



Department  
for Transport



# Transport Statistics Great Britain 2017

2017 Edition

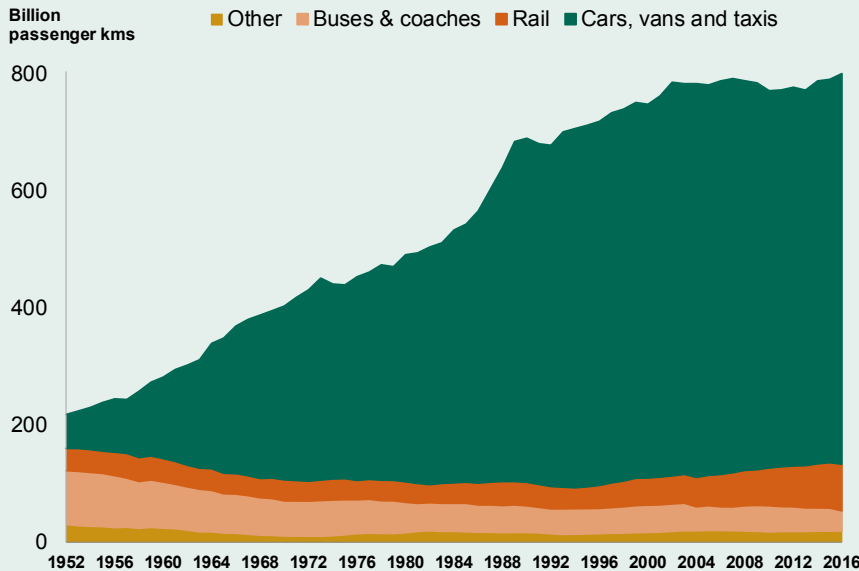
November 2017





### Passenger transport [TSGB0101-0102](#)

Passenger kilometres by mode, Great Britain: 1952 to 2016



**801 billion** passenger kilometres - the highest volume ever recorded

**Over 80%** of passenger kilometres in 2016 were by car, van or taxi

**Over 8.3 billion** passenger journeys in 2016/17

**4.9 billion** passenger journeys on local bus services - 61% lower than 1950.

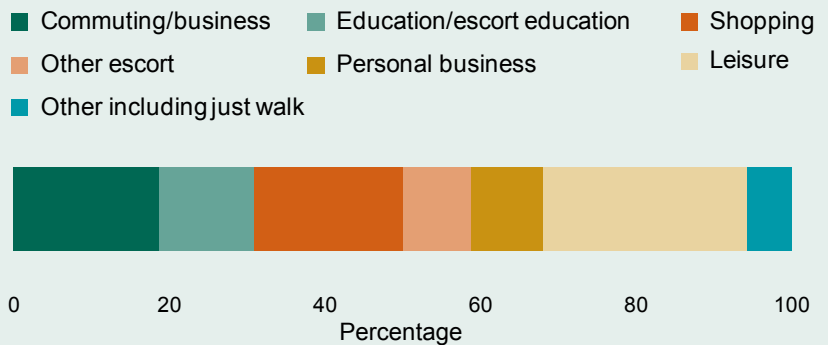
### Mode share [TSGB0103-0105](#)

How we travelled, mode share, England: 2016



### Purpose of trips [TSGB0104](#)

Trips by purpose, England: 2016



Over a quarter of all trips were for leisure purposes in 2016, that includes trips to visit friends, sports, holidays and day trips. Around 19% of trips were for commuting/business or shopping.

Most modes are used for a mixture of purposes, however over half (58%) of all trips by surface rail are for either commuting or business purposes.

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](#)
- ▶ Transport related employment: [TSGB0116](#)

More detailed information on personal travel can be found in the [National Travel Survey](#).



**Travel to work [TSGB0110-0111](#)**

Travel time (minutes) to work by region, Great Britain: Oct to Dec 2016

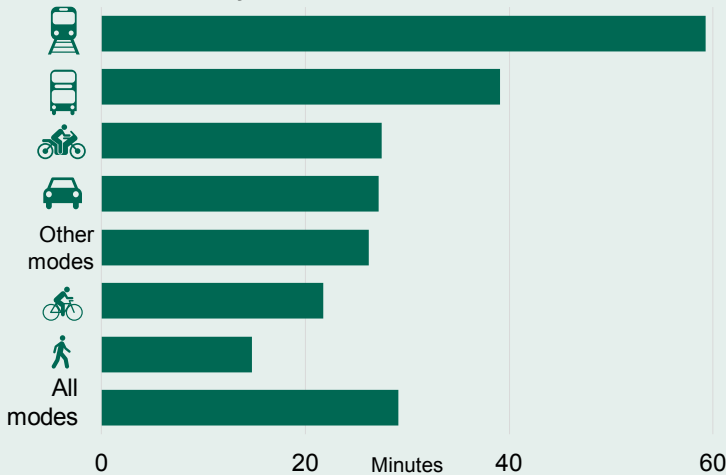


**46 mins**

People working in London have the longest average commute.

**Travel time to work [TSGB0111](#)**

Travel time to work by usual mode, Great Britain: Oct-Dec 2016



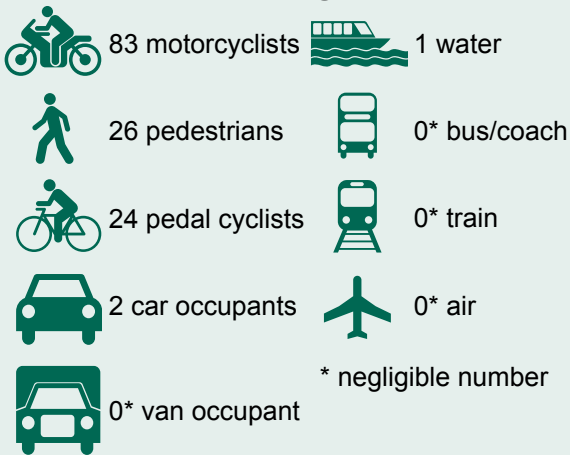
**59 mins**  
The average rail commute.

**15 mins**  
The average walking commute.

**Passenger casualty rates [TSGB0107](#)**

**[TSGB0107](#)**

Fatalities per billion passenger kilometres by mode: 2006 to 2015 average



**Usual mode of travel to work [TSGB0108-0109](#)**

Travel to work mode share, Great Britain: 2016

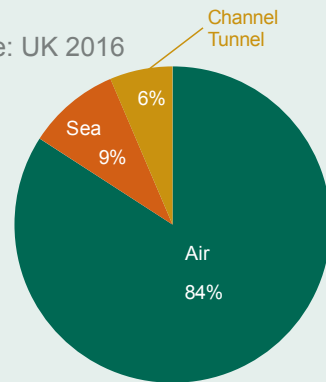


**Overseas travel [TSGB0113](#)**

Visits abroad by residents by mode: UK 2016

**84% of 70.8m**

visits abroad in 2016 by UK residents were made by air.



**Further data are available, including:**

- ▶ Travel to work by region of residence/workplace and method of travel: [TSGB0108-12](#)
- ▶ Overseas travel - visits to and from the UK: [TSGB0113-15](#)
- ▶ Passenger casualty rates by mode of travel: [TSGB0107](#)

**Further information and detailed statistical tables: Modal Comparisons statistics**

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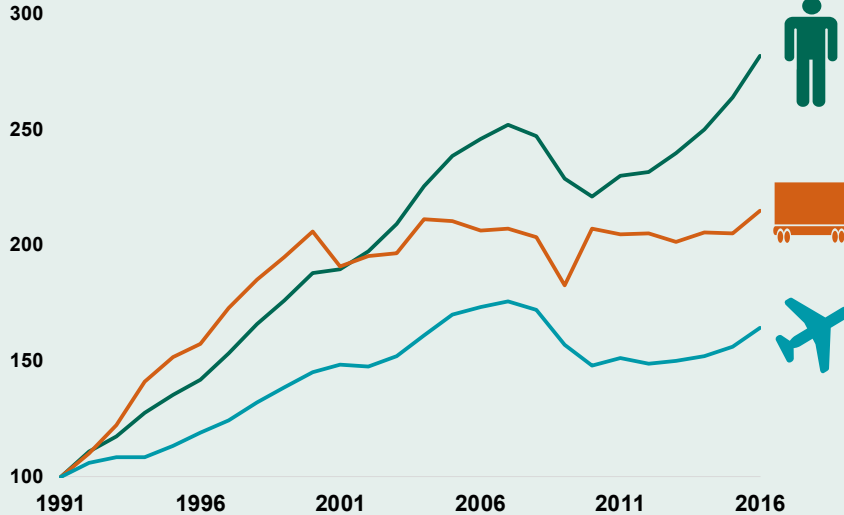


### Trends in air traffic [TSGB0201](#)

Trend in air traffic at UK airports: 1991 to 2016

—Terminal passengers —Freight handled —Air transport movements

Index: 1991=100



### 2016 figures

**268 million**

terminal passengers (arrivals and departures) - an increase of 7% from 2015 and 50% higher than in 2000.

**2.4 million**

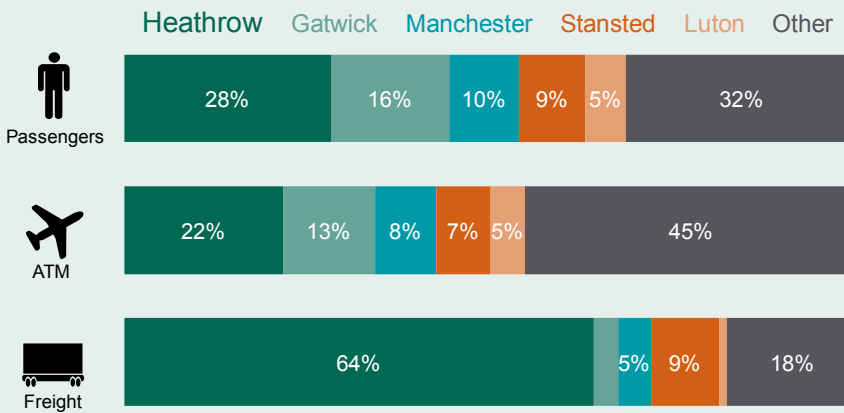
tonnes of freight handled in 2016, 4% more than in 2015 and exceeds the former peak in 2004.

**2.2 million**

air transport movements (ATMs) (landings and take-offs), 5% more than 2015 but 7% less than the peak in 2007.

### Traffic at UK airports [TSBG0202](#)

Traffic at UK airports: 2016



The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 59% of passengers, 50% of ATMs and 78% of freight in 2016.

There were 7 UK airports with more than 100,000 ATMs in 2016. This includes Heathrow, Gatwick, Manchester, Stansted, Luton, Edinburgh and Birmingham.

East Midlands handled the most air freight (12%) after Heathrow.

### Passenger characteristics [TSGB0208](#)

#### [TSGB0208](#)

Passenger characteristics at selected UK airports: 2016

#### Gatwick



#### Heathrow



#### Luton



#### Manchester



#### Stansted



### Further data are available on air traffic at UK airports, including:

- ▶ Activity at UK airports, including punctuality and passenger characteristics: [TSGB0201](#)
- ▶ Activity of UK airlines: [TSGB0202](#)
- ▶ Major airports and airlines worldwide: [TSGB0203](#)



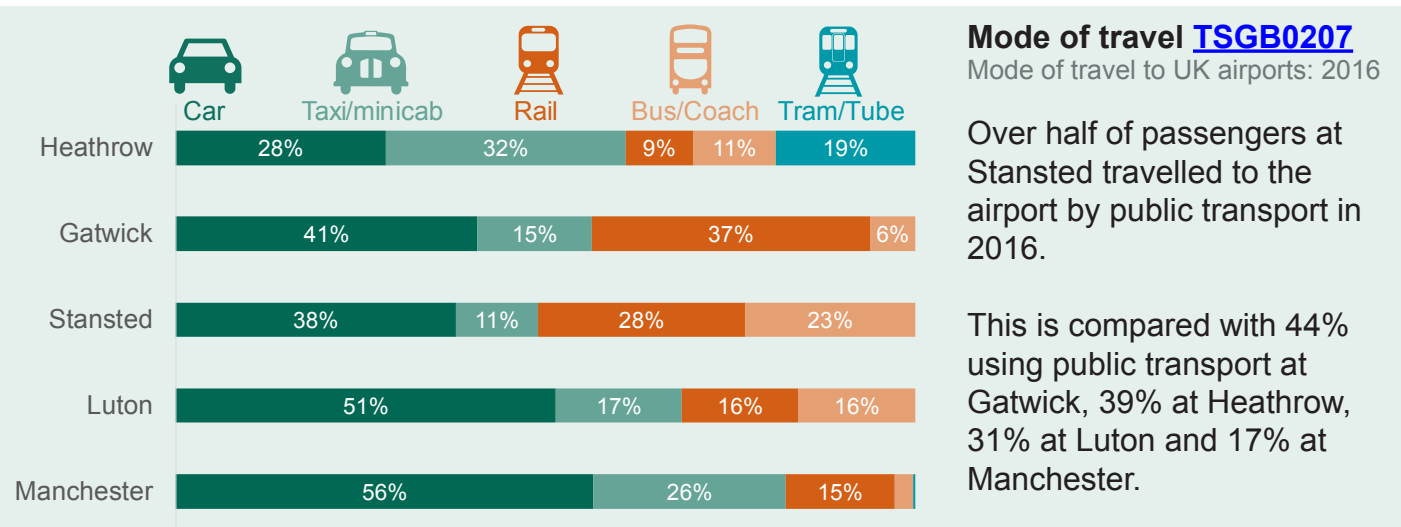
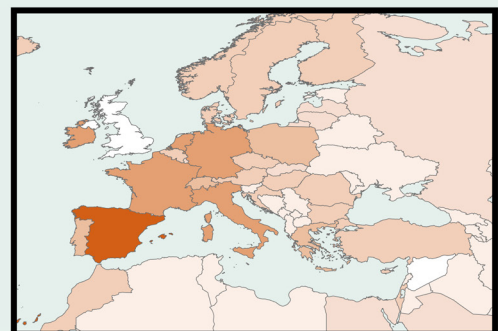
## International passenger movements [TSGB0205](#)

International passenger movements at UK airports: 2016



In 2016, three-quarters (75%) of international passenger movements at UK airports were to/from European countries.

