# Transport Statistics
## Great Britain 2018

### Moving Britain Ahead

Department for Transport

National Statistics

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# Transport Statistics Great Britain 2018 <span style="float:right">Page</span>

## Chapter summaries

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# Transport Statistics Great Britain 2018

## Symbols and conventions

Unless otherwise stated, tables refer to **Great Britain**
**Metric units** are generally used.

**Conversion factors:**

| | |
|---|---|
| 1 kilometre | 0.6214 mile |
| 1 kilogram | 2.2lb |
| 1 tonne (1,000 kg) | 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 used throughout are defined below:

| | |
|---|---|
| **: ..** | **Not available** |
| **z .** | **Not applicable** |
| **0** | **Nil** |
| **p** | **Provisional** |
| **r** | **Revised** |
| **e** | **Estimated** |
| **f** | **Forecast** |
| **~ -** | **Less than half the final digit shown and different from a real zero** |
| **\*** | **Sample size too small for reliable estimates** |
| **\|** | **break in time series** |
| *ow* | **of which** |

**Department for Transport**

# Transport Statistics Great Britain 2018
# Modal Comparisons

## Passenger transport TSGB0101-0102
Passenger kilometres by mode, Great Britain: 1952 to 2017

Billion passenger kms

Legend: Other | Buses & coaches | Rail | Cars, vans & taxis
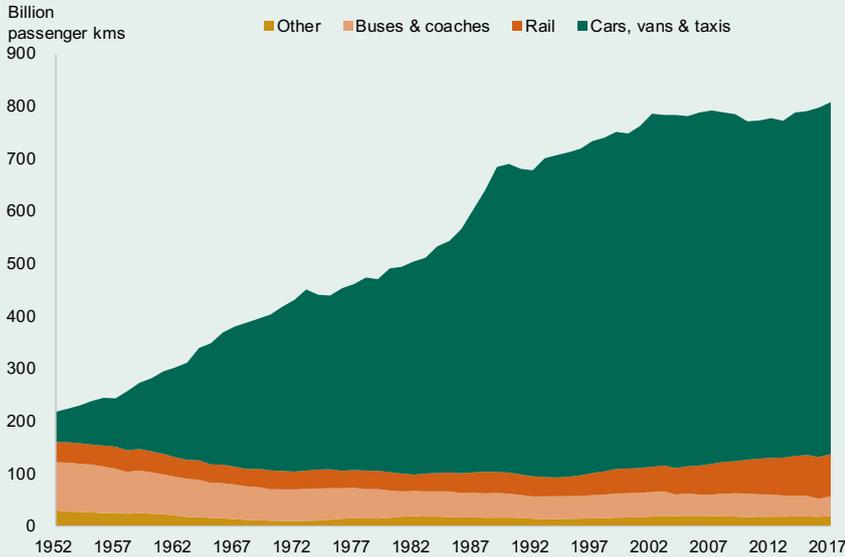


### 2017

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

**83%**
of passenger kilometres in 2017 were by car, van or taxi

**8.3 billion**
passenger journeys in 2017/18

**4.9 billion**
passenger journeys on local bus services - 62% lower than 1950.

## Mode share TSGB0103-0105
How we travelled, mode share, England: 2017

| | Trips | Distance |
|---|---|---|
| Car | 62% | 78% |
| Walking | 26% | 3% |
| Bus | 6% | 5% |
| Rail | 3% | 11% |
| Cycle | 2% | 1% |
| Other | 1% | 2% |

## Purpose of trips TSGB0104
Trips by purpose, England: 2017

Legend: Commuting/business | Education/escort education | Shopping | Other escort | Personal business | Leisure | Other including just walk
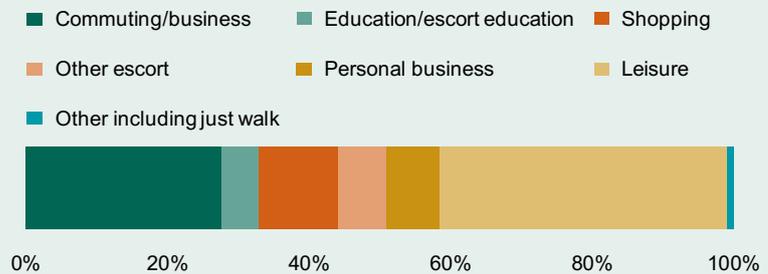


Over 40% of all trips were for leisure purposes in 2017, that includes trips to visit friends, sports, holidays and day trips. Around 27% of trips were for commuting or business purposes.

