	0.2	-	-	100.0
2011	68.7	30.8	0.4	0.2	-	-	100.0
2012	66.7	32.7	0.4	0.2	-	-	100.0
2013	64.8	34.5	0.5	0.2	-	-	100.0

1. Includes gas, gas bi-fuel, petrol/gas and gas-diesel

2. Includes vehicles propelled by steam

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**Table VEH0204 (TSGB0906)**  
**Licensed cars, by region, Great Britain, annually: 1994 to 2013**

Year	North East	North West	Yorks and Humber	East		West		London	South East	South West	Wales	Scotland	Not known	Great Britain
				Midlands	East Midlands	Midlands	West Midlands							
<b>Number of cars</b>														
1994	741.7	2,364.3	1,625.0	1,529.2	2,060.0	2,165.6	2,266.2	3,287.4	1,969.9	1,006.4	1,588.7	594.7	21,199.2	
1995	751.0	2,388.2	1,646.0	1,547.5	2,094.0	2,211.0	2,260.8	3,323.0	1,990.4	1,017.4	1,609.4	555.4	21,394.1	
1996	781.6	2,495.1	1,704.0	1,606.9	2,176.9	2,293.3	2,336.8	3,464.5	2,105.2	1,067.3	1,678.2	527.6	22,237.5	
1997	799.9	2,586.9	1,761.7	1,655.1	2,279.3	2,371.6	2,340.8	3,589.1	2,157.9	1,100.7	1,730.1	458.5	22,831.7	
1998	823.4	2,647.0	1,804.9	1,699.4	2,288.0	2,428.7	2,371.2	3,708.8	2,229.6	1,131.4	1,778.0	382.9	23,293.3	
1999	843.1	2,692.7	1,857.9	1,741.6	2,319.9	2,492.7	2,402.8	3,813.8	2,307.8	1,169.3	1,826.9	506.5	23,974.9	
2000	866.9	2,755.9	1,908.4	1,813.8	2,391.4	2,570.3	2,415.9	3,910.2	2,382.0	1,169.8	1,876.0	345.1	24,405.5	
2001	893.0	2,820.0	1,931.5	1,863.0	2,478.6	2,639.8	2,461.7	4,006.5	2,447.0	1,217.0	1,938.8	428.9	25,125.9	
2002	921.9	2,875.9	2,000.0	1,926.6	2,562.3	2,694.5	2,473.7	4,103.1	2,494.6	1,269.4	1,993.5	466.5	25,781.9	
2003	947.9	2,941.7	2,039.4	1,964.9	2,612.1	2,711.1	2,480.0	4,162.6	2,523.0	1,305.2	2,031.0	521.5	26,240.4	
2004	981.7	3,056.3	2,110.3	2,001.2	2,675.2	2,757.0	2,523.1	4,248.0	2,570.9	1,357.0	2,076.8	670.6	27,028.1	
2005	1,005.9	3,141.0	2,161.6	2,064.6	2,723.9	2,812.5	2,561.9	4,344.6	2,611.8	1,392.1	2,139.2	561.3	27,520.4	
2006	1,009.6	3,178.5	2,162.9	2,070.7	2,673.1	2,817.5	2,560.1	4,374.4	2,618.0	1,399.9	2,156.8	587.7	27,609.2	
2007	1,024.1	3,196.6	2,204.2	2,109.9	2,715.9	2,854.4	2,578.9	4,436.6	2,655.2	1,420.2	2,200.8	603.5	28,000.3	
2008	1,035.5	3,201.4	2,238.8	2,142.0	2,734.3	2,875.6	2,594.7	4,488.2	2,686.0	1,429.0	2,233.2	501.9	28,160.7	
2009	1,037.9	3,162.1	2,238.1	2,146.2	2,721.4	2,896.1	2,556.7	4,551.6	2,718.3	1,429.0	2,248.5	540.4	28,246.5	
2010	1,037.2	3,083.7	2,241.7	2,156.9	2,744.3	2,921.0	2,557.4	4,605.6	2,750.3	1,433.3	2,254.5	635.0	28,420.9	
2011	1,040.1	3,006.5	2,248.9	2,166.5	2,823.8	2,944.3	2,542.7	4,605.9	2,789.0	1,437.5	2,264.4	597.6	28,467.3	
2012	1,043.3	3,008.2	2,262.4	2,183.9	2,824.3	2,978.8	2,535.5	4,683.8	2,822.7	1,447.4	2,285.1	647.1	28,722.5	
2013	1,054.6	3,042.7	2,260.5	2,221.9	2,805.7	3,103.9	2,549.3	4,770.6	2,872.8	1,460.2	2,319.2	679.5	29,140.9	
<b>Percentage of Cars</b>														
1994	3.5	11.2	7.7	7.2	9.7	10.2	10.7	15.5	9.3	4.7	7.5	2.8	100.0	
1995	3.5	11.2	7.7	7.2	9.8	10.3	10.6	15.5	9.3	4.8	7.5	2.6	100.0	
1996	3.5	11.2	7.7	7.2	9.8	10.3	10.5	15.6	9.5	4.8	7.5	2.4	100.0	
1997	3.5	11.3	7.7	7.2	10.0	10.4	10.3	15.7	9.5	4.8	7.6	2.0	100.0	
1998	3.5	11.4	7.7	7.3	9.8	10.4	10.2	15.9	9.6	4.9	7.6	1.6	100.0	
1999	3.5	11.2	7.7	7.3	9.7	10.4	10.0	15.9	9.6	4.9	7.6	2.1	100.0	
2000	3.6	11.3	7.8	7.4	9.8	10.5	9.9	16.0	9.8	4.8	7.7	1.4	100.0	

Thousands/Percentages

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**Table VEH0204 (TSGB0906)**  
**Licensed cars, by region, Great Britain, annually: 1994 to 2013**

Year	Thousands/Percentages												
	North East	North West	Yorks and Humber	East Midlands	West Midlands	East	London	South East	South West	Wales	Scotland	Not known	Great Britain
2001	3.6	11.2	7.7	7.4	9.9	10.5	9.8	15.9	9.7	4.8	7.7	1.7	100.0
2002	3.6	11.2	7.8	7.5	9.9	10.5	9.6	15.9	9.7	4.9	7.7	1.8	100.0
2003	3.6	11.2	7.8	7.5	10.0	10.3	9.5	15.9	9.6	5.0	7.7	2.0	100.0
2004	3.6	11.3	7.8	7.4	9.9	10.2	9.3	15.7	9.5	5.0	7.7	2.5	100.0
2005	3.7	11.4	7.9	7.5	9.9	10.2	9.3	15.8	9.5	5.1	7.8	2.0	100.0
2006	3.7	11.5	7.8	7.5	9.7	10.2	9.3	15.8	9.5	5.1	7.8	2.1	100.0
2007	3.7	11.4	7.9	7.5	9.7	10.2	9.2	15.8	9.5	5.1	7.9	2.2	100.0
2008	3.7	11.4	8.0	7.6	9.7	10.2	9.2	15.9	9.5	5.1	7.9	1.8	100.0
2009	3.7	11.2	7.9	7.6	9.6	10.3	9.1	16.1	9.6	5.1	8.0	1.9	100.0
2010	3.6	10.9	7.9	7.6	9.7	10.3	9.0	16.2	9.7	5.0	7.9	2.2	100.0
2011	3.7	10.6	7.9	7.6	9.9	10.3	8.9	16.2	9.8	5.0	8.0	2.1	100.0
2012	3.6	10.5	7.9	7.6	9.8	10.4	8.8	16.3	9.8	5.0	8.0	2.3	100.0
2013	3.6	10.4	7.8	7.6	9.6	10.7	8.7	16.4	9.9	5.0	8.0	2.3	100.0

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Table VEH0506 (TSGB0907)

Licensed heavy goods vehicles by weight (tonnes), Great Britain, annually: 1994 to 2013

							Thousands/Percentages	
	3.5 to 7 t	over 7 to 8 t	over 8 to 18 t	over 18 to 31 t	over 31 to 41 t	over 41 t	Total	Avg weight (t)
<b>Thousands</b>								
1994	37.0	133.5	115.0	56.9	77.9	0.7	420.9	17.5
1995	38.7	134.0	110.7	55.4	82.8	1.2	422.9	17.7
1996	41.3	137.2	108.9	54.0	86.9	1.6	429.9	17.7
1997	41.4	139.9	106.9	54.0	91.5	2.3	436.0	17.9
1998	41.6	143.9	103.9	54.4	93.7	3.3	440.8	18.0
1999	42.3	150.1	105.9	58.0	101.2	1.6	459.2	18.3
2000	40.7	154.5	104.9	60.2	105.7	5.4	471.5	18.7
2001	39.8	155.5	104.0	61.1	92.0	25.1	477.5	19.2
2002	40.0	157.4	103.6	61.4	82.9	40.2	485.4	19.5
2003	41.6	158.5	102.5	61.7	75.2	51.7	491.1	19.7
2004	44.2	162.7	103.2	63.0	69.7	63.0	505.8	19.9
2005	46.0	161.8	102.8	62.7	64.9	69.9	508.2	20.0
2006	47.2	159.7	101.6	63.3	61.3	75.3	508.3	20.1
2007	49.0	157.0	101.4	63.3	59.9	80.2	510.8	20.3
2008	50.2	149.3	97.7	62.1	56.1	80.6	495.9	20.3
2009	51.0	141.1	94.3	60.3	51.8	79.3	477.8	20.3
2010	51.2	134.9	93.1	59.2	49.9	81.8	470.1	20.5
2011	51.9	129.9	92.2	58.9	48.1	84.5	465.5	20.7
2012	52.8	124.8	91.2	58.2	46.7	86.8	460.6	20.9
2013	54.5	121.9	93.3	58.7	47.9	92.7	468.9	21.2
<b>Percentages</b>								
1994	8.8	31.7	27.3	13.5	18.5	0.2	100.0	
1995	9.2	31.7	26.2	13.1	19.6	0.3	100.0	
1996	9.6	31.9	25.3	12.6	20.2	0.4	100.0	
1997	9.5	32.1	24.5	12.4	21.0	0.5	100.0	
1998	9.4	32.6	23.6	12.3	21.3	0.7	100.0	
1999	9.2	32.7	23.1	12.6	22.0	0.3	100.0	
2000	8.6	32.8	22.3	12.8	22.4	1.2	100.0	
2001	8.3	32.6	21.8	12.8	19.3	5.3	100.0	
2002	8.2	32.4	21.3	12.6	17.1	8.3	100.0	
2003	8.5	32.3	20.9	12.6	15.3	10.5	100.0	
2004	8.7	32.2	20.4	12.5	13.8	12.5	100.0	
2005	9.1	31.8	20.2	12.3	12.8	13.8	100.0	
2006	9.3	31.4	20.0	12.5	12.1	14.8	100.0	
2007	9.6	30.7	19.8	12.4	11.7	15.7	100.0	
2008	10.1	30.1	19.7	12.5	11.3	16.2	100.0	
2009	10.7	29.5	19.7	12.6	10.8	16.6	100.0	
2010	10.9	28.7	19.8	12.6	10.6	17.4	100.0	
2011	11.2	27.9	19.8	12.7	10.3	18.1	100.0	
2012	11.5	27.1	19.8	12.6	10.1	18.8	100.0	
2013	11.6	26.0	19.9	12.5	10.2	19.8	100.0	

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Source: DVLA/DfT  
 Last updated:: 10 April 2014  
 Next update: April 2015

Table TSGB0908

Road vehicle testing scheme (MOT) test results: 2000/01 to 2013/14

	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07 <sup>1</sup>	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Thousands/percentages														
<b>Motorcycles:</b>														
Tested	567.8	568.4	584.9	745.0	801.0	873.2	902.6	897.9	942.0	948.3	989.6	1,032.4	967.0	1,027.7
PRS <sup>2</sup>	112.9	113.1	108.2	134.0	166.5	164.1	48.5	57.9	70.9	76.1	79.2	85.5	80.3	82.7
Failed	19.9	19.9	18.5	18.0	20.8	18.8	115.9	118.7	124.7	126.1	126.2	130.5	119.0	122.3
Initial Failure Rate <sup>3</sup>							18.2	19.7	20.8	21.3	20.8	20.9	20.6	19.9
Final Failure Rate <sup>4</sup>							12.8	13.2	13.2	13.3	12.8	12.6	12.3	11.9
<b>Cars and other passenger vehicles (up to 12 seats):</b>														
Tested	22,775.0	22,768.0	22,781.0	22,509.0	20,695.0	22,665.0	24,416.9	24,912.5	25,537.7	26,047.5	26,637.5	26,827.4	26,872.4	27,481.0
PRS <sup>2</sup>	7,212.8	7,281.2	7,084.9	6,622.1	5,951.9	7,516.4	1,865.0	2,267.6	2,502.5	2,495.0	2,515.7	2,573.3	2,580.9	2,561.7
Failed	31.7	32.0	31.1	29.4	28.8	33.2	6,885.9	7,318.4	7,676.0	8,070.3	8,075.9	8,184.5	8,031.2	8,424.3
Initial Failure Rate <sup>3</sup>							35.8	38.5	39.9	40.6	39.8	40.1	39.5	40.0
Final Failure Rate <sup>4</sup>							28.2	29.4	30.1	31.0	30.3	30.5	29.9	30.7
<b>Private passenger vehicles (more than 12 seats):</b>														
Tested	27.0	28.0	27.0	44.00	30.0	46.4	49.4	48.7	49.6	49.5	49.2	48.3	46.8	47.0
PRS <sup>2</sup>	6.64	5.9	5.3	10.8	5.01	12.7	2.2	2.6	3.1	3.3	3.5	3.4	3.3	3.4
Failed	24.6	21.0	19.5	24.6	17.0	27.5	12.5	13.2	14.2	13.9	13.5	13.3	12.9	13.6
Initial Failure Rate <sup>3</sup>							29.7	32.4	34.9	34.7	34.5	34.5	34.7	36.1
Final Failure Rate <sup>4</sup>							25.4	27.0	28.7	28.1	27.4	27.5	27.6	28.9
<b>Goods vehicles between 3,000 and 3,500 kg gross weight:</b>														
Tested	283.0	284.0	376.0	495.0	634.0	437.4	495.3	520.7	541.3	563.8	602.1	608.1	587.8	601.9
PRS <sup>2</sup>	89.6	97.5	132.0	167.3	209.0	190.5	26.0	34.8	44.0	47.9	53.1	55.6	56.5	56.6
Failed	35.9	34.4	35.1	33.8	33.0	43.6	200.3	214.7	223.2	233.8	244.8	247.5	235.7	246.2
Initial Failure Rate <sup>3</sup>							45.7	47.9	49.3	50.0	49.5	49.8	49.7	50.3
Final Failure Rate <sup>4</sup>							40.4	41.2	41.2	41.5	40.7	40.7	40.1	40.9
<b>All vehicles:</b>														
Tested	23,652.8	23,648.4	23,768.9	23,793.0	22,160.0	24,022.0	25,864.2	26,379.9	27,070.6	27,609.1	28,278.3	28,516.2	28,473.9	29,157.7
PRS <sup>2</sup>	7,422.0	7,497.7	7,330.4	6,934.2	6,332.4	7,883.8	1,941.6	2,362.8	2,620.4	2,622.3	2,651.6	2,717.8	2,721.0	2,704.3
Failed	31.4	31.7	30.8	29.1	28.6	32.8	7,214.7	7,665.0	8,038.1	8,444.1	8,460.4	8,575.7	8,398.8	8,806.4
Initial Failure Rate <sup>3</sup>							35.4	38.0	39.4	40.1	39.3	39.6	39.1	39.5
Final Failure Rate <sup>4</sup>							27.9	29.1	29.7	30.6	29.9	30.1	29.5	30.2

1. MOT computerised figures are available from 2005/06 but computerisation was only phased in at the vehicle testing stations during that year. This results in the shortfall in volumes for 2005/06 in comparison to later years. Full records are available from 2006/07, and up to 2004/05 a 2% Sample Survey was used. Figures prior to 2006/07 are either incomplete or estimated and should be treated with caution.