Spain was the most popular country origin/destination for passengers at UK airports, accounting for 18% of international movements, followed by USA (9%) and then Germany, Italy and Ireland, each at approximately 6%.



Further data are available on passenger characteristics, including:

- ▶ International passenger movements at UK airports: [TSGB0205](#)
- ▶ Type of passenger at selected UK airports: [TSGB0206](#)
- ▶ Mode of transport to selected UK airports: [TSGB0207](#)
- ▶ Purpose of travel at selected UK airports: [TSGB0208](#)
- ▶ International passenger movements at UK airports: [TSGB0209](#)

Further information and detailed statistical tables: [Aviation statistics](#)

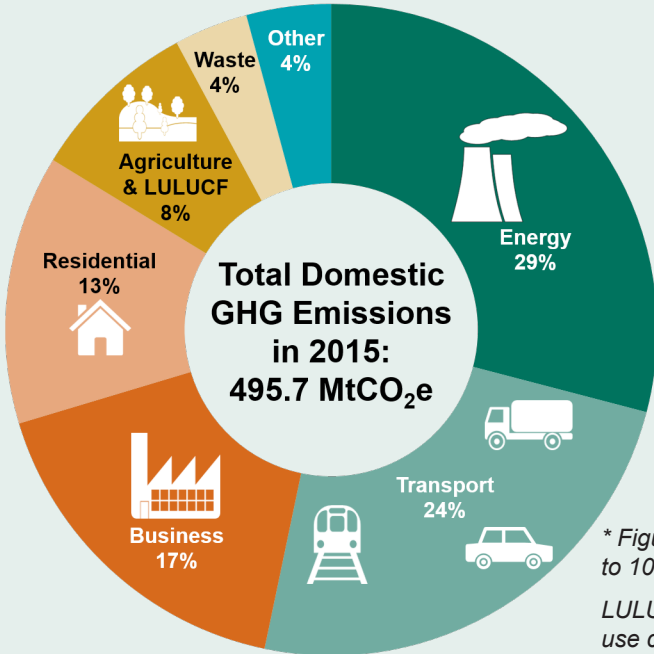
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## UK greenhouse gas emissions [TSGB0306](#)

Domestic emissions from all sectors: 2015\*



\* Figures may not add up to 100% due to rounding.  
LULUCF - Land use, land use change and forestry.

**495.7** million tonnes of CO<sub>2</sub> equivalent (MtCO<sub>2</sub>e)



is the total net domestic emissions from all sources.

**24%**

of UK domestic greenhouse gas emissions were from transport, up from 15% in 1990.



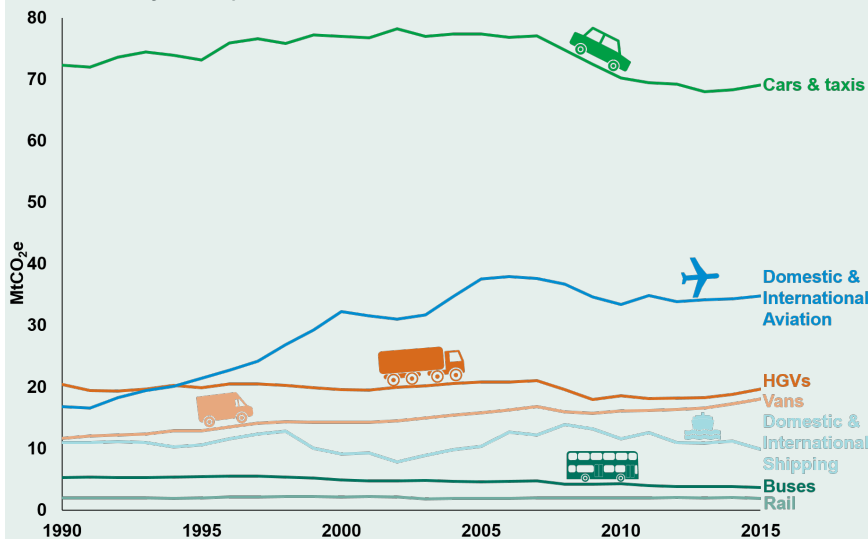
**93%**

of total domestic transport greenhouse gas emissions were from road transport.



## UK transport greenhouse gas emissions [TSGB0306](#)

Emissions by transport mode: 1990 to 2015



**58%**

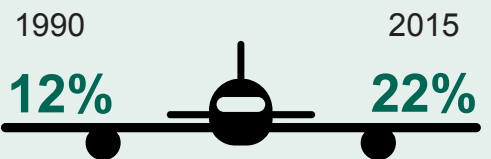
of domestic transport greenhouse gas emissions were from cars and taxis, similar to the 59% in 1990.



There was limited change in Heavy Goods Vehicle (HGV) emissions from 1990 to 2015, whereas the proportion of domestic emissions from vans has increased from 11% in 1990 to 16% in 2015.



Emissions from international aviation have more than doubled since 1990. Domestic and international aviation now contribute 22% of total transport emissions. International air transport movements have increased by 85% over the same period.



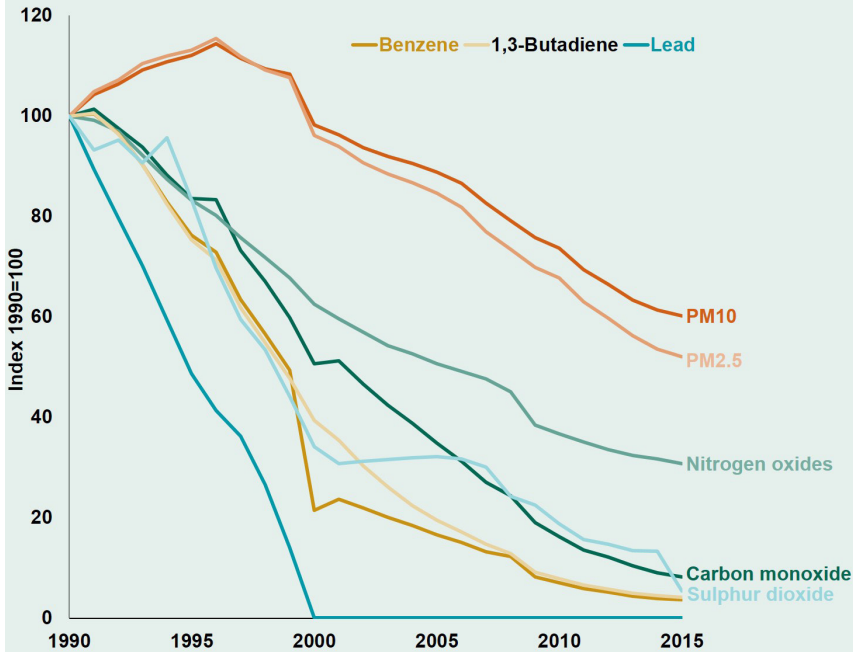
Further data are available on Energy and Environment including:

- ▶ Petroleum consumption by transport mode and fuel type: [TSGB0301](#)
- ▶ Energy consumption by transport mode and energy source: [TSGB0302](#)
- ▶ Petrol and diesel prices and duties per litre at April: [TSGB0305](#)



### UK air pollution emissions from transport [TSGB0308](#)

Total transport emissions: 1990 to 2015



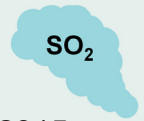
Most air pollutants have more than halved since 1990, except particulate matter.



Transport now account for 3% of total lead emissions in 2015 due to the ban of leaded petrol in 1999.

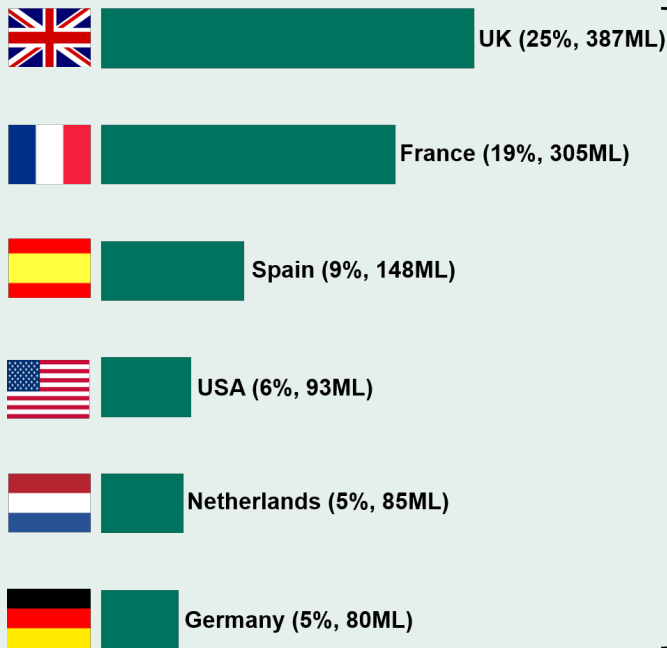


Sulphur dioxide emissions from transport decreased by 94% between 1990 and 2015. This was largely due to the removal of sulphur from road fuel.



### Supply of biofuels to the UK [TSGB0312](#)

Top 6 countries: 2015/16



A quarter of UK supply came from biofuels of UK origin in 2015/16.



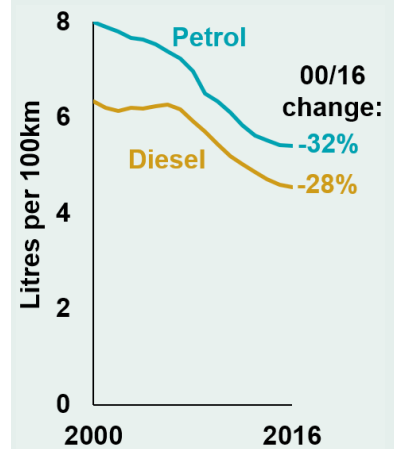
70%,  
1,098ML

France contributed 19% of total supply to the UK.



### Average new car fuel consumption [TSGB0303](#)

2000 to 2016 % change



There has been a long term decrease in new car fuel consumption due to more fuel efficient cars.

Further data are available on biofuels including:

► Volume of fuels by fuel type: [TSGB0311](#)

Further information and detailed statistical tables: Energy and Environment statistics

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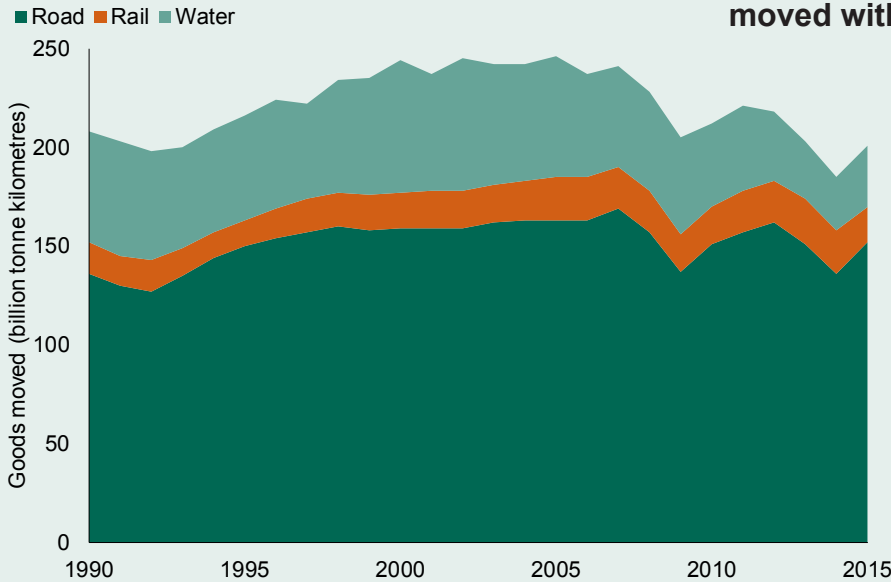
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### Domestic Freight [TSGB0401](#)

Domestic freight, goods moved by mode: 1990 to 2015



2016 water freight figures not available at time of publication, 2015 figures are provided here

**201 billion**

tonne kilometres of domestic freight was moved within the UK in 2015 of which ...