Most modes are used for a mixture of purposes, however over half (51%) 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: TSGB0101-0107
► Transport related employment: TSGB0116

More detailed information on personal travel can be found in the National Travel Survey.

### Travel to work TSGB0110
Travel time (minutes) to work by region, Great Britain: Oct to Dec 2017

27

25

26

27 24

27 26

25

27

25 25

46

**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 2017

Other modes

All modes

Minutes
0    20    40    60
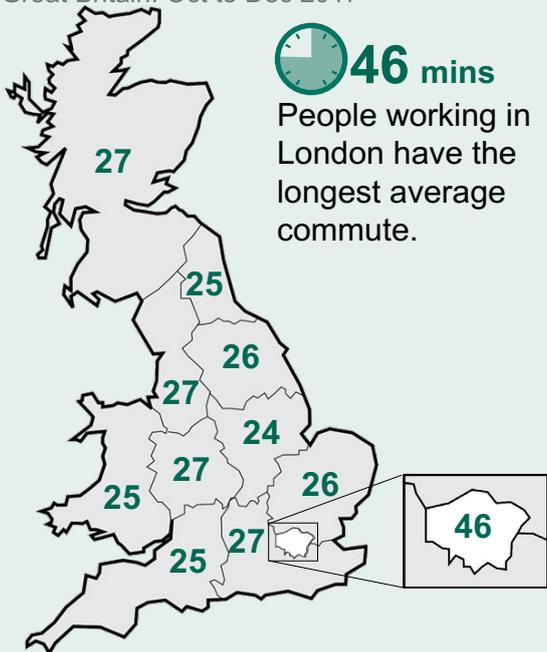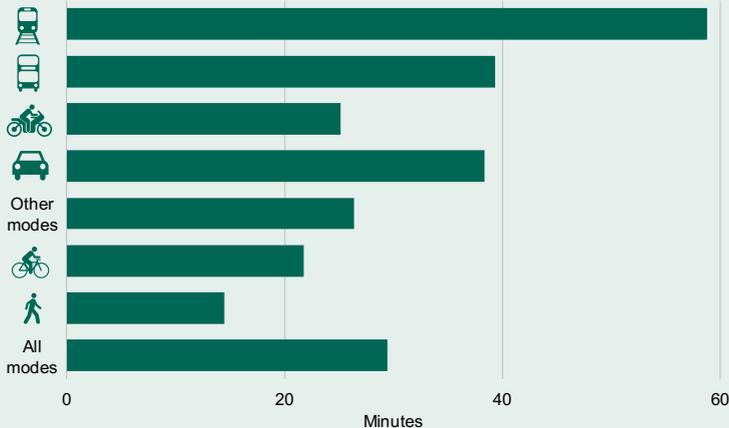
**59 mins**
The average rail commute.

**14 mins**
The average walking commute.

### Passenger casualty rates TSGB0107
Fatalities per billion passenger kilometres by mode: 2008 to 2017 average

75 motorcyclists          1 water

24 pedestrians            0* bus/coach

21 pedal cyclists         0* train

1 car occupant            0* air

0* van occupant           * negligible number
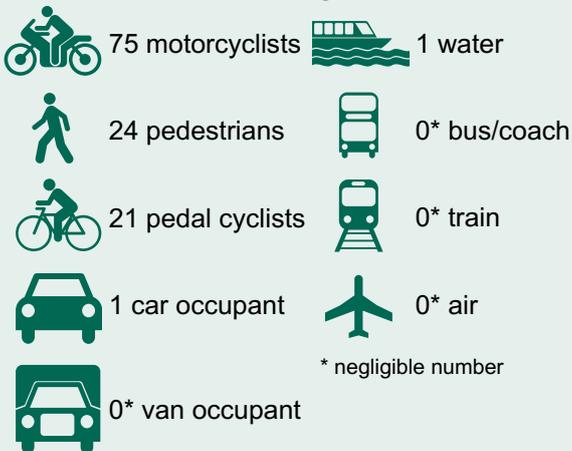
### Usual mode of travel to work TSGB0108
Travel to work mode share, Great Britain: 2017