2. Pass after Rectification at the Station (PRS). This indicates that a vehicle initially failed its test. It was then repaired within one hour of the test, re-tested and passed.

3. Initial Failure Rate = (PRS + Failures) / Total Tests

4. Final Failure Rate = Failures / Total Tests

Source: DVSA

Last updated: 11 December 2014

Next update: December 2015

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Table TSGB0909

Road vehicle testing scheme (MOT): percentage of tests with one or more Fail or PRS<sup>1</sup> type RfRs<sup>2</sup> in defect group: 2007/08 to 2013/14

	Percentage						
	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>Motorcycles:</b>							
Motorcycle body and structure	0.9	1.0	1.0	0.9	1.0	0.9	0.9
Motorcycle brakes	5.8	5.9	5.8	5.3	5.1	5.2	5.0
Motorcycle drive system	1.2	1.4	1.5	1.4	1.4	1.4	1.4
Motorcycle driving controls	0.4	0.5	0.5	0.4	0.4	0.5	0.4
Motorcycle fuel and exhaust	1.7	1.7	1.6	1.4	1.3	1.2	1.1
Motorcycle lighting and signalling	10.8	11.5	11.8	10.8	11.0	10.8	10.4
Motorcycle reg plates and vin	1.0	1.4	1.9	1.5	1.4	1.2	1.2
Motorcycle sidecar	-	-	-	0.0	0.0	0.0	0.0
Motorcycle steering and suspension	5.8	5.7	5.6	4.9	4.8	4.5	4.3
Motorcycle tyres and wheels	3.7	3.8	3.8	3.6	3.6	3.5	3.5
<b>Cars and other passenger vehicles (up to 12 seats):</b>							
Body and structure	1.8	1.8	1.7	1.4	1.4	1.4	1.5
Brakes	12.9	12.8	12.9	10.7	10.4	10.2	10.4
Drivers view of the road	8.0	8.4	8.5	7.7	7.5	6.9	7.1
Driving controls	-	-	-	0.0	0.0	0.0	0.0
Fuel and exhaust	7.2	6.9	6.7	5.5	5.2	4.8	4.6
Lighting and signalling	19.8	20.7	21.0	18.6	18.6	18.7	19.1
Reasons specific to motor tricycles and quadricycles	-	-	-	0.0	0.0	0.0	0.0
Registration plates and VIN	1.4	1.5	1.7	1.2	1.0	0.9	0.8
Road wheels	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Seat belts	1.9	1.9	2.0	1.7	1.5	1.4	2.6
Steering	2.9	2.9	3.1	3.2	3.5	3.4	3.3
Suspension	12.4	12.7	13.4	11.9	12.2	12.5	12.8
Towbars <sup>3</sup>	.	.	0.1	0.1	0.1	0.0	0.0
Tyres	9.1	9.2	9.0	8.0	7.8	7.7	7.8
<b>Private passenger vehicles (more than 12 seats):</b>							
Body and structure	5.4	5.5	5.3	4.6	4.6	5.0	7.9
Brakes	13.0	13.5	13.6	12.1	12.2	12.7	13.1
Drivers view of the road	6.0	6.4	6.5	6.5	6.2	5.6	5.9
Driving controls	1.0	2.3	1.5	1.1	1.0	1.0	1.0
Fuel and exhaust	4.7	4.6	4.3	3.6	3.7	3.4	3.5
Lighting and signalling	16.0	17.5	17.6	16.7	16.2	17.0	17.9
Reg plates and vin	0.5	1.1	1.1	0.8	0.6	0.6	0.6
Road wheels	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Seat belts	8.1	8.3	8.1	7.1	6.5	6.4	6.1
Steering	3.3	3.6	3.8	3.6	4.1	4.2	3.7
Suspension	7.2	7.4	7.4	6.5	6.5	6.9	6.9
Towbars <sup>3</sup>	.	.	0.2	0.2	0.1	0.1	0.1
Tyres	3.6	3.9	3.9	3.7	3.7	3.8	3.9
<b>Goods vehicles between 3,000 and 3,500 kg gross weight:</b>							
Body and structure	6.2	6.1	5.8	4.8	4.4	4.6	4.8
Brakes	25.0	24.8	25.1	22.2	21.5	21.8	22.6
Drivers view of the road	13.1	13.3	13.1	12.1	11.3	10.4	10.9
Fuel and exhaust	8.4	7.8	7.2	5.8	5.3	4.8	4.8
Lighting and signalling	30.6	31.9	32.3	29.5	28.8	29.8	30.9
Reg plates and vin	2.4	2.5	2.6	1.9	1.6	1.4	1.4
Road wheels	0.4	0.4	0.4	0.3	0.3	0.3	0.3
Seat belts	4.6	4.7	4.5	3.6	3.1	2.9	3.8
Steering	6.4	6.1	6.4	7.0	7.5	7.3	7.3
Suspension	19.4	18.7	17.8	15.4	15.0	15.4	15.8
Towbars <sup>3</sup>	.	.	0.5	0.4	0.3	0.3	0.3
Tyres	8.1	8.0	7.9	7.4	7.2	7.2	7.2

1. Pass after Rectification at the Station (PRS). This indicates that a vehicle initially failed its test. It was then repaired within one hour of the test, re-tested and passed.
2. RfR = Reason for Rejection
3. The testing of towbars only became part of the MOT test on 27th April 2009

Source: DVSA  
 Last updated: 11 December 2014  
 Next update: December 2015  
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## Department for Transport statistics

[Transport Statistics Great Britain](#)

### Table TSGB0910

#### Road passenger service vehicle testing scheme (PSV tests<sup>1</sup>), Great Britain: 1999/00 to 2013/14

Year	Numbers/percentage														
	1999/00	2000/01	2001/02 <sup>2</sup>	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>First tests:</b>															
Passed	67,219	67,016	65,899	65,458	67,528	67,425	69,270	69,447	70,777	73,003	73,864	74,109	72,894	71,020	72,358
Failed	11,216	11,583	14,290	14,515	13,832	13,045	12,086	12,237	11,046	10,725	9,204	8,805	8,534	8,076	7,649
<b>Total tested</b>	<b>78,435</b>	<b>78,599</b>	<b>80,189</b>	<b>79,973</b>	<b>81,360</b>	<b>80,470</b>	<b>81,356</b>	<b>81,684</b>	<b>81,823</b>	<b>83,728</b>	<b>83,068</b>	<b>82,914</b>	<b>81,428</b>	<b>79,096</b>	<b>80,007</b>
<b>Re-tests:</b>															
Passed	10,417	10,533	13,207	13,731	13,067	11,608	10,148	10,043	11,072	10,874	9,259	8,732	8,305	7,600	7,191
Failed	980	1,053	1,265	1,318	1,197	1,076	847	880	889	851	652	545	532	480	431
<b>Total tested</b>	<b>11,397</b>	<b>11,586</b>	<b>14,472</b>	<b>15,049</b>	<b>14,264</b>	<b>12,684</b>	<b>10,995</b>	<b>10,923</b>	<b>11,961</b>	<b>11,725</b>	<b>9,911</b>	<b>9,277</b>	<b>8,837</b>	<b>8,080</b>	<b>7,622</b>
<b>Percentage failed:</b>															
First test	14.3	14.7	17.8	18.1	17.0	16.2	14.9	15.0	13.5	12.8	11.1	10.6	10.5	10.2	9.6
Re-tests	8.6	9.1	8.7	8.8	8.4	8.5	7.7	8.1	7.4	7.3	6.6	5.9	6.0	5.9	5.7
<b>All tests</b>	<b>13.6</b>	<b>13.97</b>	<b>16.4</b>	<b>16.7</b>	<b>15.7</b>	<b>15.2</b>	<b>14</b>	<b>14.2</b>	<b>12.72</b>	<b>12.1</b>	<b>10.6</b>	<b>10.1</b>	<b>10.0</b>	<b>9.8</b>	<b>9.2</b>

1. EEC Directive 77/143 stipulated that all class VI (Public Service Vehicles) in use for more than one year must by 1 January 1983 have undergone a road-worthiness examination and be subject to an annual inspection thereafter. To meet this deadline, statutory testing of class VI vehicles commenced on 1 January 1982.

2. Due to revisions of testing policy, from 2001/02 onwards fewer defects are now allowed to be rectified at the testing station, resulting in a decrease in passes, an increase in failures and an increase in re-tests.

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Source: DVSA

Last updated: 11 December 2014

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Table TSGB0911

Goods vehicles over 3.5 tonnes testing scheme (HGV Motor vehicles and Trailers<sup>1</sup>), Great Britain: 1999/00 to 2013/14

	Thousands/percentage														
Year	1999/00	2000/01	2001/02 <sup>2</sup>	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>First tests:</b>															
Passed	536.1	530.0	510.5	511.5	526.9	538.9	556.9	556.1	568.1	578.0	572.1	558.0	550.3	546.8	550.8
Failed	163.1	166.4	192.1	196.6	182.3	168.6	155.1	150.6	135.2	119.9	102.4	95.0	88.0	76.7	76.0
All	699.2	696.4	702.6	708.0	709.1	707.4	711.9	706.7	703.3	697.9	674.5	653.0	638.3	623.4	626.8
<b>Re-tests:</b>															
Passed	150.7	153.9	179.1	182.7	169.5	148.0	127.9	121.5	125.5	111.9	96.0	89.1	82.4	71.8	71.2
Failed	23.7	24.4	31.5	29.9	25.8	23.9	20.5	18.5	15.3	13.9	11.0	9.6	8.7	7.2	6.6
All	174.4	178.3	210.6	212.6	195.3	171.9	148.4	140.0	140.8	125.8	106.9	98.7	91.2	79.0	77.8
<b>Percentage failed:</b>															
First test	23.3	23.9	27.3	27.8	25.7	23.8	21.8	21.3	19.2	17.2	15.2	14.6	13.8	12.3	12.1
Re-tests	13.6	13.7	15.0	14.1	13.2	13.9	13.8	13.2	10.9	11.0	10.3	9.7	9.6	9.1	8.5
All tests	21.4	21.7	24.5	24.6	23.0	22.0	20.4	20.0	17.8	16.2	14.5	13.9	13.3	11.9	11.7

1. Vehicles subject to plating and testing have to undergo a test when they are 1 year old and are tested annually thereafter; the term 'first test' refers to the first test of a vehicle in a particular year. The figures quoted cover the 52 week period ending on the Friday which precedes the first Monday in April.

2. Due to revisions of testing policy, from 2001/02 onwards fewer defects are now allowed to be rectified at the testing station, resulting in a decrease in passes, an increase in failures and an increase in re-tests.

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 Last updated: 11 December 2014  
 Next update: December 2015  
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## Department for Transport statistics

[Transport Statistics Great Britain](#)

### Table TSGB0912

Trailer tests by axle type: 1999/00 to 2013/14

	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>1 axle</b>	7.5	7.1	6.7	6.4	6.0	5.6	5.2	5.0	4.7	4.4	4.0	3.8	3.8	3.7	3.6
<b>2 axle</b>	89.8	82.2	74.1	68.9	63.9	58.4	53.9	49.0	45.9	42.6	38.5	36.3	34.6	32.6	32.2
<b>3 axle</b>	143.2	151.2	156.7	166.5	171.5	177.9	184.7	186.1	189.6	192.9	188.1	186.6	186.0	183.7	186.6
<b>4 axle</b>	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3
<b>5 axle</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	240.6	240.6	237.6	241.9	241.5	242.1	244.1	240.3	240.5	240.1	230.8	227.1	224.7	220.3	222.7

Thousands

Although there is no registration system for trailers which carry goods, there is still a requirement to have them tested each year under the DT's plating and testing scheme.