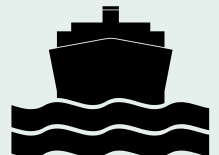
**76%**  
of goods moved were by road



**9%**  
of goods moved were by rail



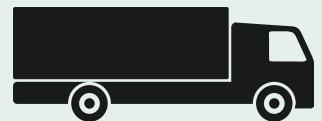
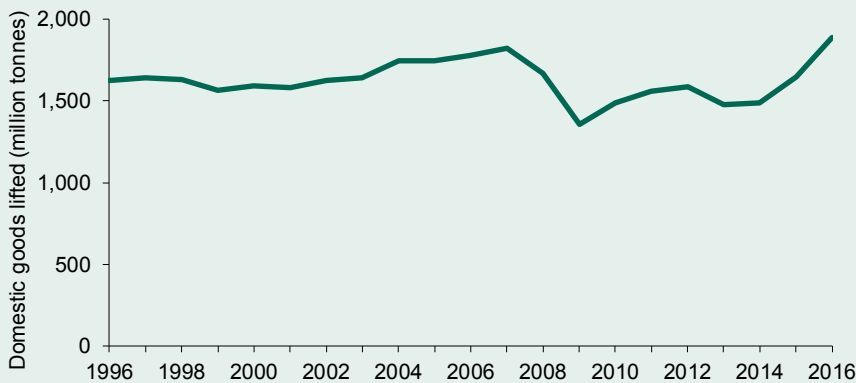
**15%**  
of goods moved were by water



Percentages not comparable with TSGB0403

### Domestic road freight [TSGB0404 \(RFS0106\)](#)

Goods lifted by GB-registered HGVs domestically: 1996 to 2016



In 2016, for GB-registered HGVs there were ...

Percentage increases from 2015:



**1.89 billion tonnes lifted**

**↑ 15%**



**170 billion tonne kms moved**

**↑ 12%**



**19.2 billion kms travelled**

**↑ 5%**

Top 3 freight commodities transported by road in 2016, as a proportion of goods lifted [TSGB0430 \(RFS0103\)](#)



**326 million tonnes** of food products (17%)



**316 million tonnes** of metal ore and other mining & quarrying (17%)



**263 million tonnes** of waste related products (14%)

Further data are available on Freight, including:

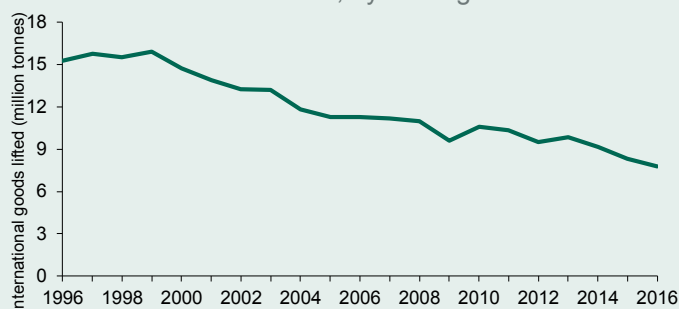
- ▶ Domestic freight between modes: [TSGB0401-0403](#)
- ▶ Domestic road freight activity: [TSGB0404-0407](#) and [TSGB0429-0433](#)
- ▶ International road freight activity: [TSGB0411-0421](#)
- ▶ Road goods vehicles travelling to mainland Europe: [TSGB0434-0435](#)
- ▶ Rail freight activity: [TSGB0422-0424](#)





### International road freight [TSGB0411 \(RFS0202\)](#)

Goods lifted to/from the UK, by UK-registered HGVs internationally: 1996 to 2016



**7.8 million tonnes lifted**



**5.1 billion tonne kms moved**

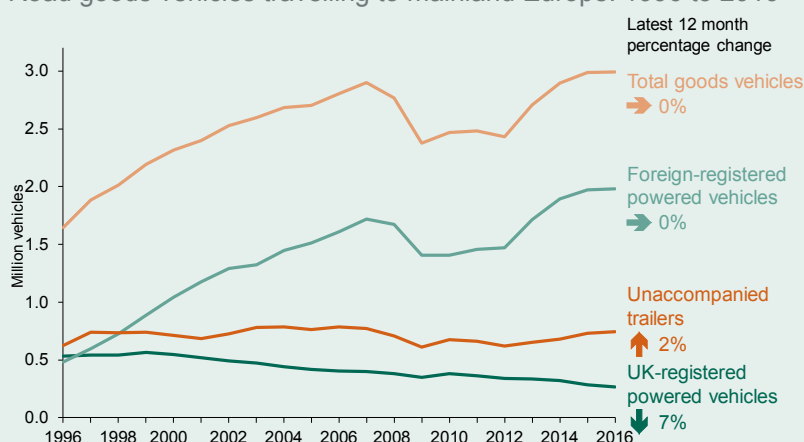
Percentage decreases from 2015:

↓ 6%

↓ 8%

### Road goods vehicles [TSGB0434 \(RORO0101\)](#)

Road goods vehicles travelling to mainland Europe: 1996 to 2016



In 2016, **3.0 million goods vehicles travelled from Great Britain to mainland Europe**, of which 2.2 million were powered vehicles and 0.7 million were unaccompanied trailers.

The number of foreign-registered powered vehicles has risen from 0.5 million in 1996 to 2.0 million in 2016, while the number of UK-registered goods vehicles has halved in the same time period. Back in 1996, 52% of powered vehicles were UK-registered, compared to 12% in 2016.

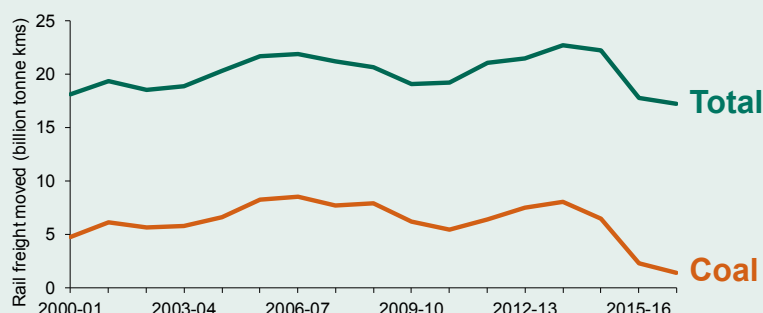
### Rail freight [TSGB0422 \(RAI0401\)](#)

In 2016/17, 17.2 billion tonne kilometres of freight were moved by rail, down 3% from 2015/16. A recent decline in freight moved by rail has been as a result of a drop in coal freight moved.



While 8.1 billion net tonne kilometres of coal were moved in 2013/14, only 1.4 billion net tonne kilometres of coal were moved in 2016/17, a decrease of 82%. This reflects reduced demand for coal at UK power stations, as well as the greater use of renewable energy sources.

Goods moved by rail: 2000/01 to 2016/17



### Water freight [TSGB0401](#)

In 2015, 31.4 billion net tonne kilometres of waterborne freight were moved (up 16% from 2014).



The amount of waterborne freight moved has been steadily decreasing since its peak in 2000. 2016 figures are to be published in December 2017.

### Further information and detailed statistical tables: Freight statistics

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## Port freight [TSGB0501](#)

UK port freight tonnage: 2016

**Total Tonnage 484 million tonnes**



## Import

tonnage has decreased by 4% since 2015.



## Export

tonnage has increased by 2% since 2015.



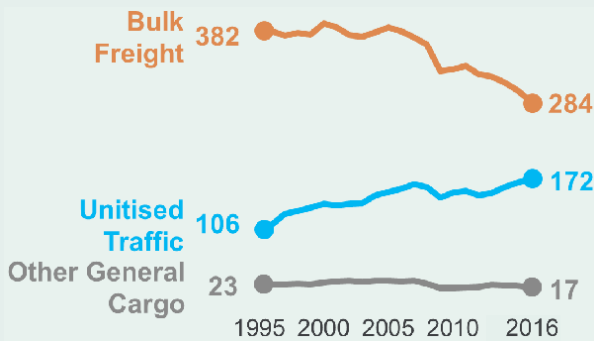
## Domestic

tonnage has decreased by 4% since 2015.



## Port freight cargo types [TSGB0502](#)

UK major port traffic by cargo type: 1995 to 2016 (million tonnes)



**98%** of all port traffic was handled by major ports (which are ports handling over 1 million tonnes of freight in a year), with 2% handled by minor ports.

## Bulk freight

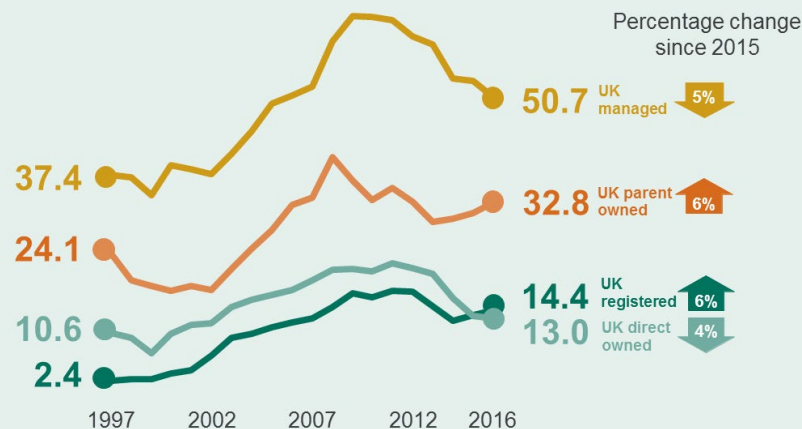
(liquid and dry bulk cargo categories) has declined over the past 10 years and fell by 5% in 2016. The main reason for the recent fall was a decline in dry bulk, mainly coal imports, linked to a reduction in use of coal.

## Unitised traffic

Containers and roll-on/roll-off traffic accounted for over a third of total tonnage, an increase of 3% from 2015, and the fourth consecutive year of growth.

## UK shipping fleet [TSGB0513-0515](#)

UK shipping (million deadweight tonnes): 1997 to 2016



At the end of 2016, the UK registered trading fleet grew for the second year in a row and was six times the size it was at the end of 1997.

The UK remained the 19th largest trading fleet in the world. Panama, Liberia, the Marshall Islands, and Hong Kong account for the leading shares (just over half) in world ship registration.

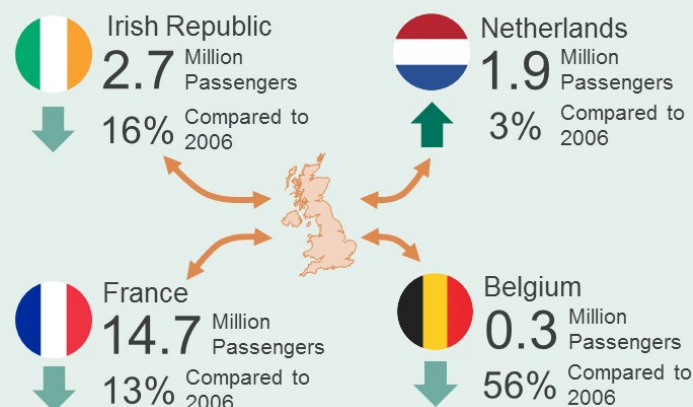
Further data are available on Maritime and Shipping, including:

- ▶ Port freight: [TSGB0501-TSGB0510](#)
- ▶ UK Shipping fleet: [TSGB0513-TSGB0515](#)



### Sea passengers [TSGB0511](#)

UK international short sea passenger journeys: 2016 compared to 2006, millions



In 2016, there were 20.0 million international short sea passenger journeys to and from the UK.

Journeys to and from France accounted for 73% of these.

The port of Dover handled 60% of all international short sea passengers.

In 2016, there were 42.2 million passengers travelling on domestic routes, Cairnryan - Belfast remained the most popular route with 1.2 million passengers.

### Cruise passengers [TSGB0512](#)

UK cruise passengers

1996

226 thousand

2016

1,985 thousand

There were nearly 9 times more UK cruise passengers in 2016 than 20 years ago.

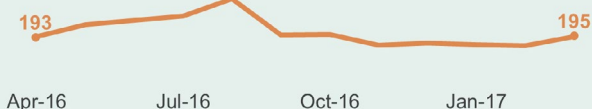
In 2016, 85% of all UK cruise passengers began or ended their cruise at Southampton.

### Civilian search and rescue helicopters [TSGB0518](#)

Monthly civilian search and rescue helicopter taskings

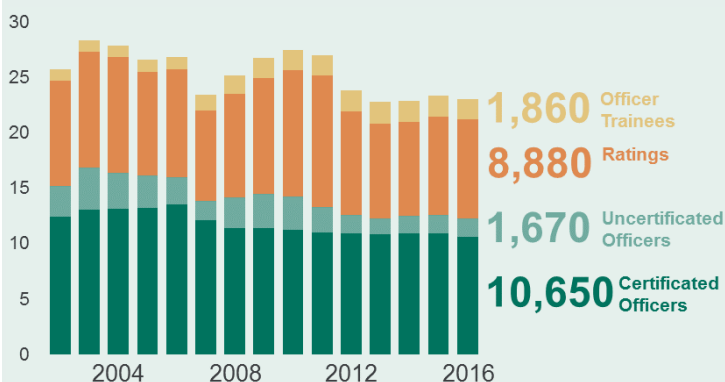


There were 2,594 civilian search and rescue helicopter taskings in the UK during the year-to-end March 2017.



### Seafarers [TSGB0519](#)

UK seafarers active at sea (Thousands): 2002 to 2016



In 2016, there were 23,060 UK seafarers active at sea - a decrease of 1% compared to 2015 (23,380).

There were 1,860 officer trainees active at sea in 2016 - a 68% increase compared to 2006, when 1,110 were active at sea.