Car/van 68%    Rail 11%    Walk 10%    Bus 7%    Other 5%

### Overseas travel TSGB0113
Visits abroad by UK residents by mode: 2017

**72.8m** visits abroad by UK residents

**85%** of these were made by air

Channel Tunnel 6%

Sea 9%

Air 85%

### Further data are available, including:
► Travel to work by region of residence/workplace and method of travel: TSGB0108-0112
► Overseas travel - visits to and from the UK: TSGB0113-0115
► Passenger casualty rates by mode of travel: TSGB0107

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

# Transport Statistics Great Britain 2018
# Aviation

**Department for Transport**

## Trends in air traffic TSGB0201

Trends in air traffic at UK airports, 1992 to 2017

— **Terminal passengers** — **Freight handled** — **Air transport movements**

Index: 1992=100

(chart: values 100, 150, 200, 250, 300 on y-axis; years 1992, 1997, 2002, 2007, 2012, 2017 on x-axis)

### 2017

**284 million**
terminal passengers (arrivals and departures) - an increase of 6% from 2016 and almost 60% higher than in 2000.

**2.6 million**
tonnes of freight handled, 10% more than in 2016 and the largest amount on record.

**2.2 million**
air transport movements (ATMs) (landings and take-offs), 2% more than 2016 but 5% less than the peak in 2007.

## Traffic at UK airports TSBG0202

Traffic at UK airports, 2017

| | Heathrow | Gatwick | Manchester | Stansted | Luton | Other |
|---|---|---|---|---|---|---|
| Passengers | 27% | 16% | 10% | 9% | 6% | 32% |
| ATM | 21% | 13% | 9% | 8% | 5% | 45% |
| Freight | 64% | | | 5% | 9% | 18% |

The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 60% of passengers, 50% of ATMs and 78% of freight in 2017.

There were 7 UK airports with more than 100,000 ATMs in 2017: Heathrow, Gatwick, Manchester, Stansted, Edinburgh, Birmingham and Luton.

East Midlands handled the most air freight (12%) after Heathrow (64%).

## Passenger characteristics TSGB0208

Passenger characteristics at selected UK airports, 2017

**Heathrow**
| Holiday | 35% |
| Visiting friends and relatives | 36% |
| Business | 26% |
| Other | 3% |

**Gatwick**
| Holiday | 54% |
| Visiting friends and relatives | 30% |
| Business | 14% |
| Other | 2% |

**Manchester**
| Holiday | 59% |
| Visiting friends and relatives | 23% |
| Business | 17% |
| Other | 1% |

**Stansted**
| Holiday | 39% |
| Visiting friends and relatives | 46% |
| Business | 13% |
| Other | 3% |

**Luton**
| Holiday | 38% |
| Visiting friends and relatives | 48% |
| Business | 12% |
| Other | 2% |
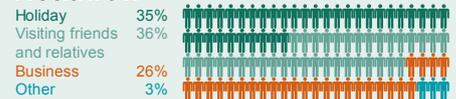
## Further data are available on air traffic at UK airports, including:

► Activity at UK airports, including punctuality and passenger characteristics: TSGB0201
► Activity of UK airlines: TSGB0202
► Major airports and airlines worldwide: TSGB0203