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Department for Transport statistics  
National Travel Survey

Table NTS0205 (TSGB0913)  
Household car availability: England, 1951 to 2013

Year	Percentage				Cars / vans per household	Cars / vans per adult (17+)	Unweighted sample size (households)
	No car / van	One car / van	Two or more cars / vans	All households			
1951	86	13	1	100	..	..	..
1961	69	29	2	100	..	..	..
1971	48	44	8	100	..	..	..
1981	40	45	15	100	..	..	..
1985/86 <sup>1</sup>	38	45	17	100	0.82	0.42	10,266
1989/91 <sup>2</sup>	32	45	23	100	0.95	0.50	9,189
1992/94	32	44	24	100	0.97	0.52	8,843
1995/97 <sup>3</sup>	30	44	26	100	1.02	0.55	8,982
1998/00	27	45	28	100	1.06	0.57	8,953
2002	26	44	30	100	1.09	0.59	7,535
2003	26	42	31	100	1.11	0.60	7,853
2004	25	44	30	100	1.11	0.59	7,692
2005	25	43	33	100	1.16	0.61	8,065
2006	24	44	32	100	1.16	0.61	7,884
2007	25	43	33	100	1.16	0.61	7,879
2008	25	43	33	100	1.15	0.61	7,665
2009	25	43	32	100	1.15	0.60	7,858
2010	25	42	33	100	1.17	0.61	7,534
2011	25	43	32	100	1.15	0.60	7,289
2012	25	44	31	100	1.14	0.60	7,724
2013	25	43	32	100	1.15	0.60	7,820

1 Figures from 1985/86 are from the National Travel Survey. Earlier years are derived from other household surveys.

2 Figures prior to 1989 for Great Britain, rather than England only.

3 Figures prior to 1995 are based on unweighted data.

Source: National Travel Survey

Last updated: 29 July 2014

Next update: July 2015

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[Notes and definitions](#)

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Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS9902 (TSGB0914)

Household car ownership by region and Rural-Urban Classification: England, 2002/03 and 2012/13<sup>1</sup>

	Percentage										
	No car / van		One car / van		Two or more cars / vans		Cars / vans per household		Unweighted sample size (households)		
	2002/03	2012/13	2002/03	2012/13	2002/03	2012/13	2002/03	2012/13	2002/03	2012/13	
<b>Region of residence:</b>											
North East	37	31	44	42	20	27	0.86	1.02	847	878	
North West	27	27	44	43	28	31	1.05	1.10	2,164	2,096	
Yorkshire and The Humber	30	25	45	43	25	32	0.99	1.13	1,605	1,559	
East Midlands	20	21	45	45	34	34	1.20	1.21	1,321	1,359	
West Midlands	26	21	40	44	34	35	1.15	1.23	1,593	1,630	
East of England	20	18	42	44	38	38	1.26	1.30	1,637	1,752	
London	41	44	40	39	19	17	0.82	0.77	2,228	2,221	
South East	18	17	43	46	39	38	1.30	1.30	2,332	2,478	
South West	19	17	47	47	34	36	1.24	1.27	1,661	1,571	
England excluding London	24	21	44	44	33	34	1.16	1.21	13,160	13,323	
England	26	25	43	43	31	32	1.10	1.14	15,388	15,544	
<b>Rural-Urban Classification<sup>2</sup> of residence:</b>											
Urban Conurbation	35	35	41	41	24	25	0.93	0.95	5,882	5,720	
Urban City and Town	24	22	46	47	31	32	1.13	1.17	6,842	6,826	
Rural Town and Fringe	17	14	42	44	41	41	1.32	1.37	1,440	1,532	
Rural Village, Hamlet and Isolated Dwelling	7	7	39	38	53	55	1.63	1.67	1,224	1,466	
All areas	26	25	43	43	31	32	1.10	1.14	15,388	15,544	

1. Two survey years combined, e.g. 2012 and 2013. A survey year runs from mid-January to mid-January.

2. For more information on Rural-Urban Classifications see:

<https://www.gov.uk/government/collections/rural-urban-definition>

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The survey results are subject to sampling error.



Department for Transport statistics

[National Travel Survey](#)

Table NTS0201 (TSGB0915)

Full car driving licence holders by age and gender: England, 1975/76 to 2013

	Percentage								Estimated licence holders (millions)	Unweighted sample size (individuals aged 17+)
	All aged 17+	17-20	21-29	30-39	40-49	50-59	60-69	70+		
<b>All adults:</b>										
1975/76	48	28	59	67	60	50	35	15	19.4	17,064
1985/86	57	33	63	74	71	60	47	27	24.3	19,835
1989/91 <sup>1</sup>	64	44	74	78	79	68	55	32	24.1	17,466
1992/94	67	48	75	82	80	74	59	33	25.4	16,401
1995/97 <sup>2</sup>	69	44	74	82	82	76	64	39	26.3	16,716
1998/00	71	41	75	85	83	78	68	40	27.3	17,156
2002	71	32	67	83	83	81	70	45	27.6	13,836
2003	71	29	67	82	84	81	72	44	27.8	14,556
2004	70	27	65	82	83	81	73	46	27.8	14,228
2005	72	31	65	82	84	83	75	52	28.8	15,063
2006	72	35	67	82	84	82	76	51	29.3	14,815
2007	72	38	66	81	84	82	76	53	29.5	14,693
2008	73	36	64	83	84	83	78	53	30.0	14,290
2009	73	36	64	80	84	83	80	55	30.2	14,791
2010	73	33	63	81	85	83	80	57	30.6	14,118
2011	72	31	64	78	84	83	80	59	30.7	13,723
2012	73	36	64	78	85	82	80	59	31.1	14,578
2013	74	31	66	80	85	84	82	62	31.9	14,694
<b>Males:</b>										
1975/76	69	36	78	85	83	75	58	32	13.4	8,113
1985/86	74	37	73	86	87	81	72	51	15.1	9,367
1989/91 <sup>1</sup>	80	54	83	88	90	86	79	58	14.5	8,306
1992/94	82	55	83	90	89	88	82	59	14.8	7,652
1995/97 <sup>2</sup>	82	51	81	90	89	89	83	65	14.9	7,934
1998/00	82	44	81	90	91	89	83	66	15.2	8,117
2002	80	34	72	89	89	89	85	68	15.2	6,586
2003	81	34	72	87	91	91	88	69	15.4	6,950
2004	80	29	69	87	89	90	87	72	15.3	6,723
2005	81	36	68	86	90	91	88	74	15.7	7,159
2006	81	37	71	87	88	90	90	77	15.9	7,078
2007	81	41	69	86	90	90	88	77	16.0	6,978
2008	81	36	67	88	90	91	90	75	16.2	6,818
2009	80	38	67	85	89	91	91	77	16.3	7,021
2010	80	34	66	86	90	89	90	78	16.4	6,769
2011	80	31	68	81	89	90	90	79	16.4	6,521
2012	80	40	67	81	88	89	90	80	16.6	6,981
2013	81	30	67	83	90	90	91	82	16.9	7,048
<b>Females:</b>										
1975/76	29	20	43	48	37	24	15	4	6.0	8,951
1985/86	41	29	54	62	56	41	24	11	9.2	10,468
1989/91 <sup>1</sup>	50	35	65	68	67	50	33	15	9.7	9,160
1992/94	55	42	69	74	71	59	38	16	10.8	8,749
1995/97 <sup>2</sup>	58	36	68	74	74	63	46	22	11.4	8,781
1998/00	61	38	70	79	75	67	54	22	12.1	9,039
2002	61	30	62	77	77	74	55	28	12.5	7,250
2003	61	24	62	77	77	71	58	26	12.4	7,606
2004	61	24	61	77	77	71	60	28	12.5	7,505
2005	64	26	61	77	79	75	62	36	13.2	7,904
2006	64	32	62	78	80	74	64	32	13.4	7,737
2007	64	35	63	76	78	74	64	36	13.4	7,715
2008	65	35	61	78	80	76	67	37	13.8	7,472
2009	65	33	62	76	79	75	69	38	13.9	7,770
2010	66	32	60	77	80	77	70	41	14.2	7,349
2011	66	30	59	74	79	76	71	44	14.3	7,202
2012	66	31	62	75	81	75	71	43	14.5	7,597
2013	68	31	64	77	80	77	73	47	14.9	7,646

1. Figures prior to 1989 for Great Britain, rather than England only.  
 2. Figures prior to 1995 are based on unweighted data.

Source: National Travel Survey  
 Last updated: 29 July 2014  
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Department for Transport statistics

[National Travel Survey](#)

Table NTS0901 (TSGB0916)

Annual mileage<sup>1</sup> of 4-wheeled cars<sup>2,3</sup> by ownership and trip purpose: England, 2002 to 2013

Annual mileage (miles)							
Year	Type of car	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample (percentage)	Unweighted sample size (all cars)
2002	Company cars	9,000	5,700	5,700	20,500	6	457
2013	Company cars <sup>4</sup>	6,300	7,600	4,700	18,600	3	234
2002	Private cars	800	2,500	5,100	8,400	94	6,881
2013	Private cars	500	2,600	4,400	7,500	97	7,115
2002	All 4-wheeled cars	1,300	2,700	5,100	9,200	100	7,338
2013	All 4-wheeled cars	700	2,800	4,400	7,900	100	7,349

Annual mileage (miles)							
Year	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of company cars in sample (percentage)	Unweighted sample size (all cars)	
2002	1,300	2,700	5,100	9,200	6	7,338	
2003	1,200	2,800	5,100	9,200	6	7,813	
2004	1,100	2,800	5,200	9,100	5	7,445	
2005	1,100	2,700	5,100	8,900	5	8,153	
2006	1,000	2,800	4,900	8,700	5	8,064	
2007	1,100	2,700	5,000	8,900	5	7,911	
2008	1,000	2,700	4,900	8,600	5	7,299	
2009	900	2,600	4,800	8,300	4	7,732	
2010	900	2,700	4,700	8,300	4	7,479	
2011	900	2,600	4,700	8,100	4	7,012	
2012	800	2,500	4,700	8,100	3	7,458	
2013	700	2,800	4,400	7,900	3	7,349	

1. Total annual mileage and the trip purpose split is estimated by the respondent.

2. Petrol and diesel cars only.

3. Car excluded where either age, ownership or estimated trip purpose mileage data is missing.

4. Results for company cars should be treated with caution as the sample is small.

Note: Annual mileage results have been rounded to the nearest hundred miles. Totals may not sum due to rounding.

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Source: National Travel Survey

Last updated: 29 July 2014

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Note:

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Department for Transport statistics

[Transport Statistics Great Britain](#)

Table TSGB0917

Car driving tests, Great Britain: 1999/00 to 2013/14

	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Applications received <sup>1</sup>	1,205	1,263	1,315	1,468	1,526	1,675	1,847	1,883	1,878	1,796	1,590	1,648	1,584	1,486	1,522
Tests conducted	1,130	1,015	1,216	1,344	1,399	1,668	1,834	1,784	1,769	1,717	1,533	1,606	1,569	1,436	1,477
Tests passed, by sex:															
Male	256	229	273	300	304	365	411	405	412	408	370	383	374	346	358
Female	240	214	254	283	295	340	370	367	370	369	334	361	362	332	337
Total	496	443	527	583	598	706	781	773	782	777	703	744	736	677	695
Pass rate, by sex:															
Male	48	48	47	47	46	46	46	46	47	49	49	50	50	51	51
Female	40	40	40	40	40	39	40	41	41	42	43	43	44	44	44
Total	44	44	43	43	43	42	43	43	44	45	46	46	47	47	47

<sup>1</sup> These are gross figures and take no account of applications which do not mature into a test due to cancellations etc.

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Source: DVSA

Last updated: 11 December 2014

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# Walking and Cycling Statistics



Department for Transport statistics  
[Walking and Cycling Statistics](#)

Table CW0102 (TSGB1101)

Proportion of residents<sup>1</sup> who do any walking<sup>2</sup> or cycling<sup>3</sup>, at least once per month: England, 2012/13

95% CI refers to the 95% confidence interval<sup>4</sup>

Code	Region	Sample size	Walk			Cycle			Walk or cycle		
			%	95% CI	%	95% CI	%	95% CI	%	95% CI	
E12000001	North East	6,009	84.4	-1.5, +1.4	11.9	-1.2, +1.4	85.2	-2.4, +2.1			
E12000002	North West	20,000	84.8	-0.7, +0.7	12.8	-0.7, +0.7	85.6	-1.0, +1.0			
E12000003	Yorkshire and the Humber	10,522	85.8	-1.2, +1.1	13.6	-1.1, +1.2	86.6	-2.2, +1.9			
E12000004	East Midlands	20,061	85.6	-0.6, +0.6	14.6	-0.6, +0.6	86.5	-0.8, +0.7			
E12000005	West Midlands	15,012	84.8	-0.8, +0.7	12.2	-0.7, +0.7	85.5	-1.0, +1.0			
E12000006	East of England	23,554	86.3	-0.5, +0.4	16.9	-0.5, +0.5	87.2	-0.5, +0.4			
E12000007	London	16,104	88.1	-0.5, +0.5	14.6	-0.5, +0.5	88.8	-0.5, +0.4			
E12000008	South East	33,550	87.6	-0.4, +0.4	16.9	-0.4, +0.4	88.5	-0.4, +0.4			
E12000009	South West	18,076	87.1	-0.7, +0.7	16.8	-0.8, +0.8	88.0	-1.0, +0.9			
E92000001	<b>ENGLAND</b>	<b>162,888</b>	<b>86.3</b>	<b>-0.2, +0.2</b>	<b>14.7</b>	<b>-0.2, +0.3</b>	<b>87.1</b>	<b>-0.3, +0.3</b>			

1. Results are grouped according to the area where respondents live, which may not be the same as the area where they walk or cycle.

2. "Walking" in this table refers to any continuous walk of at least 10 minutes, irrespective of purpose. Previous years' surveys asked about walking for at least 5 minutes. Therefore, the results in this table are not directly comparable with those from previous years.

3. "Cycling" in this table refers to any cycling, irrespective of length or purpose.

4. 95% CI refers to 95% Confidence Interval.

5. Sample excludes those who responded "don't know" to the relevant question, but includes those who said they were unable to walk.

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Source: Active People Survey - Sport England  
 Last updated: 29 April 2014  
 Next update: Spring 2015

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Department for Transport statistics  
[Walking and Cycling Statistics](#)

Table CW0122 (TSGB1102)

Proportion of residents<sup>1</sup> who walk<sup>2</sup> (at least 10 minutes continuous) a given number of times per week or month: England, 2012/13<sup>3</sup>  
 95% CI refers to the 95% confidence interval

Code	Region	Sample size <sup>4</sup>	Walk at least					95% CI				
			1 x per month	1 x per week	3 x per week	5 x per week	1 x per month	1 x per week	3 x per week	5 x per week		
E12000001	North East	5,913	84.4	76.3	54.6	44.6	-1.5, +1.4	-1.8, +1.7	-2.0, +2.0	-2.0, +2.0		
E12000002	North West	19,674	84.8	76.0	53.4	42.3	-0.7, +0.7	-0.9, +0.9	-1.0, +1.0	-1.0, +1.0		
E12000003	Yorkshire and the Humber	10,344	85.8	76.9	54.4	42.9	-1.2, +1.2	-1.5, +1.4	-1.7, +1.7	-1.7, +1.7		
E12000004	East Midlands	19,783	85.6	76.8	53.4	42.3	-0.6, +0.6	-0.7, +0.7	-0.9, +0.9	-0.9, +0.9		
E12000005	West Midlands	14,792	84.8	74.5	51.7	39.9	-0.8, +0.8	-0.9, +0.9	-1.1, +1.1	-1.0, +1.1		
E12000006	East of England	23,157	86.4	76.5	53.3	42.1	-0.5, +0.4	-0.6, +0.6	-0.7, +0.7	-0.6, +0.7		
E12000007	London	15,817	88.1	80.2	59.5	49.3	-0.5, +0.5	-0.6, +0.6	-0.7, +0.7	-0.8, +0.8		
E12000008	South East	33,016	87.6	78.1	54.5	43.5	-0.4, +0.4	-0.5, +0.5	-0.6, +0.6	-0.6, +0.6		
E12000009	South West	17,820	87.1	78.5	56.2	45.3	-0.7, +0.7	-0.9, +0.8	-1.0, +1.0	-1.0, +1.0		
<b>E92000001</b>	<b>ENGLAND</b>	<b>160,316</b>	<b>86.3</b>	<b>77.3</b>	<b>54.7</b>	<b>43.7</b>	<b>-0.2, +0.2</b>	<b>-0.3, +0.3</b>	<b>-0.4, +0.4</b>	<b>-0.4, +0.4</b>		

1. Results are grouped according to the area where respondents live, which may not be the same as the area where they walk or cycle.
2. "Walking" in this table refers to any continuous walk of over 10 minutes, irrespective of purpose. Previous years' surveys asked about walking for at least 5 minutes. Therefore, the results in this table are not directly comparable with those from previous years.
3. Survey year runs from mid-Oct to mid-Oct; 2012/13 = year ending mid-October, 2013.
4. Sample excludes those who responded "don't know" to the relevant question, but includes those who said they were unable to walk.