### Passenger Vehicles [TSGB0507](#)

Accompanied pass. vehicles: UK 2016



**5.8 million** cars were handled at UK ports in 2016 - 52% travelled to or from France.

Further data are available on Maritime and Shipping, including:

- ▶ Sea Passengers: [TSGB0501-TSGB0510](#)
- ▶ Seafarers: [TSGB0513-TSGB0515](#)
- ▶ Accompanied Passenger Vehicles: [TSGB0506-TSGB0507](#)

Further information and detailed statistical tables: [Maritime statistics](#)

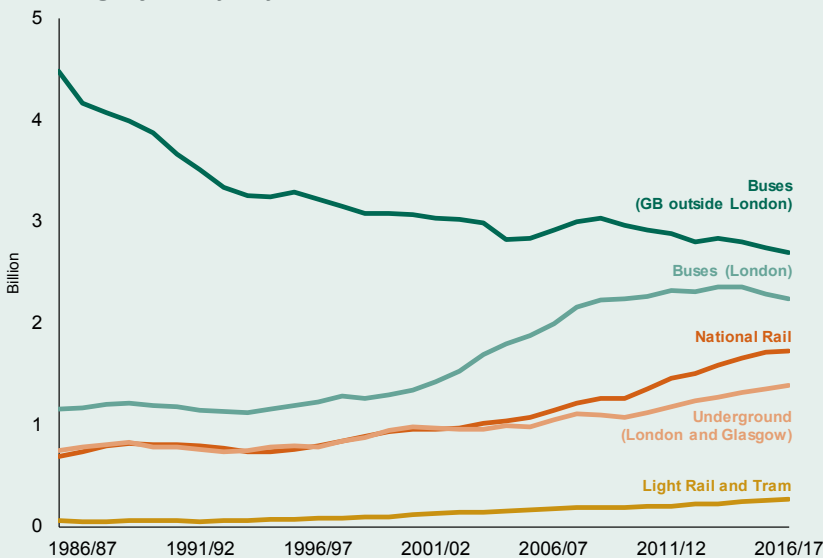
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**Note: Some statistics in this chapter have not been updated. Specifically, publication of annual bus and concessionary travel statistics has been delayed until December 2017. However, provisional quarterly estimates for bus journeys in 2016/17 are included in this chapter.**

## Passenger journeys on public transport

Passenger journeys by mode, Great Britain: 1985/86 to 2016/17



**4,941 million**

local bus passenger journeys in Great Britain in 2016/17, 59% of all public transport journeys

**1,731 million**

National Rail passenger journeys in Great Britain, an increase of 152% since 1985/86

**273 million**

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

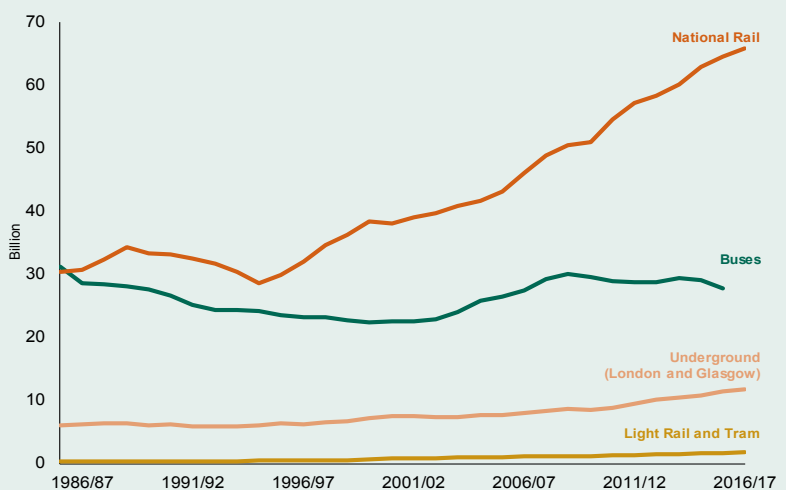
## Share of passenger journeys by public transport mode: 2016/17



Whilst buses accounted for the highest proportion of passenger journeys in 2016/17, National Rail saw the largest share of passenger kilometres. This is due largely to rail journeys being over longer distances on average.

## Passenger kilometres on public transport

Passenger kilometres by mode, Great Britain: 1985/86 to 2016/17

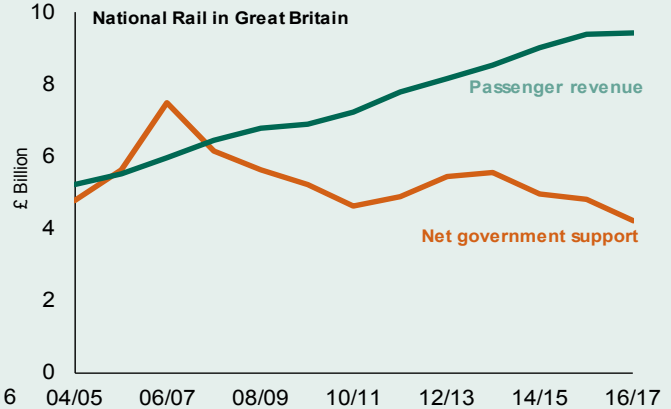
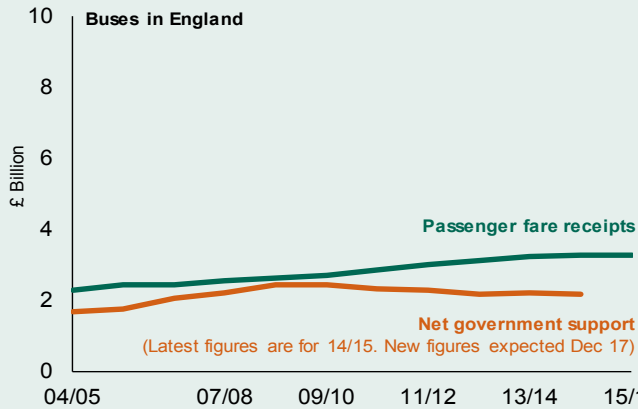


Further data are available for each of the public transport modes, including:

- ▶ National Rail: [TSGB0601-TSGB0608](#)
- ▶ Underground: [TSGB0609-TSGB0610](#)
- ▶ Light Rail & Trams: [TSGB0611-TSGB0617](#)
- ▶ Local Bus Services: [TSGB0618-TSGB0624](#)
- ▶ Taxis: [TSGB0628](#)



**Revenue and government support: 2004/05 to 2016/17** [TSGB0622](#) [TSGB0623](#) [TSGB0602](#) [TSGB0625](#)



For rail, passenger revenue has increased in real terms year-on-year in line with increased passenger journeys. Net government support is at its lowest level since 2004/05, largely due to an increase in receipts from Train Operating Companies.

**Local bus concessionary travel** [TSGB0627](#)

England: 2015/16



9.9 million older and disabled concessionary travel passes held



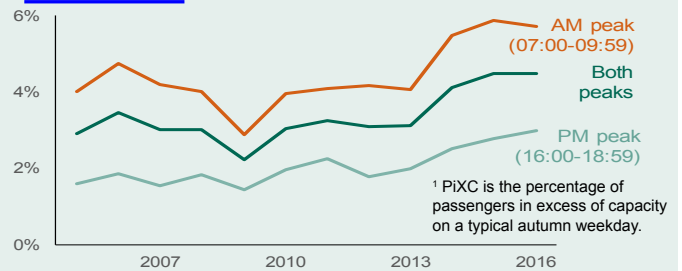
970 million older and disabled concessionary bus journeys



98 concessionary bus journeys per pass

**Passengers in excess of capacity (PiXC)<sup>1</sup>**

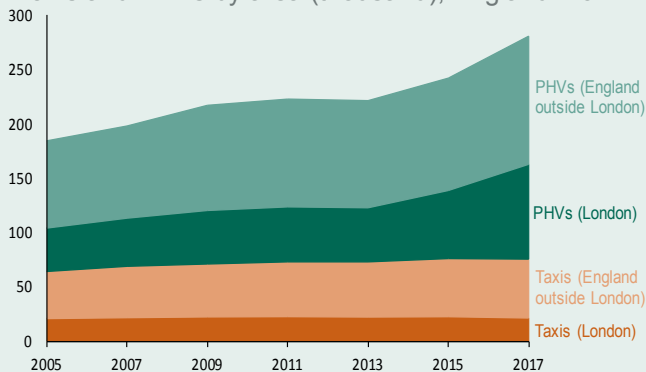
[TSGB0632](#) London & SE operators only



In Autumn 2016 there was slightly less crowding overall on trains into London in the morning peak than the previous year, but more crowding overall in the afternoon peak.

**Taxis and Private Hire Vehicles** [TSGB0628](#)

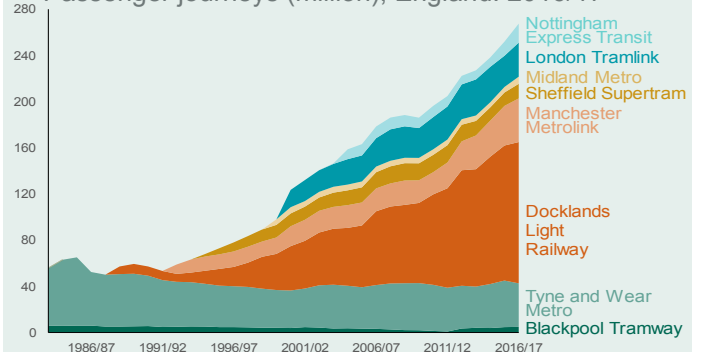
Taxis and PHVs by area (thousand), England: 2017



There were 281,000 licensed taxis and private hire vehicles in England in 2017, up 16% on 2015.

**Light rail passenger journeys** [TSGB0611](#)

Passenger journeys (million), England: 2016/17



In 2016/17, 268 million passenger journeys were made on the eight light rail and tram systems in England, a 6.2% increase on the previous year.

Further data are available for each of the Public Transport modes, including:

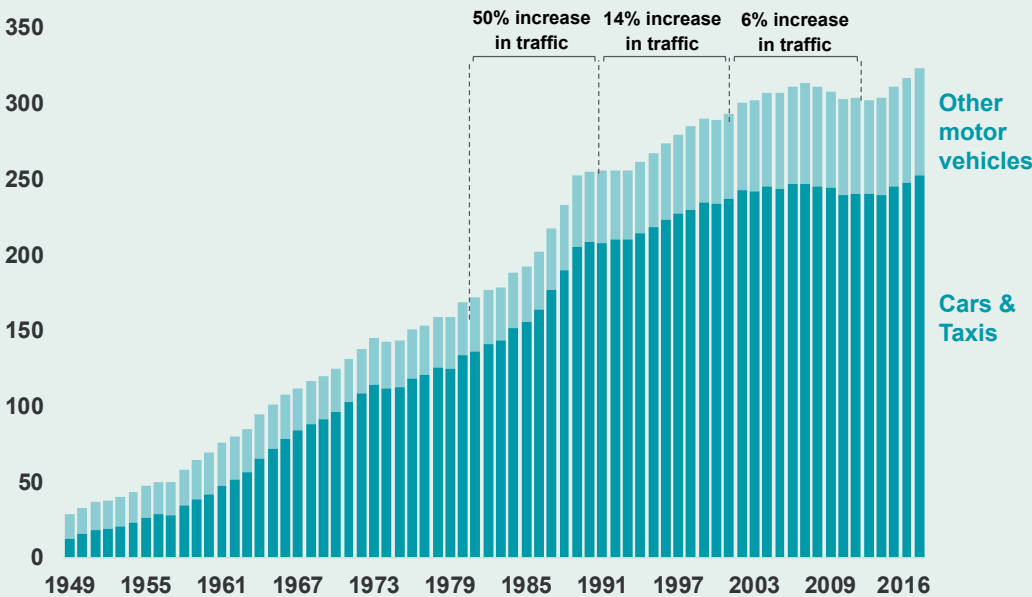
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## Road traffic trends [TSGB0701](#)

Annual motor vehicle traffic, billion vehicle miles, Great Britain: 1949 to 2016



In 2016, total motor vehicle traffic in Great Britain reached a new record level:

**324 billion** vehicle miles travelled

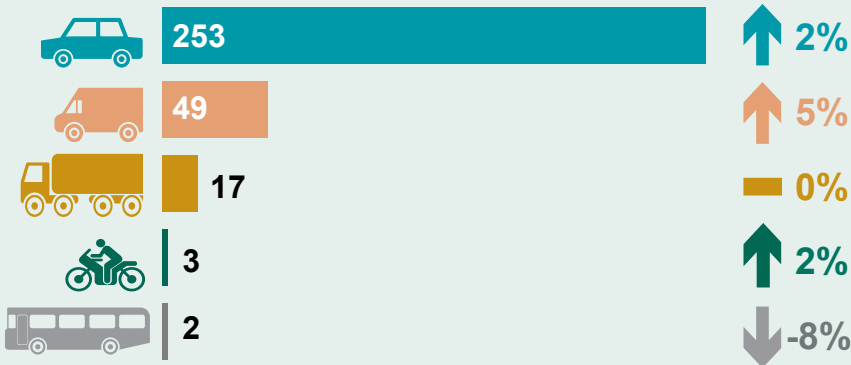
**2.2%** increase from 2015

Factors driving this trend are discussed in the [annual traffic publication](#)

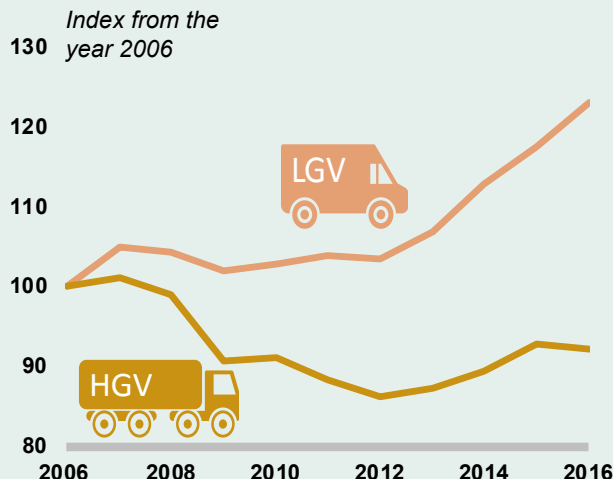
## Road traffic by vehicle type [TSGB0705](#)

Billion vehicle miles travelled, Great Britain: 2016

Of the 324 billion vehicle miles travelled:



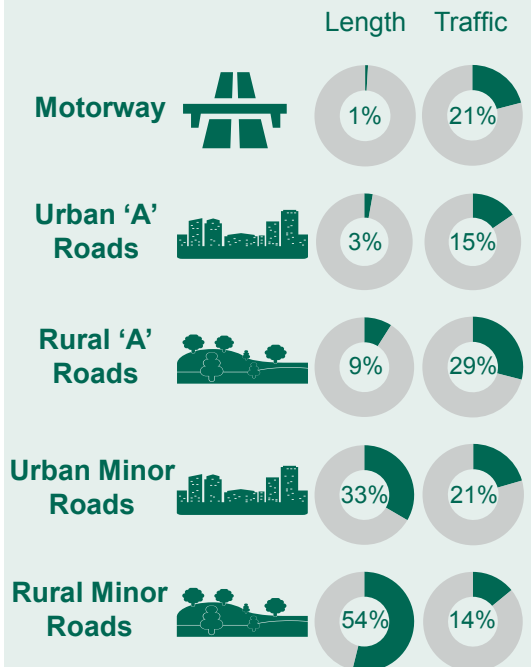
Van traffic has grown faster than any other vehicle type since 2006.