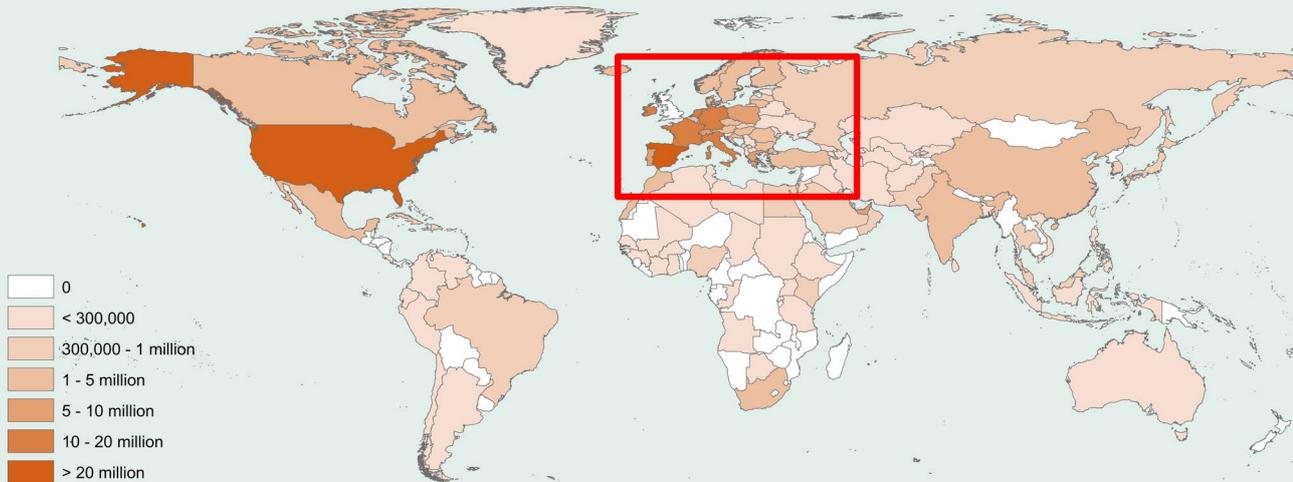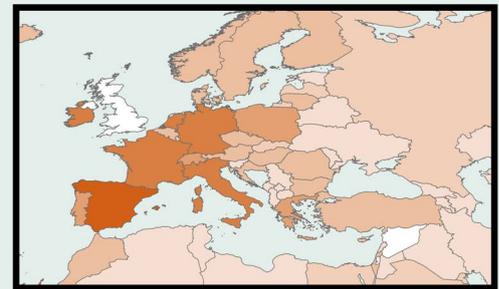## International passenger movements TSGB0205

International passenger movements at UK airports, 2017



Legend:
- 0
- < 300,000
- 300,000 - 1 million
- 1 - 5 million
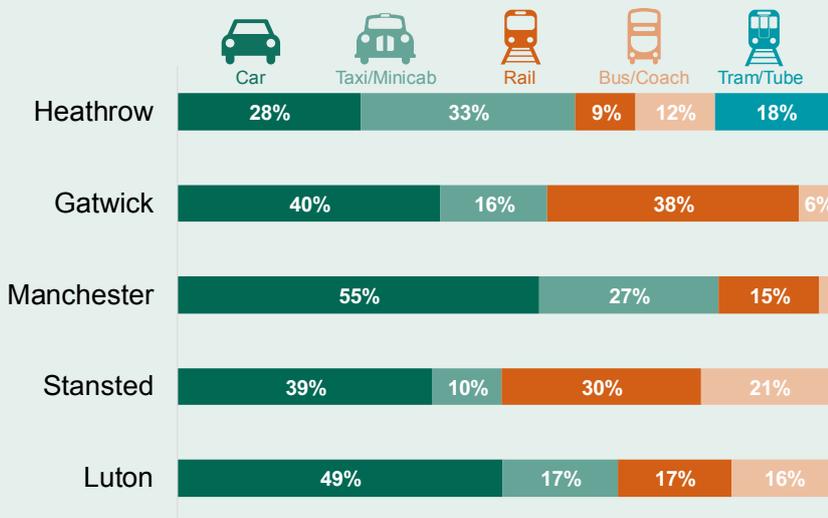- 5 - 10 million
- 10 - 20 million
- > 20 million

In 2017, over three-quarters (76%) 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 (8%) and then Italy and Germany, each at approximately 6%.