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 Next update: Spring 2015

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Department for Transport statistics

[Walking and Cycling Statistics](#)

Table CW0112 (TSGB1103)

Proportion of residents<sup>1</sup> who cycle (any length or purpose) at a given frequency: England, 2012/13<sup>2</sup>

95% CI refers to the 95% confidence interval

Code	Region	Sample size <sup>3</sup>	Cycle at least			95% CI				
			1 x per month	1 x per week	3 x per week	5 x per week	1 x per month	1 x per week	3 x per week	5 x per week
E12000001	North East	6,008	11.9	7.7	3.0	1.4	-1.2, +1.4	-1.0, +1.1	-0.6, +0.8	-0.4, +0.6
E12000002	North West	20,013	12.8	8.2	3.3	1.9	-0.7, +0.7	-0.5, +0.6	-0.3, +0.4	-0.3, +0.3
E12000003	Yorkshire and the Humber	10,519	13.6	8.6	3.9	2.3	-1.1, +1.2	-0.9, +1.0	-0.6, +0.7	-0.5, +0.6
E12000004	East Midlands	20,057	14.6	9.5	4.2	2.3	-0.6, +0.6	-0.5, +0.5	-0.3, +0.4	-0.2, +0.3
E12000005	West Midlands	15,015	12.2	7.5	3.1	2.0	-0.7, +0.7	-0.5, +0.6	-0.4, +0.4	-0.3, +0.3
E12000006	East of England	23,537	16.9	11.0	5.3	3.3	-0.5, +0.5	-0.4, +0.4	-0.3, +0.3	-0.2, +0.2
E12000007	London	16,118	14.6	9.9	5.4	3.3	-0.5, +0.5	-0.4, +0.5	-0.3, +0.3	-0.3, +0.3
E12000008	South East	33,529	16.9	10.8	4.8	2.8	-0.4, +0.4	-0.4, +0.4	-0.2, +0.3	-0.2, +0.2
E12000009	South West	18,069	16.8	10.7	4.9	2.6	-0.8, +0.8	-0.6, +0.6	-0.4, +0.5	-0.3, +0.3
E92000001	<b>ENGLAND</b>	<b>162,865</b>	<b>14.7</b>	<b>9.5</b>	<b>4.3</b>	<b>2.5</b>	<b>-0.2, +0.3</b>	<b>-0.2, +0.2</b>	<b>-0.1, +0.1</b>	<b>-0.1, +0.1</b>

1 Results are grouped according to the area where respondents live, which may not be the same as the area where they walk or cycle.

2 Survey year runs from mid-Oct to mid-Oct; 2012/13 = year ending mid-October, 2013.

3 Sample excludes those who responded "don't know" to the relevant question.

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Source: Active People Survey - Sport England  
Last updated: 29 April 2014  
Next update: Spring 2015

The figures in this table are outside the scope of National Statistics



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Table NTS0315 (TSGB1104)

Where usually cycled in the last 12 months: England, 2002 to 2013

	Percentage											
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Mainly on the road	47	47	42	41	39	41	41	37	38	37	40	37
Mainly on pavements, cycle paths or cycle lanes that were not part of a road	24	26	28	27	27	27	30	29	30	29	28	27
Mainly off the road in parks, open country or private land	14	15	18	17	19	18	17	21	20	20	20	22
Variety of surfaces	15	12	11	14	15	13	12	12	13	14	12	14
All surfaces	100	100	100	100	100	100	100	100	100	100	100	100
Unweighted sample size: individuals (aged 5+)	6,181	6,393	6,099	6,555	6,535	6,399	6,106	6,250	6,023	5,738	5,888	6,033

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Last updated: 29 July 2014

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The survey results are subject to sampling error.

Department for Transport statistics

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Table NTS0608 (TSGB1105)

Bicycle ownership by age: England, 2011/13<sup>1</sup>

Age group	Percentage			Total	Unweighted sample size (individuals)
	Own a bicycle	Use of a bicycle	No use of bicycle		
5-10	84	-	15	100	3,969
11-16	73	2	26	100	3,916
17-20	41	3	56	100	2,525
21-29	32	2	65	100	5,671
30-39	44	2	55	100	6,645
40-49	49	1	49	100	7,749
50-59	42	1	57	100	6,824
60+	21	-	79	100	13,591
<b>All aged 5+</b>	<b>43</b>	<b>1</b>	<b>56</b>	<b>100</b>	<b>50,890</b>

<sup>1</sup> Three survey years combined (2011, 2012 and 2013).

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Department for Transport statistics

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Table NTS0609 (TSGB1106)

Bicycle trips by age and gender: England, 2011/13<sup>1</sup>

Age group	Trips per person per year			Unweighted sample size (individuals)
	Males	Females	All people	
5-10	14	9	12	3,528
11-16	37	9	23	3,428
17-20	31	5	18	2,112
21-29	30	13	21	4,835
30-39	31	13	22	5,944
40-49	30	11	21	6,894
50-59	23	10	17	6,097
60+	14	4	8	12,509
<b>All aged 5+</b>	<b>24</b>	<b>9</b>	<b>17</b>	<b>45,347</b>

1 Three survey years combined.

Source: National Travel Survey

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The survey results are subject to sampling error.

Department for Transport statistics

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Table NTS0605 (TSGB1107)

Average distance travelled by age, gender and mode: England, 2013

Mode	Miles per person per year								
	All ages	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
<b>All people:</b>									
Walk	187	214	240	216	215	178	166	162	112
Bicycle	49	18	40	69	79	92	53	33	10
Car / van driver	3,235	3	1,249	3,274	4,643	5,659	5,321	4,116	1,905
Car / van passenger	1,865	3,193	1,565	1,689	1,568	1,315	1,622	1,682	1,278
Other private transport <sup>1</sup>	154	224	223	92	103	142	155	157	132
Local and non-local buses	331	290	726	381	234	258	211	332	529
Rail <sup>2</sup>	650	169	838	1,183	1,039	857	780	447	199
Taxi / minicab	54	44	119	76	65	46	48	42	40
Other public transport <sup>3</sup>	58	38	78	48	111	35	120	44	11
<b>All modes</b>	<b>6,584</b>	<b>4,193</b>	<b>5,078</b>	<b>7,027</b>	<b>8,055</b>	<b>8,583</b>	<b>8,479</b>	<b>7,014</b>	<b>4,215</b>
<b>Unweighted sample size:</b>									
individuals	16,192	3,470	639	1,649	1,951	2,283	1,951	2,115	2,134
stages ('000s)	302	58	11	32	43	49	39	40	30
<b>Males:</b>									
Walk	181	204	222	193	199	166	163	171	130
Bicycle	80	26	72	84	129	161	94	52	17
Car / van driver	4,209	0	1,388	3,742	5,860	7,134	7,117	5,793	3,223
Car / van passenger	1,430	3,054	1,424	1,480	1,176	731	883	802	662
Other private transport <sup>1</sup>	188	242	140	158	160	195	231	162	137
Local and non-local buses	283	280	614	322	213	202	167	239	483
Rail <sup>2</sup>	743	134	690	1,304	1,228	1,143	944	450	211
Taxi / minicab	60	49	124	90	76	58	52	44	29
Other public transport <sup>3</sup>	63	37	139	77	65	36	134	63	12
<b>All modes</b>	<b>7,237</b>	<b>4,025</b>	<b>4,812</b>	<b>7,449</b>	<b>9,106</b>	<b>9,826</b>	<b>9,784</b>	<b>7,775</b>	<b>4,904</b>
<b>Unweighted sample size:</b>									
individuals	7,891	1,787	335	780	914	1,127	926	1,007	1,015
stages ('000s)	144	29	5	14	19	22	18	20	16
<b>Females:</b>									
Walk	193	226	259	238	231	190	170	154	98
Bicycle	20	11	8	53	29	24	13	14	5
Car / van driver	2,291	6	1,106	2,812	3,443	4,220	3,564	2,518	863
Car / van passenger	2,287	3,338	1,711	1,896	1,953	1,885	2,347	2,519	1,765
Other private transport <sup>1</sup>	120	206	309	28	46	91	81	152	128
Local and non-local buses	378	301	840	438	254	312	255	420	565
Rail <sup>2</sup>	560	205	991	1,064	852	579	619	444	190
Taxi / minicab	49	39	114	62	55	36	43	41	49
Other public transport <sup>3</sup>	53	38	16	18	157	34	108	27	9
<b>All modes</b>	<b>5,951</b>	<b>4,369</b>	<b>5,353</b>	<b>6,610</b>	<b>7,020</b>	<b>7,371</b>	<b>7,200</b>	<b>6,288</b>	<b>3,671</b>
<b>Unweighted sample size:</b>									
individuals	8,301	1,683	304	869	1,037	1,156	1,025	1,108	1,119
stages ('000s)	157	29	6	18	24	27	20	20	14

1 Motorcycles and private hire bus (including school buses).

2 Surface rail and London underground.

3 Air, ferries and light rail.

Note: 'Other private' and 'other public' are based on a small number of stages per year, so results fluctuate year to year and should be treated with caution.

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Department for Transport statistics

[National Travel Survey](#)

Table NTS0613 (TSGB1108)

Trips to and from school<sup>1</sup> per child per year by main mode: England, 1995/97 to 2013

Main mode	Percentage													
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Aged 5-16 years:</b>														
Walk <sup>2</sup>	47	49	43	45	45	47	46	46	44	44	42	43	41	42
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2	1
Car / van	30	29	34	33	33	32	31	31	32	31	33	33	36	34
Private bus	4	5	5	5	5	6	4	6	7	5	5	5	4	5
Local bus	15	14	14	13	14	12	14	13	14	14	16	14	14	15
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other transport <sup>3</sup>	2	2	2	2	1	1	1	2	1	1	2	1	2	2
<b>All modes</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Average trip length (miles) <sup>1</sup>	2.0	2.1	2.5	2.4	2.4	2.3	2.4	2.3	2.6	2.4	2.5	2.5	2.7	2.7
% travelling to school alone <sup>4</sup>	24	24	25	24	25	25	25	23	21	21	21	23	21	22
<b>Unweighted sample size:</b>														
individuals	3,166	2,950	2,237	2,751	2,744	2,701	2,563	2,557	2,478	2,633	2,525	2,286	2,320	2,350
trips	19,434	18,554	13,059	17,243	17,744	17,191	15,987	16,045	15,023	16,501	15,441	13,185	14,619	14,270
<b>Aged 5-10 years:</b>														
Walk <sup>2</sup>	53	56	49	50	48	50	51	51	48	51	49	49	45	46
Bicycle	-	-	1	1	1	1	1	1	2	1	1	1	2	1
Car / van	40	37	44	42	44	42	42	41	43	42	43	44	46	46
Private bus	2	3	3	3	3	3	2	3	3	2	2	2	1	2
Local bus	3	3	2	3	3	3	3	3	4	3	4	3	4	4
Surface rail	0	-	0	0	0	-	-	0	0	-	-	-	-	-
Other transport <sup>3</sup>	2	1	1	1	1	1	1	1	-	1	-	1	1	1
<b>All modes</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Average trip length (miles) <sup>1</sup>	1.2	1.4	1.5	1.5	1.7	1.5	1.5	1.6	1.6	1.5	1.5	1.7	1.8	1.6
% travelling to school alone <sup>4</sup>	7	9	8	6	7	5	4	4	5	5	4	6	3	3
<b>Unweighted sample size:</b>														
individuals	1,671	1,505	1,142	1,353	1,353	1,306	1,269	1,241	1,173	1,272	1,239	1,117	1,177	1,234
trips	10,259	9,187	6,549	8,343	8,572	8,146	7,953	7,515	7,124	7,895	7,373	6,609	7,540	7,397
<b>Aged 11-16 years:</b>														
Walk <sup>2</sup>	41	43	37	41	42	43	42	42	39	39	36	38	37	37
Bicycle	2	3	3	2	3	2	4	2	3	4	2	4	2	2
Car / van	21	21	25	24	23	23	20	22	22	22	25	22	27	23
Private bus	6	6	6	8	6	8	6	8	11	8	7	8	6	8
Local bus	27	24	24	22	23	20	25	22	22	24	26	24	23	26
Surface rail	1	1	2	1	1	1	2	1	1	2	2	1	2	2
Other transport <sup>3</sup>	2	3	2	2	2	2	2	2	1	2	3	2	3	3
<b>All modes</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Average trip length (miles) <sup>1</sup>	2.9	2.8	3.3	3.3	3.0	3.0	3.3	3.0	3.5	3.1	3.4	3.3	3.5	3.7
% travelling to school alone <sup>4</sup>	42	38	40	40	42	44	44	39	36	36	36	40	38	41
<b>Unweighted sample size:</b>														
individuals	1,495	1,445	1,095	1,398	1,391	1,395	1,294	1,316	1,305	1,361	1,286	1,169	1,143	1,116
trips	9,175	9,367	6,510	8,900	9,172	9,045	8,034	8,530	7,899	8,606	8,068	6,576	7,079	6,873

1. Education trips of under 50 miles only.

2. There is an apparent under-recording of short walks in 2002 and 2003; and short trips in 2007 and 2008 compared to other years.