Overall, lorry traffic remained broadly stable between 2015 and 2016.

## Road type [TSGB0702](#) [TSGB0709](#)

Percentage of road traffic and road length on different road types, Great Britain: 2016



### Key definitions:

- ▶ Major roads: Motorways and 'A' roads
- ▶ Minor roads: 'B' and 'C' classified roads, and unclassified roads.



### Congestion on the Strategic Road Network\* (SRN) [TSGB0716a](#)

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

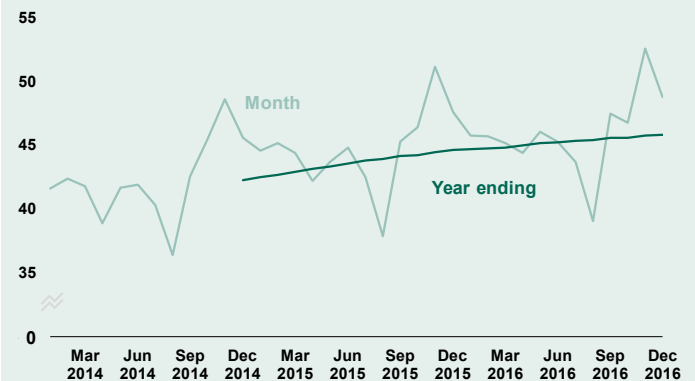


The average delay on the SRN in England in 2016 was: **9.0 seconds per vehicle per mile**

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

### Congestion on local 'A' roads [TSGB0716b](#)

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



The average delay on local 'A' roads in England in 2016 was:

**45.9 seconds per vehicle per mile**

**↑ 2.8% increase from 2015**

### Vehicle speed compliance [TSGB0714](#) [TSGB0715](#)

Free flowing vehicles exceeding the speed limit on roads, Great Britain: 2016



Road Type	Vans	Articulated HGVs	Rigid HGVs	Cars
Motorways	47%	1%	-	46%
National Speed Limit Single Carriageways	-	24%	28%	8%
30 mph Roads	56%	43%	51%	53%
20 mph Roads	80%	71%	73%	81%

Since 2011, the percentage of vehicles exceeding the speed limit for each type of vehicle has generally declined.

Further data are available on roads and traffic, including:

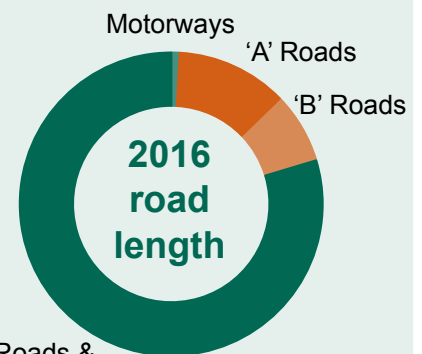
- ▶ Road traffic and lengths: [TSGB0701-13](#)
- ▶ Road speeds: [TSGB0714-15](#)
- ▶ Road congestion: [TSGB0721](#)
- ▶ Road construction and expenditure [TSGB0717-0720](#)

### Road length [TSGB0709](#)

**246,500 miles of road in Great Britain in 2016**

**↑ 0.3% increase from 2015**

Motorways and 'A' roads accounted for 13% of total road length, but carried 65% of total road traffic.



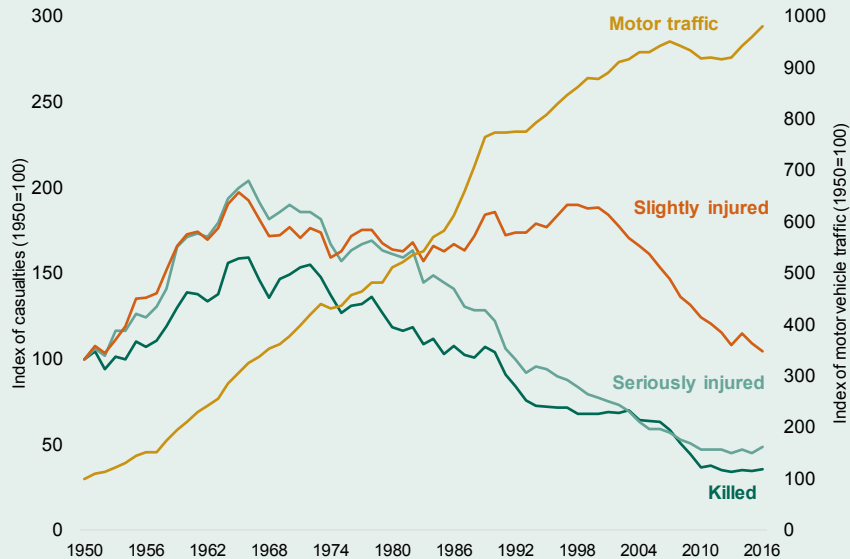
### Further information and detailed statistical tables: Roads and Traffic statistics

Road traffic and speed compliance 020 7944 3095 roadtraff.stats@dft.gsi.gov.uk	Road length, condition and expenditure 020 7944 5032 road.length@dft.gsi.gov.uk roadmaintenance.stats@dft.gsi.gov.uk	Road congestion and travel times 020 7944 5850 congestion.stats@dft.gsi.gov.uk
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### Road Casualties and Traffic Levels [TSGB0801](#)

Reported road casualties by severity and motor vehicle traffic, Great Britain: 1950 to 2016



In 2016:

**1,792** fatalities

**24,101** seriously injured \*

**155,491** slightly injured \*

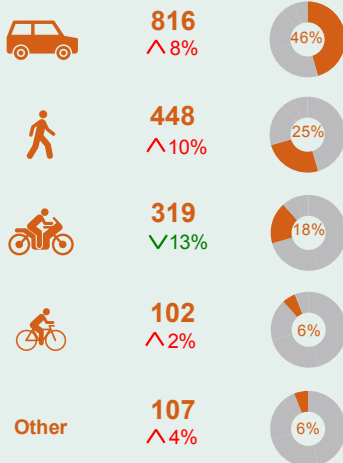
**324 billion** vehicle miles  
(motor vehicle traffic)

\* Comparisons of these figures with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces.

### Road User Type [TSGB0802](#)

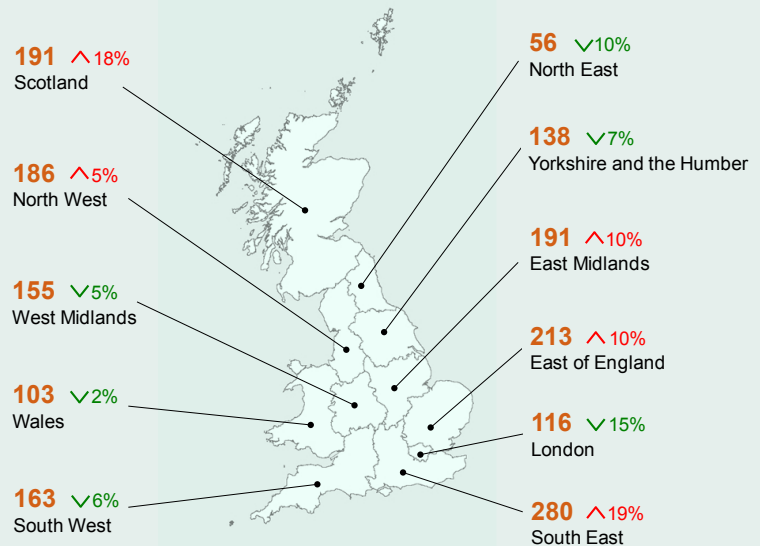
Casualties by road user type, Great Britain: 2016

Fatalities % share



### Fatalities by region

2016 compared with 2015



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

- ▶ Total number of reported road accidents and casualties by severity: [TSGB0801](#)
- ▶ Number of reported casualties by road user type: [TSGB0802](#)
- ▶ Reported accidents and accidents rates by road type: [TSGB0803](#)
- ▶ Breath tests and failures of drivers and riders in reported accidents: [TSGB0804](#)

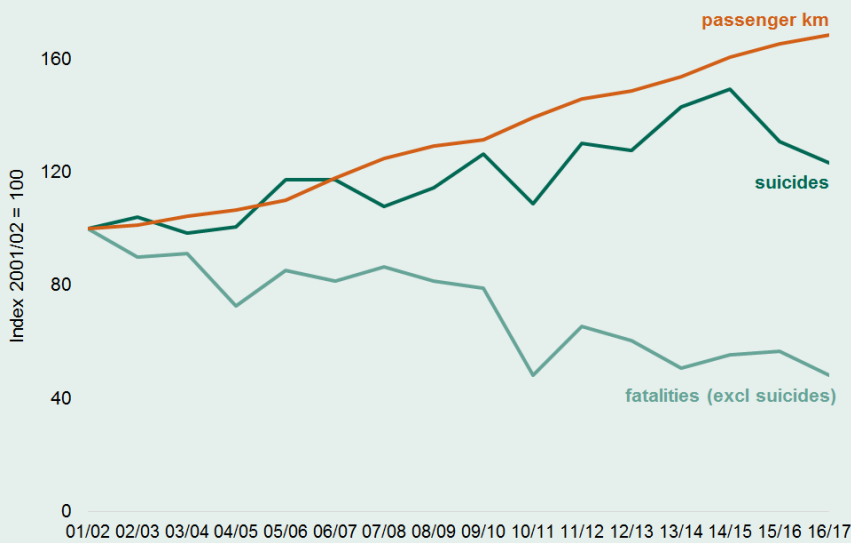
More detailed information on reported road accidents can be found in the [Reported Road Casualties: 2016](#).





## Rail accidents and safety [TSGB0805-0807](#)

Fatalities on the national rail network, Great Britain: 2001/02 to 2016/17



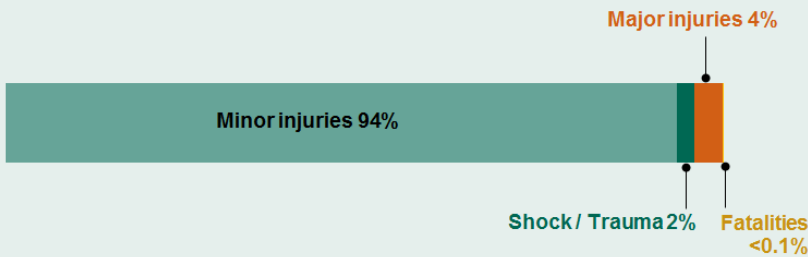
**66.0 billion passenger kms**  
69% higher than in 2001/02.

**237 suicides**  
23% higher than in 2001/02.

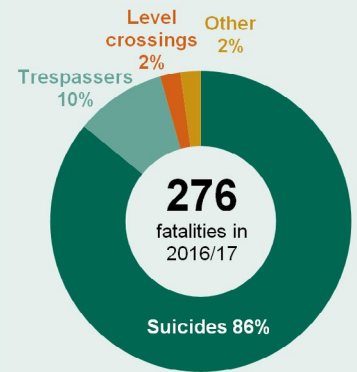
**39 non-suicide fatalities**  
52% lower than in 2001/02.

**0 passengers**  
killed in *train accidents* since 2007/08.

National rail passenger casualties by type, Great Britain: 2016/17



Total passenger casualties: **6.9k**





**Fatalities represent 0.1%** of all rail passenger casualties

## Signals passed at danger (SPADs) [TSGB0808](#)

SPADs on Network Rail controlled infrastructure: Great Britain 2016/17



**273**    
SPADs - 37% lower than the 433 in 2001/02.

**75%** of SPADs posed no significant risk compared with 30% in 2001/02.

Further data are available on rail accidents and casualties, including:

- ▶ Rail accidents and safety: [TSGB0805-0807](#)
- ▶ Signals passed at danger (SPADs) on Network Rail controlled infrastructure: [TSGB0808](#)

Further information are published by the [Rail Safety and Standards Board](#).