### Mode of travel TSGB0207

Mode of travel to UK airports, 2017

| | Car | Taxi/Minicab | Rail | Bus/Coach | Tram/Tube |
|---|---|---|---|---|---|
| Heathrow | 28% | 33% | 9% | 12% | 18% |
| Gatwick | 40% | 16% | 38% | | 6% |
| Manchester | 55% | 27% | 15% | | |
| Stansted | 39% | 10% | 30% | 21% | |
| Luton | 49% | 17% | 17% | 16% | |

Over half (51%) of passengers at Stansted travelled to the airport by public transport in 2017.

This is compared with 44% using public transport at Gatwick, 40% at Heathrow, 33% at Luton and 18% at Manchester.

## 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
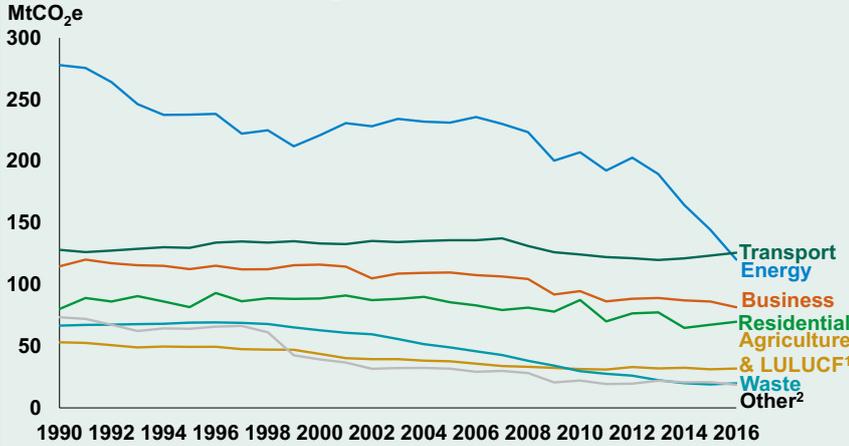► International passenger movements at UK airports:  TSGB0209

## Further information and detailed statistical tables: Aviation statistics

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## UK domestic greenhouse gas emissions TSGB0306

Domestic emissions (MtCO$_2$e) from all sectors: 1990 to 2016

MtCO$_2$e

300
250
200
150
100
50
0

Transport
Energy
Business
Residential
Agriculture & LULUCF[1]
Waste
Other[2]

1990 1992 1994 1996 1998 2000 2002 2004 2006 2008 2010 2012 2014 2016

### Transport is now the largest contributor

of GHG emissions in the UK after noticeable declines in emissions from the energy sector.

## 467.9 million tonnes of CO$_2$ equivalent (MtCO$_2$e)

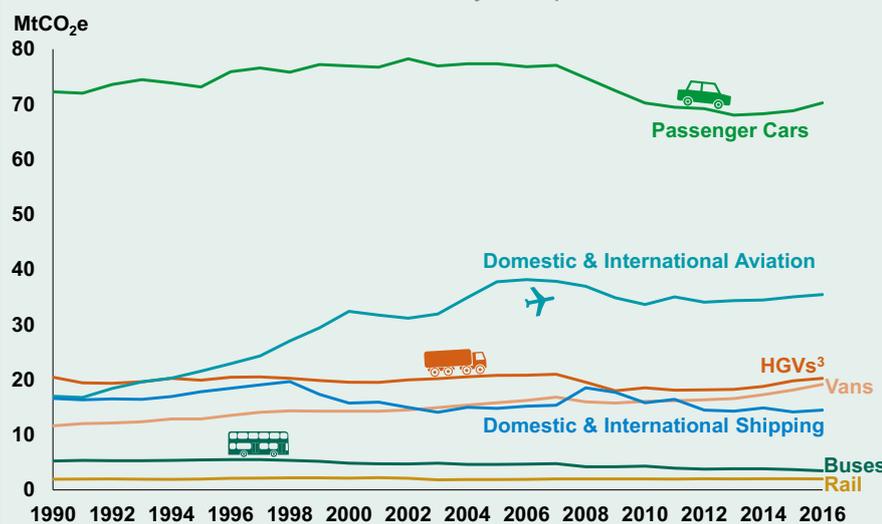is the total net domestic greenhouse gas (GHG) emissions from all sources in 2016, down 5% from 2015.