3. All other modes of transport.

4. Based on main stage of trip.

Source: National Travel Survey

Last updated: 29 July 2014

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# Transport and Disability Statistics



Department for Transport statistics

[National Travel Survey](#)

**Table NTS0622 (TSGB1201)**  
**Mobility difficulties by age and gender: England, 2013**

Percentage

Mobility status <sup>1</sup>	All aged 16+	16-49	50-59	60-69	70+
<b>All adults (aged 16+):</b>					
With a mobility difficulty	9	3	8	12	31
No mobility difficulty	91	97	92	88	69
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Males:</b>					
With a mobility difficulty	7	2	7	10	25
No mobility difficulty	93	98	93	90	75
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Females:</b>					
With a mobility difficulty	11	3	10	13	36
No mobility difficulty	89	97	90	87	64
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Unweighted sample size:</b>					
individuals	14,920	7,891	2,274	2,367	2,388
<b>Trips per person per year</b>					
Mobility status <sup>1</sup>	All aged 16+	16-49	50-59	60-69	70+
With a mobility difficulty	572	757	614	670	461
No mobility difficulty	977	979	1,035	1,003	846
<b>All</b>	<b>942</b>	<b>974</b>	<b>999</b>	<b>965</b>	<b>726</b>
<b>Unweighted sample size:</b>					
individuals (aged 16+)	12,890	6,691	1,950	2,115	2,134
trips ('000s)	222	121	36	37	28

1. The NTS definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus or both. Those that said they only have difficulty getting in/out of a car are classified in this table as having no mobility difficulty.

Note: The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

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Table NTS0709 (TSGB1202)

Travel by mobility status and main mode/mode: England, 2013

	Mobility status <sup>1</sup>		All individuals (aged 16+)
	With a mobility difficulty	No mobility difficulty	
<b>Trips per person per year by main mode:</b>			
Walk	85	197	187
Bicycle	1	17	15
Car/van driver	223	495	471
Car/van passenger	169	145	147
Other private transport <sup>2</sup>	19	8	9
Local and non-local buses	43	66	64
Rail <sup>3</sup>	7	37	35
Taxi/minicab	23	9	11
Other public transport <sup>4</sup>	2	3	3
<b>All modes</b>	<b>572</b>	<b>977</b>	<b>942</b>
<b>Distance (miles) per person per year by mode:</b>			
Walk	66	192	181
Bicycle	*	62	57
Car/van driver	1,345	4,266	4,011
Car/van passenger	1,490	1,544	1,539
Other private transport <sup>2</sup>	*	144	142
Local and non-local buses	247	359	349
Rail <sup>3</sup>	*	826	768
Taxi/minicab	*	53	57
Other public transport <sup>4</sup>	*	70	65
<b>All modes</b>	<b>3,537</b>	<b>7,516</b>	<b>7,170</b>
<b>Unweighted sample size:</b>			
individuals (aged 16+)	1,231	11,659	12,890
trips ('000s)	13	210	222
stages ('000s)	13	233	246

1. The NTS definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus or both.

Those that said they only have difficulty getting in/out of a car are classified in this table as having no mobility difficulty.

2. Motorcycle and other private (mostly private hire bus).

3. Surface rail and London Underground.

4. Air, ferries and light rail.

\* Sample size is too small for reliable results.

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**Table NTS0710 (TSGB1203)**

**Travel by mobility status and trip purpose: England, 2013**

	Mobility status <sup>1</sup>		
	With a mobility difficulty	No mobility difficulty	All individuals (aged 16+)
<b>Trips per person per year by purpose:</b>			
Commuting/business	24	234	216
Education/escort education	25	73	69
Shopping	202	212	211
Other escort	37	76	73
Personal business	112	93	94
Leisure/other	172	289	278
<b>All purposes</b>	<b>572</b>	<b>977</b>	<b>942</b>
<b>Distance (miles) per person per year by purpose:</b>			
Commuting/business	197	2,559	2,353
Education/escort education	86	265	250
Shopping	838	903	897
Other escort	240	465	445
Personal business	502	501	501
Leisure/other	1,673	2,823	2,723
<b>All purposes</b>	<b>3,537</b>	<b>7,516</b>	<b>7,170</b>
<b>Unweighted sample size:</b>			
individuals (aged 16+)	1,231	11,659	12,890
trips ('000s)	13	210	222

1. The NTS definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus or both. Those that said they only have difficulty getting in/out of a car are classified in this table as having no mobility difficulty.

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Source: National Travel Survey

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[Blue Badge Statistics](#)

Table DIS0101 (TSGB1204)

Valid Blue Badges held by disabled people by category in England, annual<sup>1</sup> from 1997

Thousands/percentage

Year	Estimation method <sup>2</sup>	Valid Blue Badges held without further assessment <sup>3</sup>	Valid Blue Badges held subject to further assessment <sup>4</sup>	Valid Blue Badges held by organisations	Valid Blue Badges held
<b>Valid badges (thousands)</b>					
1997		672	938	26	1,636
1998		702	985	26	1,713
1999		712	1,082	28	1,821
2000		685	1,141	27	1,854
2001		714	1,184	27	1,925
2002		761	1,229	30	2,019
2003		825	1,178	26	2,030
2004		806	1,220	27	2,054
2005		843	1,223	26	2,092
2006		825	1,404	28	2,258
2007		827	1,452	29	2,307
2008		894	1,476	26	2,398
2009	Old	918	1,530	27	2,475
2009	R New	940	1,607	28	2,576
2010	R	961	1,640	29	2,630
2011	R	974	1,635	27	2,637
2012	R	976	1,586	27	2,589
2013		1,028	1,531	24	2,583
<b>Percentage of valid badges</b>					
1997		41	57	2	100
1998		41	57	2	100
1999		39	59	2	100
2000		37	62	1	100
2001		37	62	1	100
2002		38	61	1	100
2003		41	58	1	100
2004		39	59	1	100
2005		40	58	1	100
2006		37	62	1	100
2007		36	63	1	100
2008		37	62	1	100
2009	Old	37	62	1	100
2009	R New	37	62	1	100
2010	R	37	62	1	100
2011	R	37	62	1	100
2012	R	38	61	1	100
2013		40	59	1	100

1. As at 31st March each year

2. Break in series due to changes in the estimation methodology from 2009 (see background notes for information)

3. Previously known as the automatic criteria, people within this category have to meet certain criteria (see background notes) which automatically entitles them to a valid parking badge.

4. This assessment is carried out by the local authority, where people also meet certain criteria (see background notes)

R. Previously published figures have been revised due to a change in the estimation methodology

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[Notes and definitions \(https://www.gov.uk/government/publications/disabled-parking-badges-statistics-guidance\)](https://www.gov.uk/government/publications/disabled-parking-badges-statistics-guidance)

Source: DfT Blue Badge Survey

Last updated: 17 December 2013

Next update: Winter 2014

The figures in this table are National Statistics

Department for Transport statistics

[Blue Badge Statistics](#)

Table DIS0102 (TSGB1205)

Valid Blue Badges held and population measures: England, annual from 1997<sup>1</sup>

Thousands/percentage

Year	Estimation method <sup>2</sup>	Valid Blue Badges <sup>1</sup>	Retired population <sup>3</sup>	Ratio of retired people to badge holders	Badge holders as a percentage of the population	Retired people as a percentage of the population	Total population
1997		1,636	8,895	5.4 : 1	3.4	18.3	48,519
1998		1,713	8,914	5.2 : 1	3.5	18.3	48,665
1999		1,821	8,950	4.9 : 1	3.7	18.3	48,821
2000		1,854	8,975	4.8 : 1	3.8	18.3	49,033
2001		1,925	9,010	4.7 : 1	3.9	18.3	49,233
2002		2,019	9,055	4.5 : 1	4.1	18.3	49,450
2003		2,030	9,110	4.5 : 1	4.1	18.3	49,649
2004		2,054	9,189	4.5 : 1	4.1	18.4	49,863
2005		2,092	9,273	4.4 : 1	4.2	18.5	50,110
2006		2,258	9,370	4.1 : 1	4.5	18.6	50,466
2007		2,307	9,463	4.1 : 1	4.5	18.6	50,764
2008		2,398	9,646	4.0 : 1	4.7	18.9	51,106
2009	Old	2,475	9,776	4.0 : 1	4.8	19.1	51,816
2009	R New	2,576	9,776	3.8 : 1	5.0	18.9	51,816
2010	R	2,630	9,984	3.8 : 1	5.0	19.1	52,196
2011	R	2,637	10,168	3.9 : 1	5.0	19.3	52,643
2012	R	2,589	10,340	4.0 : 1	4.9	19.5	53,107
2013		2,583	10,593	4.1 : 1	4.8	19.8	53,494

1. Blue Badge counts are at 31 March in year shown. Population estimates relate to mid-point of previous calendar year.

2. Break in series due to changes in the estimation methodology from 2009 (see background notes for information).

3. The retired population is defined as men over 65 and women over 60.

R. Previously published figures have been revised due to a change in the estimation methodology

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[Notes & definitions \(https://www.gov.uk/government/publications/disabled-parking-badges-statistics-guidance\)](https://www.gov.uk/government/publications/disabled-parking-badges-statistics-guidance)

Source: DfT Blue Badge Survey, Office for National Statistics population estimates

Last updated: 17 December 2013

Next update: Winter 2014

The figures in this table are National Statistics

Department for Transport statistics

[Bus Statistics](#)

Table BUS0603 (TSGB1206)

Number of disability accessible or low-floor buses used as Public Service Vehicles, local bus operators only<sup>3</sup>: Great Britain, annual from 2004/05

Thousands/Percentage

Financial year (figures as at end year, 31 March)	Buses with accessibility		Total accessible or low-floor buses
	certificate <sup>1</sup>	Buses with low floor access <sup>2</sup>	
<b>Total number of buses (thousands)</b>			
2004/05	11.9	9.9	21.8
2005/06	14.0	9.5	23.6
2006/07	17.4	10.3	27.7
2007/08	19.5	10.2	29.7
2008/09	21.7	10.7	32.5
2009/10	24.5	9.6	34.1
2010/11	27.1	8.9	36.0
2011/12	29.4	7.8	37.2
2012/13	32.0	6.1	38.1
2013/14	34.9	4.6	39.5
<b>Percentage of all buses</b>			
2004/05	28	24	52
2005/06	33	23	56
2006/07	41	24	65
2007/08	46	24	70
2008/09	51	25	76
2009/10	57	22	80
2010/11	64	21	85
2011/12	69	18	88
2012/13	76	15	91
2013/14	83	11	94

1. Buses which have an Accessibility certificate issued under the Disability Discrimination Act PSV Accessibility Regulations 2000 (DDA PSVAR 2000 Certificate)

2. Buses which do not have a DDA PSVAR 2000 Certificate but which have low floor designs, suitable for wheelchair access

3. This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts). Operators who do solely non-local work are excluded

R Previously published figures have been revised. For details of the revisions (which include planned updates), please see the technical information (link below)

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Source: DfT Public Service Vehicle Survey

Last updated: 23 September 2014

Next update: Autumn 2015

The figures in this table are National Statistics

Department for Transport statistics  
[Taxi Statistics](#)

**Table TAXI0102 (TSGB1207)**  
**Taxis, Private Hire Vehicles (PHVs) and their drivers: England and Wales, from 2005**

Year	Licensed taxis and taxi drivers				Private hire vehicles (PHVs)						Total driver licences issued
	Wheelchair accessible taxis <sup>1</sup>	Other taxis	Total taxis	Taxi only licensed drivers	Wheelchair accessible PHVs <sup>2</sup>	Vehicle licences issued	Operator licences issued	PHV only licensed drivers	Dual taxi/PHV driver licences		
<b>England</b>											
2005	36.3	27.8	<b>64.2</b>	68.8	..	<b>120.4</b>	13.8	122.5	50.8	<b>242.1</b>	
2007	40.6	28.4	<b>68.9</b>	69.6	..	<b>129.3</b>	14.5	126.6	56.1	<b>252.2</b>	
2009	43.0	28.0	<b>71.1</b>	66.9	..	<b>146.2</b>	16.5	147.4	59.0	<b>273.4</b>	
2011	44.2	28.9	<b>73.0</b>	65.6	3.7	<b>150.0</b>	15.9	154.1	67.0	<b>286.7</b>	
2013	43.9	29.1	<b>73.0</b>	62.2	4.3	<b>148.6</b>	15.4	154.1	68.8	<b>285.2</b>	
<b>England and Wales</b>											
2005	36.8	31.2	<b>68.0</b>	71.1	..	<b>124.5</b>	14.6	124.1	58.3	<b>253.5</b>	
2007	41.5	32.1	<b>73.6</b>	71.6	..	<b>133.0</b>	15.3	128.4	63.5	<b>263.5</b>	
2009	44.3	31.6	<b>75.9</b>	68.9	..	<b>150.8</b>	17.4	149.3	67.3	<b>285.6</b>	
2011	45.5	32.5	<b>78.0</b>	67.6	3.9	<b>154.1</b>	16.6	156.0	75.4	<b>299.0</b>	
2013	45.3	32.6	<b>78.0</b>	63.2	4.7	<b>152.6</b>	16.1	155.4	78.3	<b>296.9</b>	

1. Includes purpose built taxis (which are wheelchair accessible) and converted vehicles.

2. Information about wheelchair accessible PHVs was collected for the first time in 2011. Response rates for this question were lower than for other parts of the survey and these figures are estimated by scaling those provided by authorities that were able to provide a response. TfL were unable to provide a figure for London so these totals are likely to represent underestimates.

R. Previously published figures have been revised.

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Source: Taxi Licensing Authorities  
 Last updated: August 2013

Next update: TBC

The figures in this table are National Statistics

Department for Transport statistics

[Bus statistics](#)

Table BUS0820 (TSGB1208)

Concessionary travel passes<sup>1,2</sup> by metropolitan area status and type of pass: England, annual from 2010/11

Thousands/Number

	London	English metropolitan areas <sup>4</sup>	English non-metropolitan areas	England	England excluding London
<b>Number of older and disabled concessionary travel passes (thousands)</b>					
2010/11 (r)	1,152	2,234	6,118	<b>9,504</b>	8,351
2011/12 (r)	1,217	2,189	6,273	<b>9,679</b>	8,462
2012/13 (r)	1,306	2,202	6,263	<b>9,770</b>	8,464
2013/14	1,325	2,170	6,237	<b>9,731</b>	8,406
<i>of which</i>					
<i>Older passes (thousands)</i>					
2010/11 (r)	1,027	2,014	5,711	<b>8,752</b>	7,725
2011/12 (r)	1,071	1,965	5,835	<b>8,871</b>	7,800
2012/13 (r)	1,144	1,955	5,806	<b>8,906</b>	7,762
2013/14	1,148	1,919	5,782	<b>8,849</b>	7,701
<i>Disabled passes (thousands)</i>					
2010/11 (r)	125	220	406	<b>751</b>	626
2011/12 (r)	145	224	438	<b>808</b>	663
2012/13	162	247	456	<b>865</b>	703
2013/14	177	251	454	<b>882</b>	705
<b>Older passes per hundred eligible older people<sup>3</sup> (number)</b>					
2010/11 (r)	84	85	72	<b>76</b>	75
2011/12 (r)	89	84	74	<b>77</b>	76
2012/13 (r)	96	85	74	<b>78</b>	76
2013/14	98	84	74	<b>79</b>	77

1. ENCTS passes for older and disabled people meeting the statutory eligibility criteria, plus a small number of discretionary passes offered by individual Travel Concession Authorities (TCAs) to other older and disabled people.