Further information and detailed statistical tables: **Accidents and Casualties statistics**

Road accidents and casualties  
Amardeep Dhani  
020 7944 6595  
[roadacc.stats@dft.gsi.gov.uk](mailto:roadacc.stats@dft.gsi.gov.uk)

Rail accidents and safety  
Nicholas Peluffo  
020 7944 2419  
[rail.stats@dft.gsi.gov.uk](mailto:rail.stats@dft.gsi.gov.uk)



### Licensed vehicles [TSGB0901](#)

Licensed vehicles by body type, Great Britain: Q4 1996 to 2016

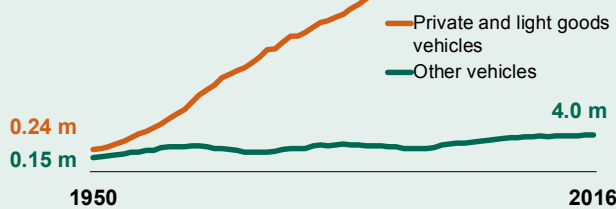
At the end of 2016, there were

## 37.3 million

vehicles licensed for use on GB roads, of which

## 30.9 million

were cars.

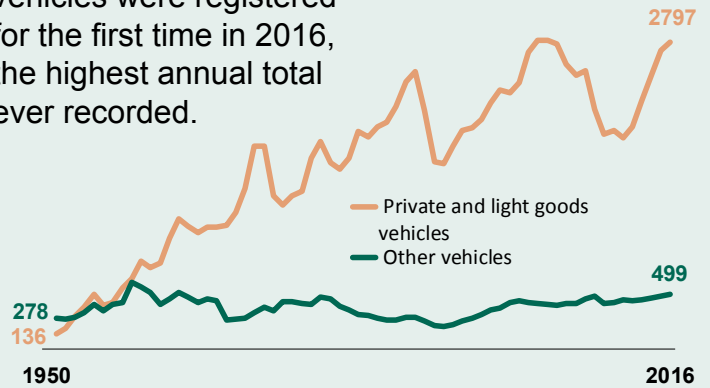


### New vehicle registrations [TSGB0902](#) [TSGB0904](#)

Vehicles registered for the first time by tax class (000s), Great Britain: 1951 to 2016

## 3.3 million

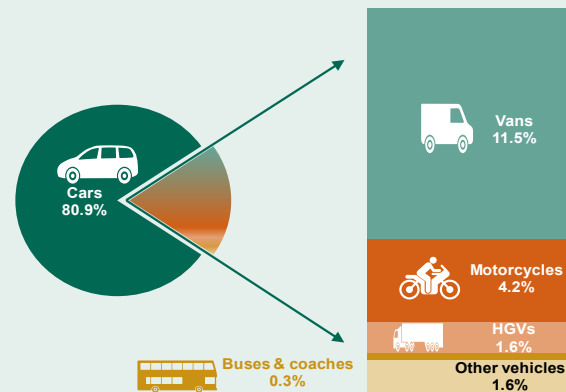
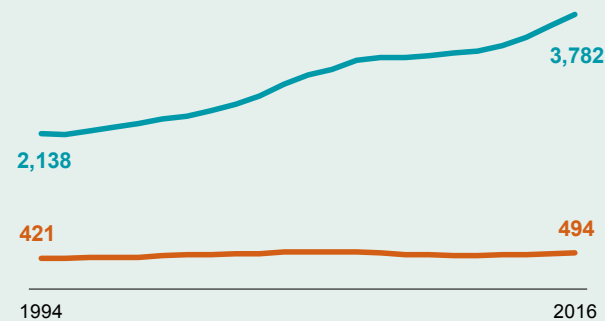
vehicles were registered for the first time in 2016, the highest annual total ever recorded.



Vehicles registered by body type, Great Britain: 2016

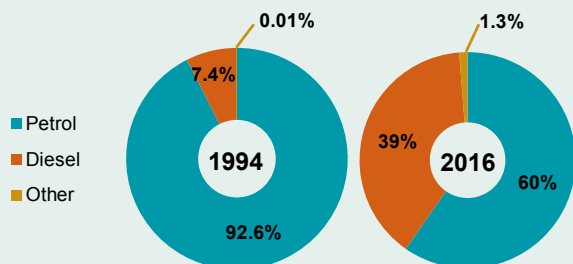
### Licensed goods vehicles [TSGB0903](#) [TSGB0907](#)

All licensed goods vehicles (000s), Great Britain: 1994 to 2016



### Car fuel types [TSGB0905](#)

Cars licensed by propulsion/fuel type, Great Britain: 1994 and 2016



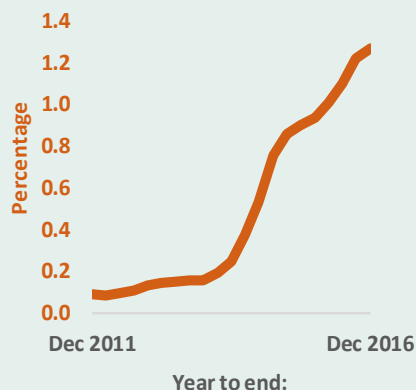
## 12.1 million

diesel cars in the licensed car fleet at the end of 2016.

The proportion of diesel vehicles in the fleet has continued to increase.

### Ultra Low Emission Vehicles [TSGB0919](#)

ULEVs as a percentage of all new registrations, Great Britain: 2016



Nearly

## 42,000

new Ultra Low Emission Vehicles were registered in 2016, an increase

of **40%** on 2015.



### Car driving tests [TSGB0917](#)

Practical driving tests by gender, Great Britain: 2016/17

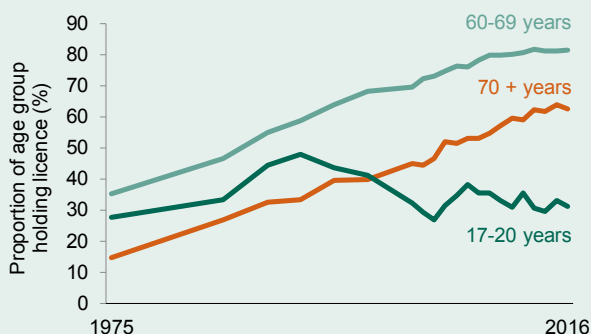


**1.7 million** tests were conducted in 2016/17, **13%** more than in 2015/16. Pass rates have been broadly stable for the last five years.



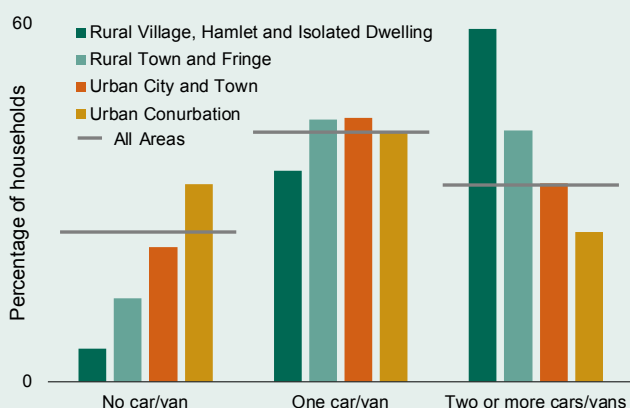
### Full car driving licence holders [TSGB0915](#)

Percentage holding a licence by selected age groups, England



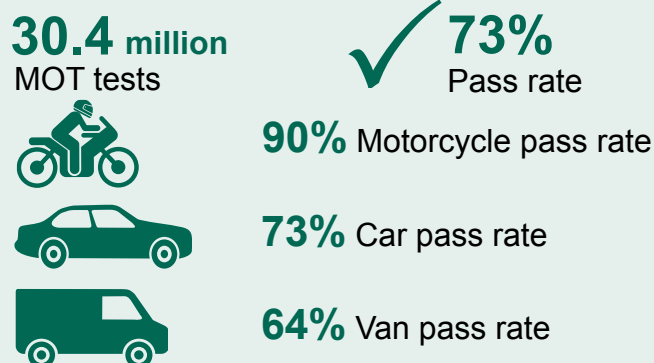
### Household car availability [TSGB0914](#)

Households with access to a car or van by rural/urban classifications, England: 2014/15



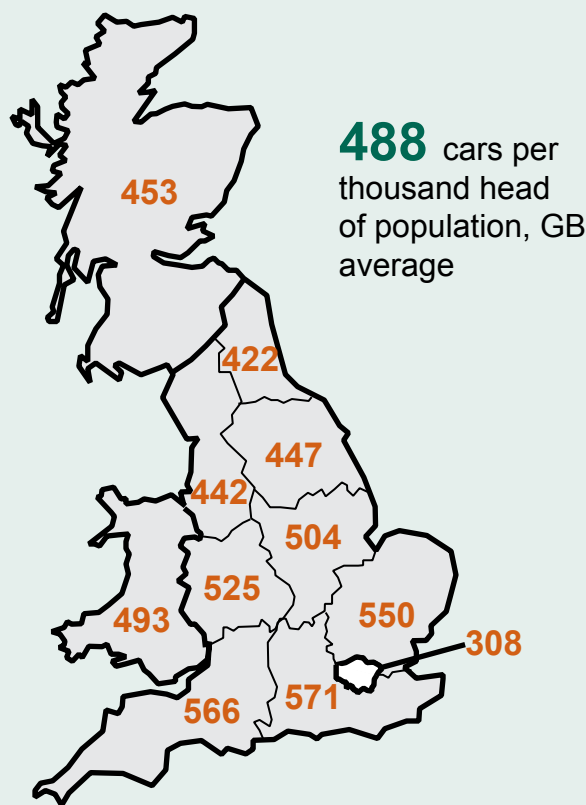
### Road vehicle testing scheme (MOT) [TSGB0908](#)

MOT pass rate by body type, Great Britain: 2016/17



### Licensed cars [TSGB0906](#)

Cars per thousand head of population, Great Britain: 2016



Further data are available on vehicles, including:

- ▶ Licensed vehicles: [TSGB0901-07](#); [TSGB0919](#)
- ▶ Road vehicle testing schemes: [TSGB0908-12](#)
- ▶ Car availability, drivers and use: [TSGB0913-17](#)

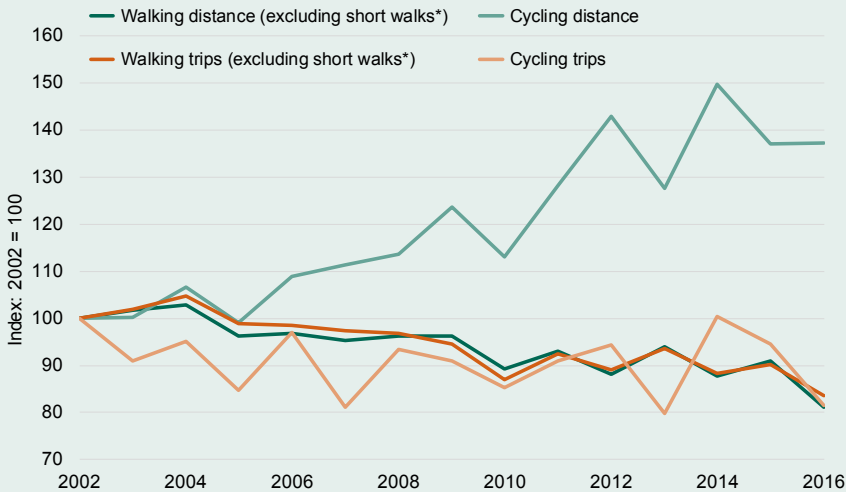
Further information and detailed statistical tables: [Vehicles statistics](#)

Vehicle licensing Paul Syron 0207 944 3077 <a href="mailto:vehicles.stats@dft.gsi.gov.uk">vehicles.stats@dft.gsi.gov.uk</a>	MOT and driving tests Rachel Moyce 0207 944 4139 <a href="mailto:vehicles.stats@dft.gsi.gov.uk">vehicles.stats@dft.gsi.gov.uk</a>	National Travel Survey John Cummings 0207 944 2519 <a href="mailto:national.travelsurvey@dft.gsi.gov.uk">national.travelsurvey@dft.gsi.gov.uk</a>
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## Trips and distance [TSGB0103](#), [TSGB1109](#)

Walking and cycling trips and distance, England: (2002 = 100)



\*A short walk is one less than a mile in length. There is a discontinuity in short walk estimates between 2016 and earlier years due to a change in methodology. Trends excluding short walks are presented here to avoid a break in the time series.

**25%** of trips were made by walking in 2016

Walking and cycling trips have declined since 2002. The trend in cycling has been mixed since 2007.