2. Passes are as reported by TCAs and are known to include a small number of inactive passes - e.g. issued to people who are now deceased - so are not an exact proxy for "pass holders". See Notes and Definitions document for more details.

3. The "eligible older population" is approximated as those aged at least 60.25 at mid-2010 (for 2010/11), 60.75 at mid-2011 (for 2011/12), 61.25 at mid-2012 (for 2012/13) and 61.75 at mid-2013, using the latest Census-based population data from the Office for National Statistics.

4. Refers to the six Former Metropolitan Counties - Tyne & Wear, Merseyside, Greater Manchester, West Midlands, South Yorkshire and West Yorkshire.

5. Passes may not sum to totals due to rounding.

(r) Statistics for previous years have been revised in light of information collected for the most recent survey. Further details available in the Notes and Definitions document.

[Notes and definitions \(available via: https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics\)](https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics)

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The figures in this table are outside the scope of National Statistics

Source: DfT Concessionary Travel Survey, ONS Population Estimates

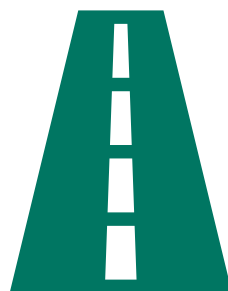
Last updated: 23 September 2014

Next update: Autumn 2015





# Transport Expenditure Statistics



## Department for Transport statistics

[Transport Expenditure](#)

### Table TSGB1301

#### Public expenditure on transport: UK<sup>1</sup>

	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
<b>Price of the time</b>	10.9	9.5	8.7	7.8	7.9	9.0	11.3	14.8	16.3	16.0	17.0	19.9	20.6	21.0	23.0	21.5	20.0	19.3	20.2
<b>Real terms</b>	16.1	13.6	12.3	10.8	10.7	12.1	14.8	19.0	20.5	19.6	20.4	23.3	23.5	23.3	24.8	22.6	20.6	19.7	20.2

£ Billion

1. Taken from HM Treasury Public Expenditure Statistical Analysis, Tables 4.2 and 4.3 at:

<https://www.gov.uk/government/statistics/public-spending-statistics-release-july-2014>

Real terms figures are the nominal figures adjusted to 2013/14 price levels using GDP deflators from the Office for National Statistics (released 27 June 2014)

Cash figures until 1997/98, accruals from 1998/99 onwards

Figure for 2012/13 from the Country and Regional Analysis interactive table published at:

<https://www.gov.uk/government/statistics/public-expenditure-statistical-analyses-2014>

Sources: HM Treasury

Last updated: December 2014

Next update: December 2015

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Department for Transport statistics  
[Transport Expenditure](#)

Table TSGB1302  
 UK Public Expenditure on Transport by Country and Spending Authority:<sup>1</sup> from 2005/06

£ million (outturn prices)

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
<b>England</b>	<b>13,621</b>	<b>15,555</b>	<b>15,940</b>	<b>16,448</b>	<b>18,160</b>	<b>16,705</b>	<b>15,317</b>	<b>14,307</b>
<b>Central government expenditure</b> <sup>2</sup>	<b>5,239</b>	<b>7,154</b>	<b>7,314</b>	<b>7,410</b>	<b>8,444</b>	<b>7,396</b>	<b>6,803</b>	<b>6,429</b>
<b>Capital</b>	<b>2,535</b>	<b>4,110</b>	<b>4,233</b>	<b>5,117</b>	<b>5,717</b>	<b>5,196</b>	<b>4,746</b>	<b>4,585</b>
Strategic roads <sup>3</sup>	767	1,154	1,090	1,152	1,954	1,619	1,310	1,017
Local roads <sup>4</sup>	0	0	42	100	217	134	104	131
Local public transport	0	0	0	0	6	6	18	-1
Railways <sup>5</sup>	1,752	2,927	3,049	3,860	3,494	3,419	3,285	3,406
Other transport	16	29	53	6	46	18	28	32
<b>Current / resource</b>	<b>2,703</b>	<b>3,044</b>	<b>3,081</b>	<b>2,293</b>	<b>2,727</b>	<b>2,200</b>	<b>2,057</b>	<b>1,845</b>
Strategic roads <sup>3</sup>	1,379	1,471	1,473	1,633	1,323	1,094	1,107	992
Local public transport	364	448	517	430	443	418	423	332
Railways <sup>5</sup>	702	824	782	-101	588	386	295	294
Other transport	258	301	309	331	373	302	232	227
<b>Local government expenditure</b>	<b>6,779</b>	<b>6,797</b>	<b>7,130</b>	<b>7,529</b>	<b>8,289</b>	<b>7,870</b>	<b>7,163</b>	<b>6,725</b>
<b>Capital</b>	<b>2,834</b>	<b>2,697</b>	<b>2,803</b>	<b>3,247</b>	<b>3,650</b>	<b>3,763</b>	<b>3,401</b>	<b>3,214</b>
Local roads	2,244	2,170	2,299	2,673	2,607	2,803	2,481	2,254
Local public transport	580	518	471	508	1,013	938	901	950
Other transport	9	9	33	65	30	21	20	10
<b>Current / resource</b>	<b>3,946</b>	<b>4,100</b>	<b>4,327</b>	<b>4,282</b>	<b>4,638</b>	<b>4,107</b>	<b>3,762</b>	<b>3,511</b>
National roads	40	40	0	0	0	0	0	0
Local roads	1,556	1,551	1,572	1,546	1,759	1,396	1,163	1,230
Local public transport	1,403	1,534	1,698	2,157	1,992	1,784	1,814	1,694
Railways <sup>5</sup>	947	974	1,008	481	769	812	689	505
Other transport	0	0	49	99	118	115	96	82
<b>Public Corporation expenditure</b>	<b>1,603</b>	<b>1,604</b>	<b>1,495</b>	<b>1,509</b>	<b>1,427</b>	<b>1,440</b>	<b>1,351</b>	<b>1,152</b>
Capital: National roads	15	22	22	16	9	12	7	0
Capital: Railways	1,588	1,583	1,473	1,494	1,419	1,428	1,344	1,152
<b>Scotland</b>	<b>1,827</b>	<b>2,706</b>	<b>2,838</b>	<b>2,732</b>	<b>2,928</b>	<b>2,732</b>	<b>2,798</b>	<b>2,866</b>
<b>Central government expenditure</b> <sup>2</sup>	<b>971</b>	<b>1,753</b>	<b>1,858</b>	<b>1,788</b>	<b>1,936</b>	<b>1,805</b>	<b>1,755</b>	<b>1,927</b>
<b>Capital</b>	<b>505</b>	<b>763</b>	<b>803</b>	<b>769</b>	<b>933</b>	<b>764</b>	<b>763</b>	<b>892</b>
National roads	209	266	205	272	422	321	302	446
Railways	290	497	583	492	505	435	452	438
Other transport	5	1	14	5	6	7	9	8
<b>Current / resource</b>	<b>466</b>	<b>990</b>	<b>1,055</b>	<b>1,019</b>	<b>1,003</b>	<b>1,042</b>	<b>992</b>	<b>1,035</b>
National roads	164	199	233	213	171	229	149	164
Local public transport	59	224	227	247	257	240	245	256
Railways	122	457	481	419	426	431	438	464
Other transport	121	110	114	140	149	142	160	150
<b>Local government expenditure</b>	<b>825</b>	<b>912</b>	<b>967</b>	<b>930</b>	<b>981</b>	<b>915</b>	<b>1,033</b>	<b>935</b>
<b>Capital</b>	<b>369</b>	<b>466</b>	<b>501</b>	<b>443</b>	<b>483</b>	<b>391</b>	<b>461</b>	<b>464</b>
Local roads	256	314	280	288	300	285	314	316
Railways	28	108	88	6	8	6	7	7
Other transport	85	44	133	149	175	100	140	141
<b>Current / resource</b>	<b>456</b>	<b>445</b>	<b>466</b>	<b>487</b>	<b>498</b>	<b>524</b>	<b>571</b>	<b>471</b>
National roads	15	16	16	0	0	0	0	0
Local roads	342	336	345	366	384	405	433	347
Local public transport	20	16	20	18	18	18	21	19
Other transport	78	78	85	103	96	101	118	105
<b>Public Corporation expenditure</b>	<b>31</b>	<b>41</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>4</b>
Capital: National roads	1	3	2	1	1	1	1	0
Capital: Railways	12	9	3	4	5	5	4	4
Capital: Other transport	18	29	7	8	6	6	6	0
<b>Wales</b>	<b>855</b>	<b>888</b>	<b>934</b>	<b>953</b>	<b>1,057</b>	<b>1,108</b>	<b>1,054</b>	<b>1,122</b>
<b>Central government expenditure</b> <sup>2</sup>	<b>457</b>	<b>469</b>	<b>484</b>	<b>488</b>	<b>629</b>	<b>668</b>	<b>640</b>	<b>641</b>
<b>Capital</b>	<b>159</b>	<b>225</b>	<b>222</b>	<b>264</b>	<b>353</b>	<b>384</b>	<b>333</b>	<b>376</b>
National roads	91	113	129	112	161	199	119	150
Local roads	0	3	1	2	3	0	0	0
Local public transport	0	0	0	4	0	1	6	5
Railways	64	109	92	146	189	184	208	221
Other transport	4	1	0	0	0	0	0	0
<b>Current / resource</b>	<b>298</b>	<b>244</b>	<b>262</b>	<b>224</b>	<b>276</b>	<b>284</b>	<b>307</b>	<b>265</b>
National roads	64	71	62	66	73	72	81	66
Local roads	0	0	0	0	0	0	-1	0
Local public transport	21	20	23	29	35	46	31	24
Railways	202	147	170	120	157	157	187	167
Other transport	12	6	7	9	11	10	8	8
<b>Local government expenditure</b>	<b>392</b>	<b>412</b>	<b>445</b>	<b>461</b>	<b>425</b>	<b>436</b>	<b>411</b>	<b>478</b>
<b>Capital</b>	<b>195</b>	<b>210</b>	<b>233</b>	<b>227</b>	<b>198</b>	<b>206</b>	<b>200</b>	<b>277</b>
Local roads	163	185	171	192	176	181	184	254
Local public transport	29	20	61	33	22	25	16	22
Other transport	4	4	1	2	0	0	0	0
<b>Current / resource</b>	<b>196</b>	<b>202</b>	<b>212</b>	<b>234</b>	<b>226</b>	<b>230</b>	<b>211</b>	<b>202</b>
Local roads	148	149	156	164	155	165	151	151
Local public transport	28	29	30	36	34	33	32	32
Other transport	20	24	25	34	37	32	28	19
<b>Public Corporation expenditure</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>2</b>
Capital: National roads	1	3	1	1	0	1	0	0
Capital: Railways	6	5	4	3	3	3	3	2

**Table TSGB1302 (continued)**  
**UK Public Expenditure on Transport:<sup>1</sup> from 2005/06 (continued)**

£ million (outturn prices)

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
<b>Great Britain</b>	<b>16,303</b>	<b>19,149</b>	<b>19,712</b>	<b>20,133</b>	<b>22,145</b>	<b>20,545</b>	<b>19,169</b>	<b>18,294</b>
<b>Central government expenditure<sup>2</sup></b>	<b>6,667</b>	<b>9,376</b>	<b>9,656</b>	<b>9,686</b>	<b>11,009</b>	<b>9,869</b>	<b>9,198</b>	<b>8,997</b>
<b>Capital</b>	<b>3,199</b>	<b>5,098</b>	<b>5,259</b>	<b>6,150</b>	<b>7,003</b>	<b>6,343</b>	<b>5,842</b>	<b>5,853</b>
National roads	1,068	1,533	1,424	1,535	2,537	2,139	1,731	1,613
Local roads	0	3	43	102	220	134	104	131
Local public transport	0	0	0	4	6	7	25	3
Railways	2,107	3,532	3,724	4,498	4,188	4,037	3,945	4,065
Other transport	25	31	68	11	52	25	37	40
<b>Current / resource</b>	<b>3,467</b>	<b>4,278</b>	<b>4,398</b>	<b>3,536</b>	<b>4,006</b>	<b>3,527</b>	<b>3,355</b>	<b>3,144</b>
National roads	1,608	1,741	1,768	1,912	1,567	1,395	1,337	1,222
Local roads	0	0	0	0	0	0	-1	0
Local public transport	444	692	767	707	735	703	699	612
Railways	1,026	1,428	1,433	437	1,171	974	919	925
Other transport	390	417	429	479	534	453	400	385
<b>Local government expenditure</b>	<b>7,996</b>	<b>8,120</b>	<b>8,542</b>	<b>8,920</b>	<b>9,694</b>	<b>9,221</b>	<b>8,607</b>	<b>8,139</b>
<b>Capital</b>	<b>3,398</b>	<b>3,373</b>	<b>3,537</b>	<b>3,916</b>	<b>4,332</b>	<b>4,359</b>	<b>4,062</b>	<b>3,955</b>
Local roads	2,663	2,670	2,751	3,153	3,084	3,270	2,979	2,824
Local public transport	609	538	532	541	1,035	963	917	973
Railways	28	108	88	6	8	6	7	7
Other transport	98	58	167	216	205	121	160	151
<b>Current / resource</b>	<b>4,598</b>	<b>4,747</b>	<b>5,005</b>	<b>5,004</b>	<b>5,362</b>	<b>4,861</b>	<b>4,544</b>	<b>4,183</b>
National roads	55	56	16	0	0	0	0	0
Local roads	2,046	2,037	2,074	2,077	2,297	1,966	1,746	1,727
Local public transport	1,452	1,579	1,748	2,211	2,045	1,835	1,867	1,745
Railways	947	974	1,008	481	769	812	689	505
Other transport	99	101	159	236	251	248	242	206
<b>GB Public Corporations</b>	<b>1,640</b>	<b>1,653</b>	<b>1,513</b>	<b>1,527</b>	<b>1,442</b>	<b>1,455</b>	<b>1,365</b>	<b>1,158</b>
<b>Capital</b>	<b>1,640</b>	<b>1,653</b>	<b>1,513</b>	<b>1,527</b>	<b>1,442</b>	<b>1,455</b>	<b>1,365</b>	<b>1,158</b>
Capital: National roads	17	27	26	18	10	14	8	0
Capital: Railways	1,605	1,597	1,480	1,501	1,426	1,436	1,351	1,158
Capital: Other transport	18	29	7	8	6	6	6	0
<b>Northern Ireland</b>	<b>357</b>	<b>386</b>	<b>541</b>	<b>541</b>	<b>581</b>	<b>699</b>	<b>603</b>	<b>566</b>
<b>Outside UK<sup>6</sup></b>	<b>211</b>	<b>188</b>	<b>179</b>	<b>159</b>	<b>95</b>	<b>100</b>	<b>90</b>	<b>68</b>
<b>Not identifiable by country<sup>7</sup></b>	<b>168</b>	<b>161</b>	<b>173</b>	<b>144</b>	<b>150</b>	<b>147</b>	<b>181</b>	<b>409</b>
<b>UK Total</b>	<b>17,039</b>	<b>19,885</b>	<b>20,605</b>	<b>20,977</b>	<b>22,971</b>	<b>21,490</b>	<b>20,043</b>	<b>19,338</b>

1. Figures taken from Country and Regional Analysis, HMT for 2007/08 onwards see <https://www.gov.uk/government/publications/country-and-regional-analysis-2013>  
earlier figures were published in the similar exercises in 2012, see for example <https://www.gov.uk/government/publications/national-statistics-release-october-2012>  
Includes revisions from 2008/09

Source: HM Treasury  
Last updated: December 2013  
Next update: 2015

The figures in this table are National Statistics

2. Figures exclude grants to local authorities. Net expenditure includes EU grants treated as receipts.

3. In England, funding to Highways Agency, excluding the cost of capital.

4. Local Roads capital expenditure in England was in London.

5. The railway category covers both National Rail and the London Underground. It also includes those companies considered to be in public ownership, such as London and Continental Railways and GNER.

6. Expenditure attributed to "outside the UK" is largely capital expenditure attributed to public corporations for spend on railways, with a small amount to Central Government railway spend.

7. Expenditure in the not identifiable by country is "other transport" and consists largely of expenditure on areas such as Civil Aviation Authority, Transport Security, Civil aviation services, Accident and Investigation work and others which are deemed to benefit the whole country.

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Department for Transport statistics

[Transport Expenditure](#)

Table TSGB1303

UK Public Expenditure on Transport by function<sup>1</sup>: from 2005/06

£ million (outturn prices)

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>National Roads</b>	<b>2,760</b>	<b>3,370</b>	<b>3,260</b>	<b>3,487</b>	<b>4,131</b>	<b>3,584</b>	<b>3,097</b>	<b>2,859</b>	<b>3,156</b>
Capital	1,085	1,560	1,450	1,556	2,548	2,156	1,741	1,618	..
Current	1,675	1,810	1,810	1,931	1,583	1,428	1,356	1,241	..
<b>Local Roads</b>	<b>4,963</b>	<b>4,946</b>	<b>5,156</b>	<b>5,668</b>	<b>5,993</b>	<b>5,861</b>	<b>5,165</b>	<b>5,019</b>	<b>5,194</b>
Capital	2,766	2,763	2,931	3,430	3,556	3,736	3,245	3,118	..
Current	2,197	2,183	2,226	2,238	2,437	2,125	1,921	1,901	..
<b>Local Public Transport</b>	<b>2,573</b>	<b>2,909</b>	<b>3,150</b>	<b>3,527</b>	<b>3,898</b>	<b>3,631</b>	<b>3,583</b>	<b>3,412</b>	<b>3,454</b>
Capital	616	571	587	558	1,062	1,034	959	996	..
Current	1,957	2,338	2,563	2,970	2,836	2,597	2,624	2,416	..
<b>Railways</b>	<b>5,921</b>	<b>7,826</b>	<b>7,943</b>	<b>7,152</b>	<b>7,728</b>	<b>7,399</b>	<b>7,132</b>	<b>6,810</b>	<b>6,815</b>
Capital	3,937	5,413	5,460	6,126	5,744	5,569	5,479	5,343	..
Current	1,984	2,413	2,484	1,026	1,983	1,829	1,653	1,467	..
<b>Other Transport</b>	<b>822</b>	<b>834</b>	<b>1,096</b>	<b>1,144</b>	<b>1,222</b>	<b>1,016</b>	<b>1,065</b>	<b>1,238</b>	<b>1,601</b>
Capital	176	161	311	289	293	164	244	276	..
Current	646	673	785	855	929	852	821	962	..
<b>UK total</b>	<b>17,039</b>	<b>19,885</b>	<b>20,605</b>	<b>20,977</b>	<b>22,971</b>	<b>21,490</b>	<b>20,043</b>	<b>19,338</b>	<b>20,219</b>
Capital	8,580	10,467	10,739	11,958	13,204	12,660	11,667	11,351	12,321
Current	8,459	9,417	9,867	9,019	9,767	8,830	8,375	7,987	7,899

1. Figures for 2013/14 taken from Chapter 5 of the Public expenditure statistical analysis at:

<https://www.gov.uk/government/statistics/public-expenditure-statistical-analyses-2014>

Earlier figures taken from Country and Regional Analysis, HMT for 2008/09 onwards see

<https://www.gov.uk/government/publications/country-and-regional-analysis-2013>

Figures also taken from Country and Regional Analysis, HMT for 2007/08 backwards see

<https://www.gov.uk/government/publications/public-expenditure-statistical-analyses-2012>

and the similar exercise published in 2011, see

<https://www.gov.uk/government/publications/national-statistics-release-october-2011>

These include public spending by central and local government as well as capital spending by public corporations in the UK.

There may be some slight differences between these figures and those from the downloadable HMT tables referenced in other tables due to differences in the timing of the data collections.

Source: HM Treasury

Last updated: November 2014

Next update: 2015

The figures in this table are National Statistics

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Department for Transport statistics  
[Transport Expenditure](#)

Table TSGB1304

Total UK Public Corporation Capital Expenditure on Transport:<sup>1</sup> from 2005/06

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
<b>UK Public Corporation expenditure<sup>2</sup></b>	<b>1,868</b>	<b>1,880</b>	<b>1,790</b>	<b>1,700</b>	<b>1,606</b>	<b>1,618</b>	<b>1,593</b>	<b>1,336</b>	<b>1,504</b>
Capital: National roads	17	27	26	20	11	16	8	3	
Capital: Railways <sup>3</sup>	1,802	1,765	1,648	1,619	1,551	1,524	1,527	1,272	
Capital: Local public transport (NI) <sup>4</sup>	4	34	55	12	20	65	18	19	
Capital: Other transport	44	55	61	49	23	12	40	42	

1. Figures for 2013/14 taken from Table 8.4 of the 2014 Public Expenditure Statistical Analysis

Earlier figures taken from Country and Regional Analysis, HMT for 2008/09 onwards see <https://www.gov.uk/government/publications/country-and-regional-analysis-2013>

earlier figures were published in the Public Expenditure Statistical Analysis in 2013, 2012 and 2011, see for example

<https://www.gov.uk/government/publications/public-spending-statistics-release-july-2013>

<https://www.gov.uk/government/publications/national-statistics-release-october-2012>

<https://www.gov.uk/government/publications/national-statistics-release-october-2011>

2. Includes provisional estimates.

3. The railway category is mainly the London Tube. It also includes those companies considered to be in public ownership, such as London and Continental Railways and GNER.

4. Expenditure attributed to local public transport is from public corporations in Northern Ireland. Government railway spend.

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Source: HM Treasury

Last updated: November 2014

Next update: 2015

The figures in this table are National Statistics

## Department for Transport statistics

[Transport Expenditure](#)

### Table TSGB1305

#### Public expenditure on specific transport areas : Great Britain<sup>1</sup>

	£ million (outturn prices)										
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14		
<b>Street Lighting</b>	463	506	554	624	609	624	655	692	827		
<b>Bus Service Operators Grant<sup>2</sup></b>	435	441	472	504	515	505	492	414			
<b>Concessionary Fares<sup>3</sup></b>	674	1,002	1,102	1,251	1,268	1,322	1,362	1,386			
<b>Parking (net of receipts)<sup>4</sup></b>	-276	-362	-291	-267	-252	-332	-376	-417			

1. Figures for Street Lighting taken from Country and Regional Analysis, HMT for 2008/09 onwards see <https://www.gov.uk/government/publications/country-and-regional-analysis-2013>

earlier figures were published in the similar exercises in July 2013, 2012 and 2011, see for example

<https://www.gov.uk/government/publications/public-expenditure-statistical-analyses-2013>

<https://www.gov.uk/government/publications/public-expenditure-statistical-analyses-2012>

<https://www.gov.uk/government/publications/national-statistics-release-october-2011>

Includes revisions for previous years.

Update for 2013/14 taken from table 5.2 of the Public Expenditure Statistical Analysis 2014, see

<https://www.gov.uk/government/statistics/public-expenditure-statistical-analyses-2014>

Other figures mainly from Local Government Finance Statistics.

2. Excludes coach concession. Regional Transport Services Grant in Wales.

3. For 2012/13 figures for Scotland only include bus concessionary fares (likely to be over 90% of the total)

4. Negative figures are gains. Revenue is offset by capital charges and capital costs where identified.

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Sources: Scottish Government; Welsh Local Government Finance;  
Local Authority Finance Statistics (England)  
Last updated: November 2014  
Next update: 2015

Table TSGB1306

Household expenditure on transport: United Kingdom: From 2000/01

£ per week/percentage

Transport (COICOP categories) <sup>1</sup>	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006	2006	2007	2008	2009	2010	2011	2012
<b>(a) Motoring and bicycle costs</b>														
<b>Purchase of vehicles</b>	23.20	25.80	26.60	28.10	25.10	23.90	23.40	22.90	22.80	21.10	19.50	19.50	19.10	17.20
New cars and vans	10.60	10.70	11.30	11.40	10.10	9.60	8.30	8.00	7.80	6.60	6.50	6.50	5.50	4.70
Second-hand cars and vans	11.80	14.40	14.50	16.00	14.10	14.00	14.50	14.20	14.40	13.60	12.40	12.20	12.90	11.90
Motorcycles and scooters	0.60	0.50	0.70	0.60	0.50	..	0.30	0.30	0.40	0.60	0.40	0.40	0.40	0.50
Other vehicles (mainly bicycles)	..	0.20	0.20	0.20	0.30	0.20	0.30	0.30	0.20	0.40	0.20	0.40	0.20	0.30
Bicycle purchase	0.20	..	..	..	..	..	..	..	..	..	..	..	..	..
<b>Spares, accessories, repairs and servicing</b>	6.40	7.00	7.30	6.90	7.80	8.00	8.00	7.80	8.10	8.60	7.90	9.10	9.20	9.40
Car or van	6.00	6.80	6.90	6.60	7.50	7.70	7.70	7.50	7.80	8.30	7.60	8.70	8.70	9.10
Motorcycle	0.20	0.10	0.20	0.20	0.10	0.20	0.20	0.20	0.20	0.00	0.20	0.10	0.20	0.00
Bicycle	0.10	0.10	0.20	0.10	0.10	0.20	0.20	0.20	0.10	0.20	0.20	0.20	0.20	0.20
<b>Petrol, diesel and other motor oils:</b>	15.80	14.80	14.80	15.00	16.20	17.50	18.20	17.90	18.30	21.00	19.20	21.60	24.90	24.70
Petrol	14.00	12.70	12.70	12.40	13.40	14.30	14.50	14.30	14.10	15.70	14.70	15.60	17.50	16.40
Diesel	1.80	2.00	2.10	2.50	2.80	3.10	3.70	3.60	4.10	5.30	4.50	5.90	7.30	8.20
Other motor oils	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
<b>Other motoring costs</b>	1.80	1.80	1.90	1.90	2.40	2.30	2.40	2.30	2.40	2.10	2.20	2.60	2.40	2.40
<b>All motoring and bicycle costs</b>	<b>47.20</b>	<b>49.40</b>	<b>50.70</b>	<b>51.90</b>	<b>51.40</b>	<b>51.80</b>	<b>52.10</b>	<b>50.90</b>	<b>51.60</b>	<b>52.90</b>	<b>48.80</b>	<b>52.80</b>	<b>55.50</b>	<b>53.60</b>
<b>(b) Transport services</b>														
<b>Rail and tube fares:</b>	2.00	1.90	1.80	1.90	2.00	2.10	2.20	2.10	2.50	2.40	2.50	2.80	2.90	3.30
Season tickets	0.60	0.60	0.60	0.70	0.70	0.70	0.80	0.70	0.80	1.00	0.80	1.00	1.20	1.40
Other tickets	1.40	1.30	1.20	1.20	1.30	1.40	1.40	1.40	1.70	1.50	1.60	1.70	1.70	1.90
<b>Bus and coach fares:</b>	1.40	1.50	1.40	1.40	1.50	1.50	1.30	1.30	1.20	1.40	1.30	1.50	1.60	1.40
Season tickets	0.30	0.30	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.40	0.50	0.60	0.50
Other tickets	1.10	1.10	1.10	1.10	1.10	1.10	0.90	0.90	0.90	0.90	0.90	1.00	1.00	0.90
<b>Combined tickets:</b>	0.90	1.00	0.80	0.70	0.80	1.00	1.00	1.00	1.30	1.20	1.10	1.20	0.80	0.70
Season tickets	0.70	0.80	0.60	0.50	0.60	0.80	0.80	0.80	0.90	0.90	0.90	0.90	0.40	0.20
Other tickets	0.20	0.20	0.20	0.10	0.20	0.20	0.20	0.20	0.40	0.30	0.30	0.30	0.50	0.50
<b>Air and other travel and transport:</b>	4.30	4.10	4.50	4.80	3.80	5.40	5.50	5.50	5.10	5.40	4.80	6.60	4.80	5.10
Air fares <sup>2</sup>	1.30	1.20	1.50	1.90	1.00	2.50	2.20	2.20	1.80	1.80	1.20	2.70	1.60	1.40
Other transport and travel	3.00	2.90	3.00	2.80	2.90	2.90	3.30	3.30	3.30	3.40	3.60	3.90	3.20	3.70
<b>All transport services</b>	<b>8.60</b>	<b>8.40</b>	<b>8.50</b>	<b>8.80</b>	<b>8.10</b>	<b>9.90</b>	<b>10.00</b>	<b>9.90</b>	<b>10.10</b>	<b>10.50</b>	<b>9.60</b>	<b>12.10</b>	<b>10.20</b>	<b>10.50</b>
<b>All transport (excluding motor vehicle insurance and taxation and boat purchase and repairs)</b>	55.90	57.80	59.20	60.70	59.60	61.70	62.00	60.80	61.70	63.40	58.40	64.90	65.70	64.10
<b>All household expenditure</b>	385.70	398.30	406.20	418.10	434.40	443.40	455.90	449.00	459.20	471.00	455.00	473.60	483.60	489.00
<b>Percentage of household expenditure on transport</b>	14.5	14.5	14.6	14.5	13.7	13.9	13.6	13.5	13.5	13.5	12.8	13.7	13.6	13.1
<b>Key transport expenditure totals<sup>3</sup>:</b>														
Motoring costs	55.10	58.50	61.70	62.40	62.60	63.80	62.40	61.40	62.00	63.60	60.00	63.50	68.00	66.40
Fares and other travel costs	9.50	9.50	9.70	9.60	9.50	11.10	11.10	10.90	10.90	14.20	11.00	13.60	11.70	11.40
<b>All transport and travel</b>	<b>64.50</b>	<b>68.00</b>	<b>71.40</b>	<b>72.00</b>	<b>72.10</b>	<b>74.90</b>	<b>73.50</b>	<b>72.30</b>	<b>72.90</b>	<b>77.80</b>	<b>71.00</b>	<b>77.10</b>	<b>79.70</b>	<b>77.80</b>
<b>Adjusted for general inflation 2012 prices:</b>														
Motoring costs	78.00	80.80	84.30	83.00	80.70	80.20	76.40	74.90	72.90	71.90	68.20	68.90	70.10	66.40
Fares and other travel costs	13.40	13.00	13.30	12.80	12.20	13.90	13.60	13.50	12.70	16.10	12.50	14.80	12.00	11.40
<b>All transport and travel</b>	<b>91.40</b>	<b>93.80</b>	<b>97.60</b>	<b>95.80</b>	<b>92.90</b>	<b>94.10</b>	<b>90.00</b>	<b>88.40</b>	<b>85.60</b>	<b>88.00</b>	<b>80.70</b>	<b>83.70</b>	<b>82.10</b>	<b>77.80</b>