**198 miles**

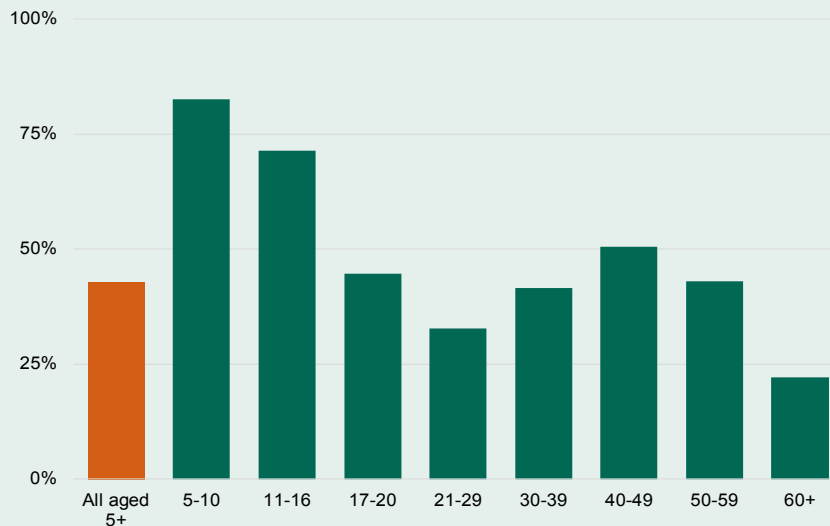
The average distance a person walked in 2016. This is the distance from London to the Yorkshire Dales.

**53 miles**

The average distance people cycled in 2016. This was 37% greater than in 2002.

## Bicycle ownership by age [TSGB1105](#)

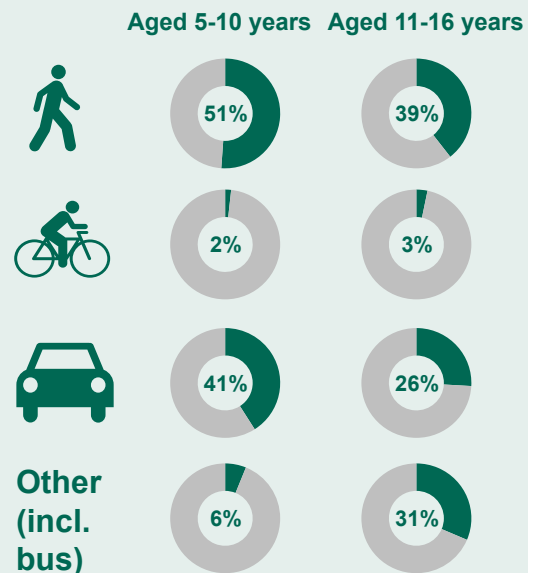
Percentage of people owning, or with access to, a bicycle, England: 2014/2016



42% of people in England aged 5 and over owned a bicycle over the years 2014-2016.

## Travel to school [TSGB1108](#)

Mode of travel to school for primary and secondary school children, England: 2016



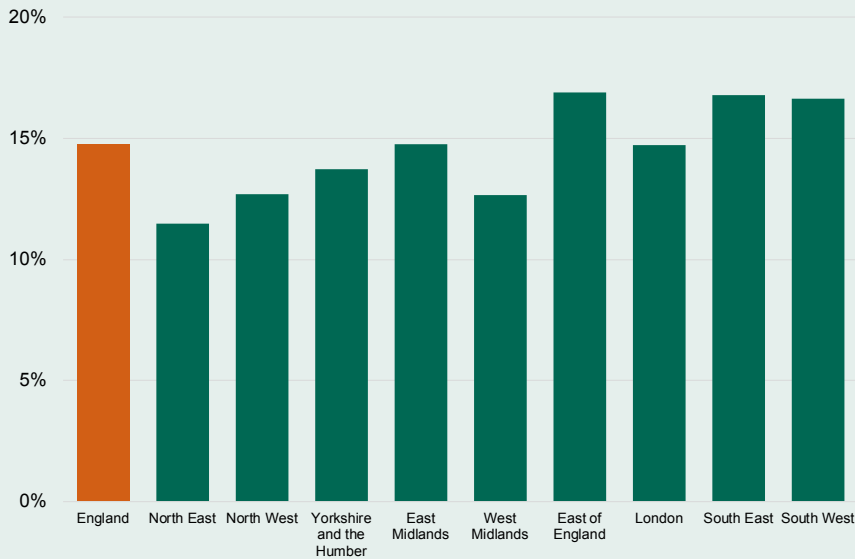
## Further data are available on Walking and Cycling, including:

- ▶ Average trips and distance by age, gender and main mode, England: [TSGB1107](#), [TSGB1113](#)
- ▶ Where people cycled, England: [TSGB1104](#)
- ▶ Walking and cycling by frequency, England: [TSGB1111](#), [TSGB1112](#)
- ▶ Walking for recreational and utility purposes, England: [TSGB1112](#)
- ▶ Cycling for recreational and utility purposes, England: [TSGB1111](#)
- ▶ Accessibility to key services by cycling or walking, England: [TSGB1118](#)



## Cycling frequency [TSGB1101](#)

Percentage of adults cycling at least once per month, England: 2014/15



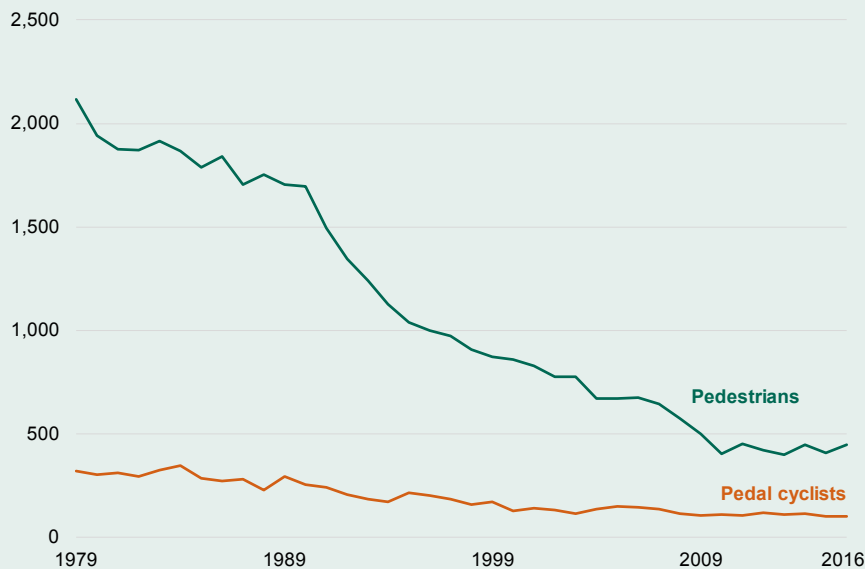
**15%** of adults in England cycled at least once a month in 2014/15.

**17%** of adults in the East of England, South West and South East cycled at least once a month.

**58%** of adults in Cambridge cycled at least once a month - the highest rate in the country.

## Pedestrian and pedal cycle road accidents

Reported fatalities, Great Britain: 1979 to 2016



**448** pedestrian deaths

Fatalities have remained much the same since 2010.

**102** pedal cycle deaths

Fatalities have remained between 100 and 118 since 2008.

**5,588** pedestrian KSIs\*

which is 22% of all KSIs\*.

**3,499** pedal cycle KSIs\*

which is 14% of all KSIs\*.

\*KSI stands for killed or seriously injured.

Further data are available on pedestrian and pedal cyclist road accidents, including:

- ▶ Reported killed or seriously injured casualties, GB: [TSGB1110](#)
- ▶ Vehicle accident numbers and rates by severity, GB: [TSGB1119](#)
- ▶ Perception of roads being too dangerous to cycle on, GB: [TSGB1120](#)
- ▶ International comparisons of road deaths, UK: [TSGB1121](#)

Further information and detailed statistical tables: [Walking and Cycling statistics](#)

Local Transport Statistics

Thomas Parry

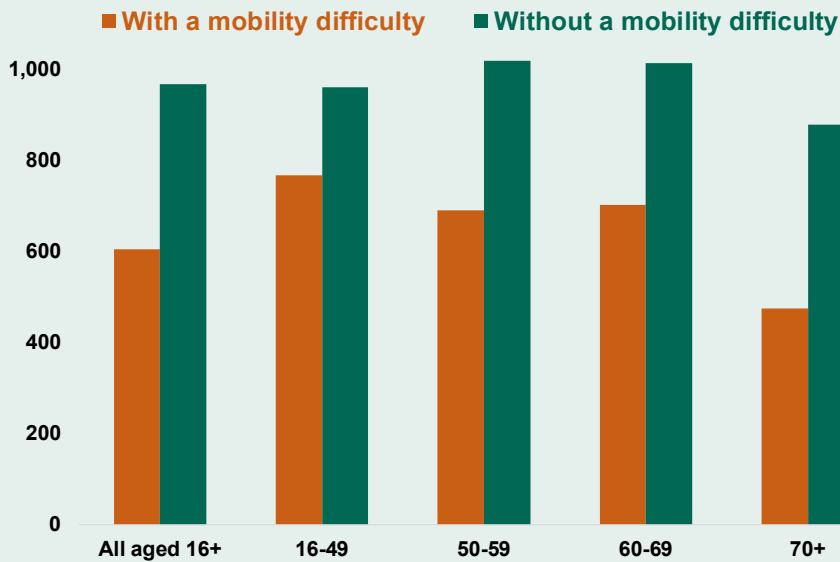
020 7944 3094

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



### Travel by people with mobility difficulties [TSGB1201](#)

Trips per person per year by age and mobility status, England: 2015



**9%** of adults

reported having a mobility difficulty\* in England in 2015

**38%** fewer trips

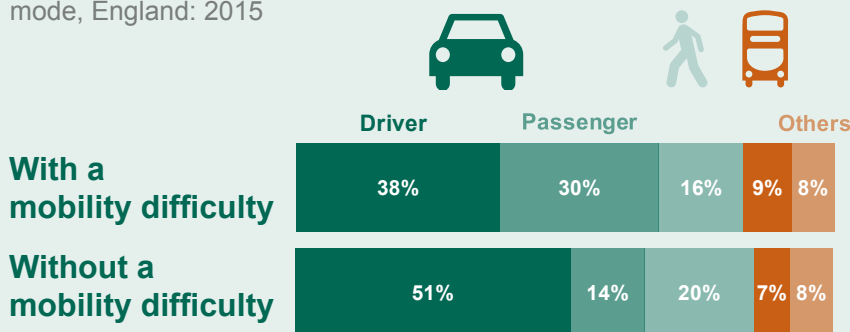
by individuals aged 16+ with mobility difficulties compared to those with no mobility disability

**474** trips per person per year

were taken by those aged 70+ with mobility difficulties - half the number of trips undertaken by those with no mobility disability

### Travel by mobility status and main mode [TSGB1202](#)

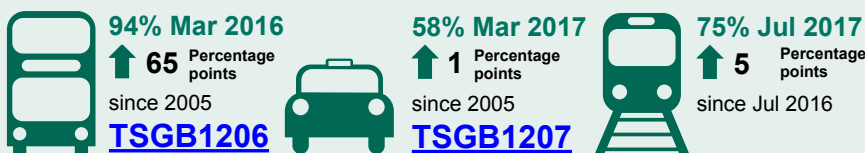
Percentage of trips per person per year by mobility status and main mode, England: 2015



A similar proportion of people with and without mobility difficulties use a car for trips, however people with mobility difficulties make a higher proportion as a passenger

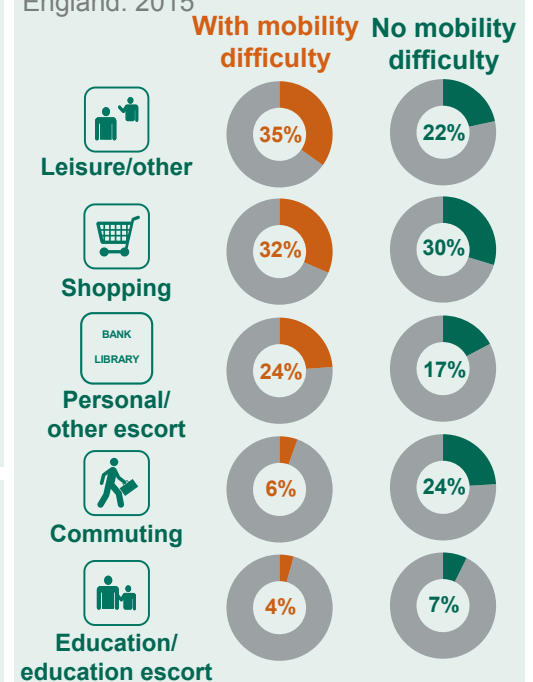
### Public transport: accessibility to disabled people

% fully accessible vehicles: England



### Travel by trip purpose [TSGB1203](#)

Trips per person per year by purpose, England: 2015



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

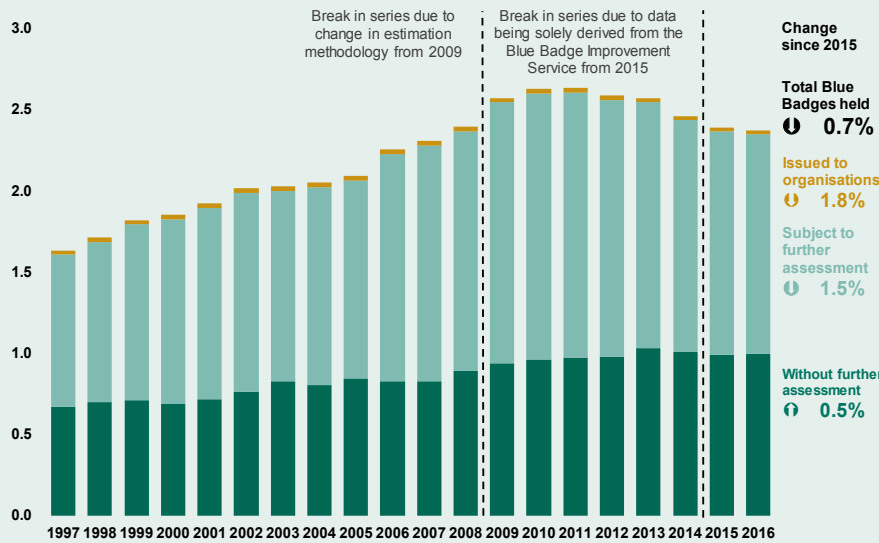
Further data are available on Transport and Disability, including:

- ▶ Travel by people with mobility difficulties (National Travel Survey): [TSGB1201-3](#)
- ▶ Disability accessible buses and taxis: [TSGB1206](#) (buses) and [TSGB1207](#) (taxis)
- ▶ [List of rail vehicles built or refurbished to modern accessibility standards](#)



### Disabled parking badges (Blue Badges) [TSGB1204](#)

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



**2.38 million** Blue Badges held in England.

**0.7%** ↓ in the number of Blue Badges since 2015

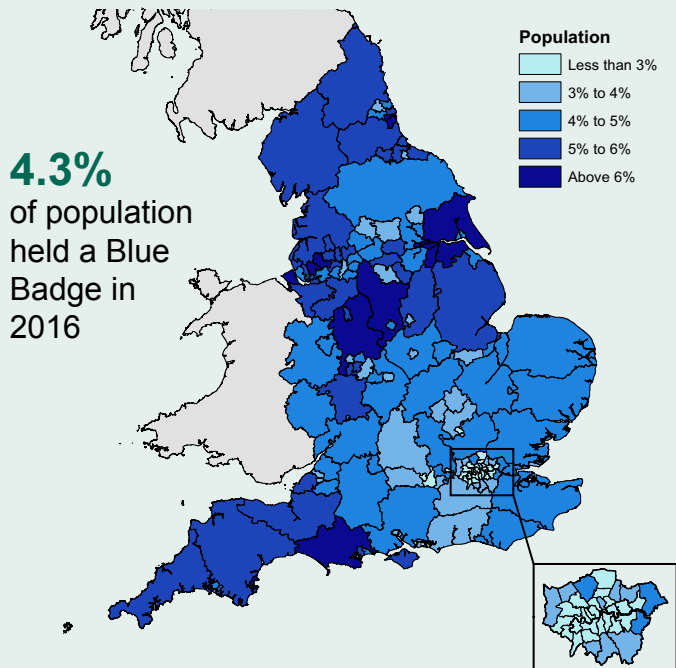
**1.2 million** vehicles in the disabled tax class at the end of 2016

Badges were issued to people:

- ▶ “Without further assessment” if they were eligible due to another benefit or registered disability
- ▶ “Subject to further assessment” if they were required to undergo mobility assessments to determine their eligibility, unless it was self-evident

Badges are “Issued to organisations” when their vehicles are being used to carry eligible disabled people

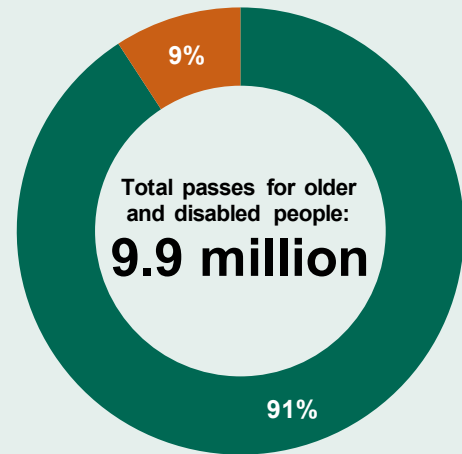
### Blue Badges as proportion of the population [TSGB1205](#), [TSGB1209](#)



### Concessionary disabled bus passes [TSGB1208](#)

**912,000** concessionary disabled bus passes in England in 2015/16

Disabled passes



Older passes

Further data are available on Transport and Disability, including:

- ▶ Disabled parking badges, England: [TSGB1204](#) (number), [TSGB1205](#) (per head) and [TSGB1209](#) (by local authority)
- ▶ Disabled concessionary bus passes issued, England: [TSGB1208](#)

Further information and detailed statistical tables: [Transport and Disability statistics](#)

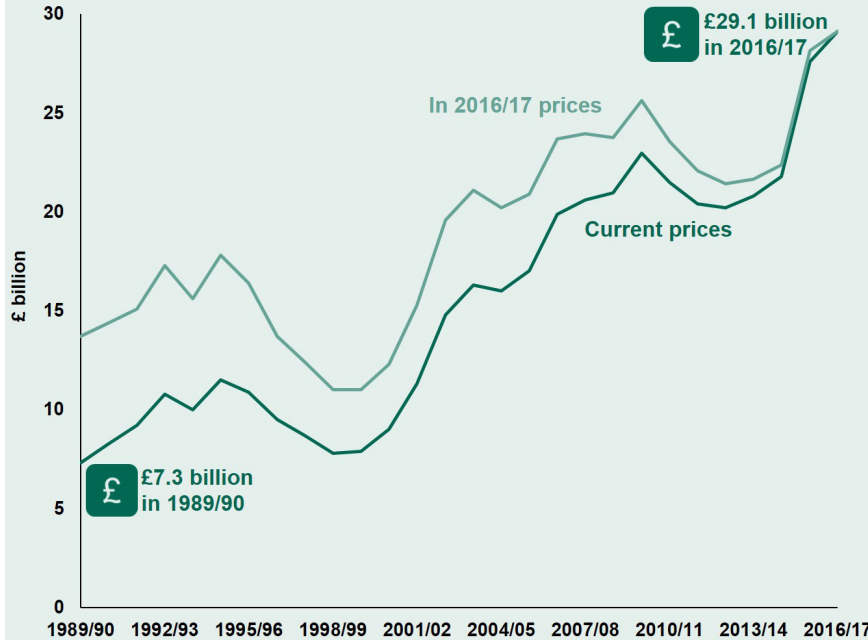
National Travel Survey  
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020 7944 3094  
[national.travelsurvey@dft.gsi.gov.uk](mailto:national.travelsurvey@dft.gsi.gov.uk)

Local Transport Statistics  
Thomas Parry  
020 7944 3094  
[bus.statistics@dft.gsi.gov.uk](mailto:bus.statistics@dft.gsi.gov.uk)



### UK public expenditure on transport [TSGB1301](#)

Transport expenditure: 1989/90 to 2016/17



**£29.1 billion** public expenditure on transport in 2016/17. Includes National Rail for the second time, after first being included in 2015/16.



**£1.5 billion** increase on 2016/17: total rail and road expenditure has increased by £1.7bn, while total local public transport and other transport expenditure fell by £0.2bn.

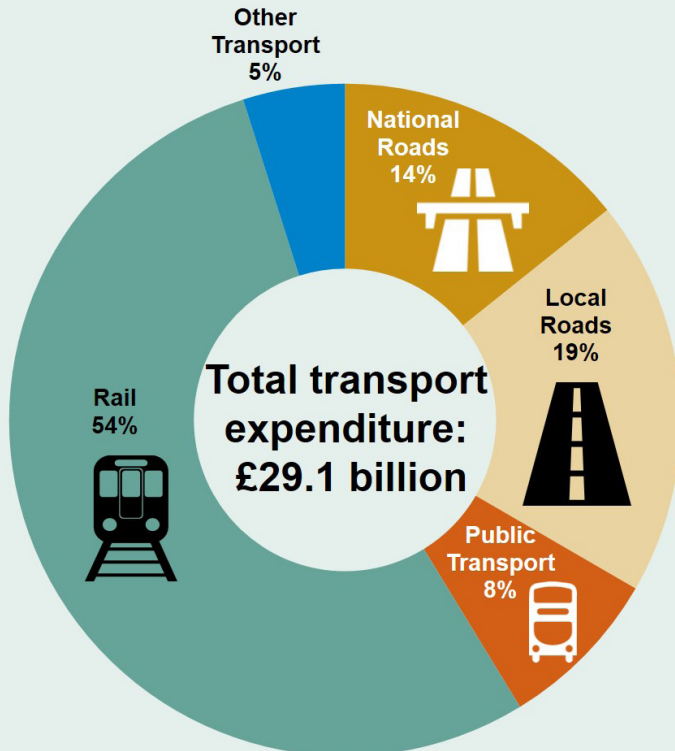


**6%** increase on 2016/17.



### UK public expenditure on transport [TSGB1303](#)

Expenditure by transport function: 2016/17



**£16 billion** spending on railways in 2016/17, accounting for 54% of total public expenditure on transport.



**£6 billion** spending on local roads in 2016/17, accounting for 19% of total public expenditure on transport.



Further data are available on Transport Expenditure, including:

- ▶ Public expenditure on transport by country and spending authority: [TSGB1302](#)
- ▶ Total UK public corporation capital expenditure on transport: [TSGB1304](#)
- ▶ Public expenditure on specific transport areas: [TSGB1305](#)

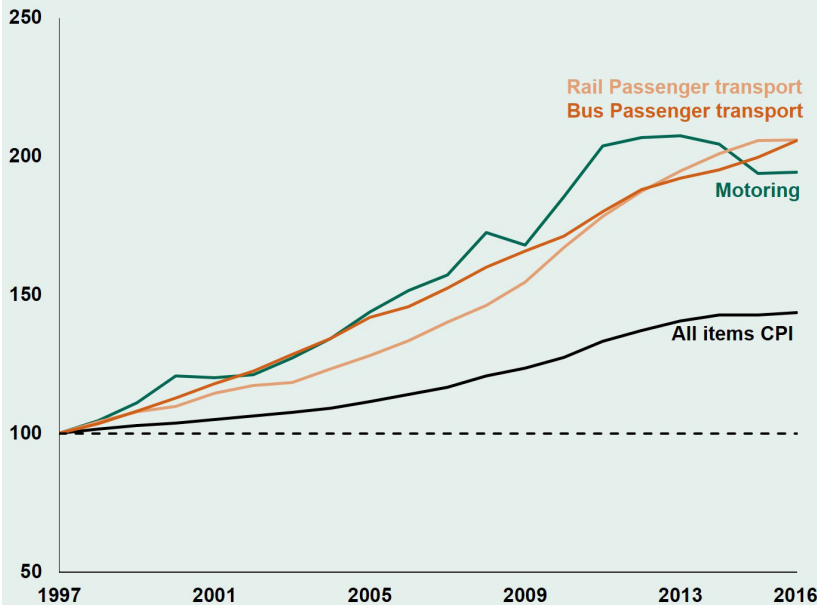




**Consumer price index [TSGB1308](#)**

Transport components: 1997 to 2016

Index 1997=100



The cost of travel has risen faster than the cost of living since 1997.



Increases in the cost of travelling by different surface modes are similar.

**UK Household Expenditure on Transport [TSGB1306](#)**

**13.7%**

of household expenditure per week was spent on transport in 2015/16 of which:

£ per week

£75

£50

£25

£0



15% - Air and other travel



8% - Transport fares



16% - Other motoring costs



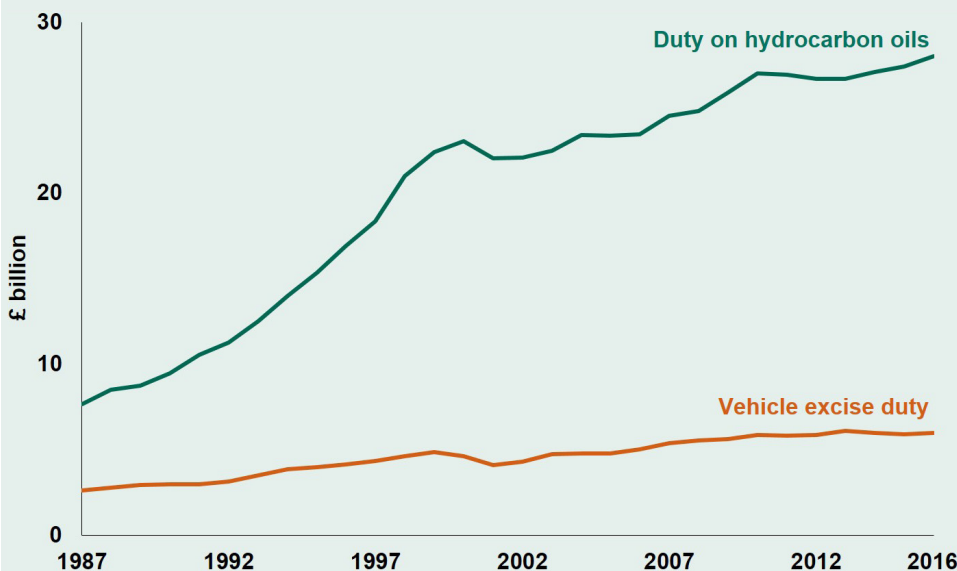
27% - Fuel



34% - Purchase of vehicle

**Transport taxes [TSGB1310](#)**

Fuel duty and vehicle excise duty: 1987 to 2016



Fuel duty revenue more than tripled between 1987 and 2010 then flattened at around £27bn rising 2.1% to £28bn in 2016.



Vehicle excise duty generated around £6bn in 2016, up 1.5% from 2015.



Further data are available on transport expenditure, including:

► Road taxation revenue: [TSGB1310](#)

Further information and detailed statistical tables: **Transport Expenditure statistics**

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