Note: For further details see Family Spending: A Report on the 2012 Living Costs and Food Survey available at:

<http://www.ons.gov.uk/ons/rel/family-spending/family-spending/2013-edition/index.html>

1. Data for 2000/01 are based on old Family Expenditure Survey categories which include some items excluded under COICOP, eg motor caravans audio equipment, helmets. Additional changes were made in 2006, see the link above for details.

2. Excludes air fare component of package holidays abroad.

3. Using Family Expenditure Survey classification, includes expenditure on motorcycles, bicycles, boats and vehicle taxation and insurance.

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[Notes and definitions](#)

Source: Living Costs and Food Survey, ONS  
 Last updated: January 2014  
 Next update: 2015  
 The figures in this table are National Statistics



Department for Transport statistics

[Transport Expenditure](#)

Table TSGB1307

Retail and Consumer Prices Indices: Motoring Costs: 1997-2013

Index: 1997=100

ONS Code Year	Consumer Prices Index		Retail Prices Index		
	All items CPI	Operation of personal transport equipment <sup>1</sup>	All items RPI	All motor <sup>2</sup>	Motoring running costs <sup>3</sup>
	D7BT	D7CP	CHAW	CHBK	
1997	100.0	100.0	100.0	100.0	100.0
1998	101.6	104.3	103.4	103.1	105.7
1999	102.9	110.9	105.0	105.6	113.3
2000	103.8	120.7	108.1	109.7	124.7
2001	105.0	120.3	110.0	109.1	124.6
2002	106.4	121.1	111.9	108.2	124.8
2003	107.8	127.2	115.1	109.6	130.4
2004	109.3	134.2	118.5	110.7	135.7
2005	111.5	143.7	121.9	111.4	142.7
2006	114.0	151.6	125.8	113.1	149.0
2007	116.7	157.2	131.2	114.5	154.6
2008	121.0	172.4	136.4	118.0	169.2
2009	123.5	168.0	135.7	117.2	168.0
2010	127.6	185.5	141.9	132.5	196.4
2011	133.3	203.6	149.3	144.2	224.4
2012	137.1	206.8	154.1	145.4	229.1
2013	140.6	207.3	158.8	145.3	229.8

1. Operation of personal transport equipment, covering motor running costs, includes spare parts and accessories, fuels and lubricants, maintenance and repairs and other services. It excludes the purchase of a vehicle, unlike the RPI all motoring index (CHAW) given here and in TSGB1308, and there are some other exclusions such as car insurance and vehicle excise duty, which are also included in the RPI.
2. The RPI all motor index includes purchase of a vehicle, maintenance, petrol and oil and tax and insurance.
3. The RPI motoring costs index excludes the purchase of a vehicle, but includes tax, such as Vehicle Excise Duty, and insurance. includes some corrections.

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Source: Consumer Prices and Inflation Division, ONS  
Last updated: January 2014  
Next update: 2015  
The figures in this table are National Statistics

Department for Transport statistics

[Transport Expenditure](#)

Table TSGB1308

Retail Prices Index: transport components: 1997-2013

Index 1997=100

ONS Code	All items RPI	Motor vehicles					All motor <sup>1</sup>	Rail fares	Bus and Coach fares
		Purchase of vehicle	Maintenance	Petrol and oil	Tax and Insurance				
Year	CHAW	DOCS	DOCT	DOCU	DOCV	CHBK	DOCW	DOCX	
1997	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
1998	103.4	98.9	104.1	105.0	108.8	103.1	104.1	103.3	
1999	105.0	94.7	108.2	113.8	117.6	105.6	107.9	107.0	
2000	108.1	89.6	112.7	128.8	130.2	109.7	109.8	111.3	
2001	110.0	88.3	118.2	122.2	137.0	109.1	114.0	116.0	
2002	111.9	86.6	124.3	118.3	139.1	108.2	116.6	119.6	
2003	115.1	84.1	131.7	122.6	145.1	109.6	118.6	124.6	
2004	118.5	81.5	139.7	129.4	145.8	110.7	123.1	131.0	
2005	121.9	77.3	148.2	140.8	143.9	111.4	128.1	139.6	
2006	125.8	75.2	157.2	148.5	145.7	113.1	133.2	141.6	
2007	131.2	73.2	165.3	152.6	152.4	114.5	140.0	149.7	
2008	136.4	68.2	175.1	175.5	157.2	118.0	146.1	158.9	
2009	135.7	67.7	182.3	161.6	175.2	117.2	153.9	168.5	
2010	141.9	71.7	190.8	188.8	219.8	132.5	166.2	176.1	
2011	149.3	70.4	200.2	216.1	265.2	144.2	178.0	187.8	
2012	154.1	69.0	203.9	220.3	270.8	145.4	186.6	198.0	
2013	158.8	68.2	208.9	218.1	273.4	145.3	194.4	203.1	

<sup>1</sup> The RPI all motor index includes purchase of a vehicle, maintenance, petrol and oil and tax and insurance. See Notes and definitions for further details.

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[Notes and definitions](#)

Source: Consumer Prices and Inflation Division, ONS  
 Last updated: January 2014  
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**Table TSGB1309**  
**Gross Domestic Product, Retail Prices Index**  
**and Consumer Prices Index deflators: 2000-2013/14**

**(a) Calendar years to 2013 price level**

Year	RPI Factor	CPI Factor	GDP factor
2000	1.469	1.356	1.346
2001	1.443	1.339	1.316
2002	1.420	1.322	1.284
2003	1.379	1.305	1.257
2004	1.340	1.287	1.228
2005	1.303	1.261	1.204
2006	1.263	1.233	1.171
2007	1.211	1.205	1.145
2008	1.164	1.163	1.109
2009	1.171	1.138	1.085
2010	1.119	1.102	1.052
2011	1.064	1.055	1.028
2012	1.030	1.026	1.017
2013	1.000	1.000	1.000

**(b) Fiscal years to 2013/14**

Year	RPI Factor	CPI Factor	GDP factor
2000/01	1.469	1.359	1.348
2001/02	1.448	1.340	1.312
2002/03	1.418	1.323	1.283
2003/04	1.380	1.306	1.258
2004/05	1.338	1.287	1.224
2005/06	1.304	1.261	1.202
2006/07	1.257	1.229	1.168
2007/08	1.207	1.203	1.140
2008/09	1.172	1.159	1.109
2009/10	1.167	1.134	1.079
2010/11	1.112	1.095	1.052
2011/12	1.061	1.050	1.028
2012/13	1.029	1.023	1.017
2013/14	1.000	1.000	1.000

Note: GDP is revised so deflators may change whereas the CPI and RPI are not revised.

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Source: Consumer Prices and Inflation Division, ONS  
 Last updated: November 2014  
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 The figures in this table are National Statistics

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Table TSGB1310

Fuel duty and Vehicle excise duty from 1987

ONS Code <sup>1</sup> Year	Fuel Duty					Vehicle Excise Duty					Total CMXZ
	Leaded petrol/LRP GBHL	Unleaded petrol GBHE	Diesel GBHH	Ultra low sulphur petrol ZXTK	Ultra low sulphur diesel GBHI	Total duty on hydrocarbon oils GTAP <sup>2</sup>	Households CDDZ	Business EKED	CMXZ		
1987						7,673	1,612	991	2,603		
1988						8,501	1,693	1,065	2,758		
1989						8,723	1,793	1,122	2,915		
1990	4,381	2,314	2,217			9,466	1,837	1,134	2,971		
1991	4,805	2,870	2,698			10,555	1,879	1,093	2,972		
1992	4,661	3,476	2,947			11,281	1,963	1,150	3,113		
1993	4,502	4,242	3,484			12,497	2,301	1,181	3,482		
1994	4,349	5,101	4,257			13,984	2,546	1,302	3,848		
1995	4,088	5,901	5,127			15,360	2,641	1,313	3,954		
1996	3,716	7,043	5,888			16,895	2,781	1,368	4,149		
1997	3,393	8,073	6,528		146	18,357	2,972	1,362	4,334		
1998	2,984	9,897	7,088		806	20,996	3,122	1,509	4,631		
1999	1,630	11,952	1,274		7,338	22,391	3,308	1,565	4,873		
2000	1,096	11,439	23	965	8,981	23,041	3,191	1,415	4,606		
2001	650	1,906	65	10,117	8,492	22,046	3,324	778	4,102		
2002	103			12,624	9,029	22,070	3,570	724	4,294		
2003	69			12,183	9,523	22,476	3,923	797	4,720		
2004	67			12,160	10,168	23,412	3,955	808	4,763		
2005	20			11,688	10,796	23,346	3,953	809	4,762		
2006	15			11,299	11,226	23,448	4,145	865	5,010		
2007	13			11,314	12,131	24,512	4,506	878	5,384		
2008	10			11,114	12,216	24,790	4,639	885	5,524		
2009	9			11,175	12,718	25,894	4,722	908	5,630		
2010	10			11,001	13,923	27,013	4,903	937	5,840		
2011	11			10,580	14,240	26,923	4,889	931	5,820		
2012	9			10,530	15,073	26,703	4,933	940	5,873		
2013	9			9,926	15,422	26,697	5,124	977	6,101		

1. ONS Blue Book codes. The codes used in the Environmental Accounts are different.

2. Duty excludes Value Added Tax but includes some duty from other sources including oil and gas, as well as duty on bioethanol and biodiesel used in fuel  
Note: Includes revisions from last year's table

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Sources: Blue Book 2013 Edition, ONS  
Environmental Accounts 2014, ONS  
Updated: November 2014  
Next update: November 2015

The figures in this table are National Statistics

**Table TSGB1311 (RDE0103)**  
**Road taxation revenue in 2013/14**

		£million
	Number of vehicles <sup>1</sup> (thousand)	Vehicle excise duty <sup>2</sup>
Private and light goods	39,961	5,688
Motorcycles, scooters and mopeds	1,364	62
Buses and coaches	125	30
Goods	503	252
Other	2,059	19
<b>All vehicles</b>	<b>44,012</b>	<b>6,051</b>

(b) Fuel tax classified by propulsion type <sup>2</sup>	Petrol	Diesel	Total <sup>1</sup>
	10,436	15,822	26,881

1. Total number of unique vehicles licenced during the year. This will exceed the licenced stock at any one time.
2. The overall estimate of vehicle excise duty raised is provided by DVLA. The split of this total across vehicle taxation groups is estimated by applying the relevant excise duty rate to the average of the number of licenced vehicles in each group at the end of each quarter of the year.
3. Total fuel tax by propulsion includes oil and gas.
4. Not including receipts from VAT

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Source: HMRC and DVLA  
 Last updated: 11 December 2014  
 Next update: December 2015

The road tax figures in this table are outside the scope of National Statistics



## Scottish Government

### Transport Publications

Scottish Transport Statistics  
Main Transport Trends  
Household Transport - some SHS results  
Transport Across Scotland:  
some SHS results for parts of Scotland  
SHS Travel Diary results  
Travel by Scottish Residents: some NTS results  
Bus and Coach Statistics  
Road Accidents Scotland  
Key Road Accidents Statistics  
(SHS = Scottish Household Survey; NTS = National Travel Survey)

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These publications are available, payment with orders  
From: Scottish Executive Publication Sales, Blackwell's  
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## 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

*These publications are available from:*  
Central Support Unit, Statistical Directorate, Welsh  
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CF10 3NQ  
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E-mail: [stats.transport@wales.gsi.gov.uk](mailto:stats.transport@wales.gsi.gov.uk)  
Internet: <http://wales.gov.uk>

### Northern Ireland Transport Statistics

*Available from:*  
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Internet: <http://www.drdni.gov.uk/index/statistics.htm>

## Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent and upcoming seminars in 2014-15 include:

- Disability & impairment
- Cycling
- Rail / trams / light rail
- Big data
- Smart travel
- Road safety
- Congestion
- Traffic, collection technology
- Public attitudes

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit [www.tsug.org.uk](http://www.tsug.org.uk) or contact:

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

## CLIP TRANSPORT STATISTICS

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.

Its formal terms of reference are:

- 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.

CLIP-TS comprises of a Local Authority side and a DfT side. The LA side represents the Passenger Transport Authorities, Shire Counties, and the Unitary Authorities.

Recent work of the group has centred on the information requirements for the transport indicators and national data collections on the Single Data List. This and other useful information is shown on the Knowledge Hub at website which can be found at:

<https://knowledgehub.local.gov.uk/group/khub>

Membership of the group:

Darren Stillwell - Statistician, Buses and Local Transport Statistics, DfT (joint chair)  
Clare Horton - Staffordshire County Council (LA lead, joint chair)  
Paul Syron - Buses and Local Transport Statistics, DfT (Secretary)  
Julie Brown - Chief Statistician, Statistics Travel and Safety Division, DfT  
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