### Total UK greenhouse gas emissions in 2016 by sector

| Transport 27% | Energy 26% | Business 17% | Residential 15% | Agriculture & LULUCF[1] 7% | Waste 4% | Other[2] 4% |

*1. LULUCF: Land Use, Land Use Change and Forestry*
*2. Includes industrial processes and public emissions*

## UK domestic and international transport greenhouse gas emissions TSGB0306

Domestic and international emissions by transport mode: 1990 to 2016

MtCO$_2$e

80
70
60
50
40
30
20
10
0

Passenger Cars
Domestic & International Aviation
HGVs[3]
Vans
Domestic & International Shipping
Buses
Rail

1990 1992 1994 1996 1998 2000 2002 2004 2006 2008 2010 2012 2014 2016

Absolute emissions (MtCO$_2$e) from transport modes in 1990 and 2016

**1990** | **2016**

| 1990 | | 2016 | |
|---|---|---|---|
| Passenger Cars | 72 | 70 | Passenger Cars |
| HGVs[3] | 20 | 34 | International Aviation |
| International Aviation | 16 | 20 | HGVs[3] |
| Vans | 12 | 19 | Vans |
| International Shipping | 8 | 9 | International Shipping |
| Domestic Shipping | 8 | 6 | Domestic Shipping |
| Buses | 5 | 3 | Buses |
| Rail | 2 | 2 | Rail |
| Domestic Aviation | 1 | 1 | Domestic Aviation |

International aviation emissions have more than doubled since 1990.

## 65% increase in van emissions

since 1990. Over the same period, van traffic almost doubled, from 24.8 to 49.2 billion vehicle miles in 2016.

*3. Heavy Goods Vehicles*

## 3% decrease in car emissions

since 1990, even though car traffic rose by 22% over the same period (TSGB0701). This can be partially attributed to cars becoming more fuel efficient (TSGB0303).
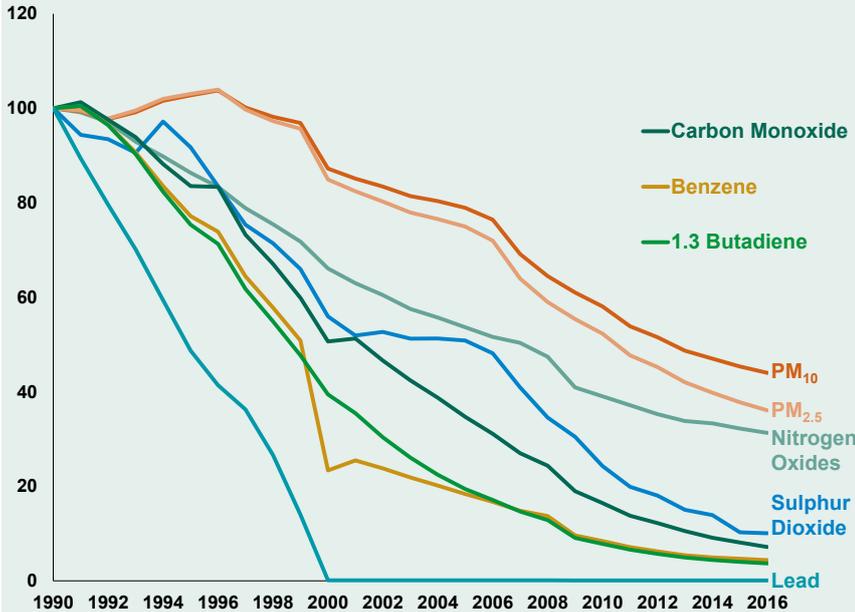
## UK air pollution emissions from transport TSGB0308

Total transport emissions: 1990 to 2016

Index 1990=100



Carbon Monoxide
Benzene
1.3 Butadiene
PM$_{10}$
PM$_{2.5}$
Nitrogen Oxides
Sulphur Dioxide
Lead

All air pollutants have more than halved since 1990.

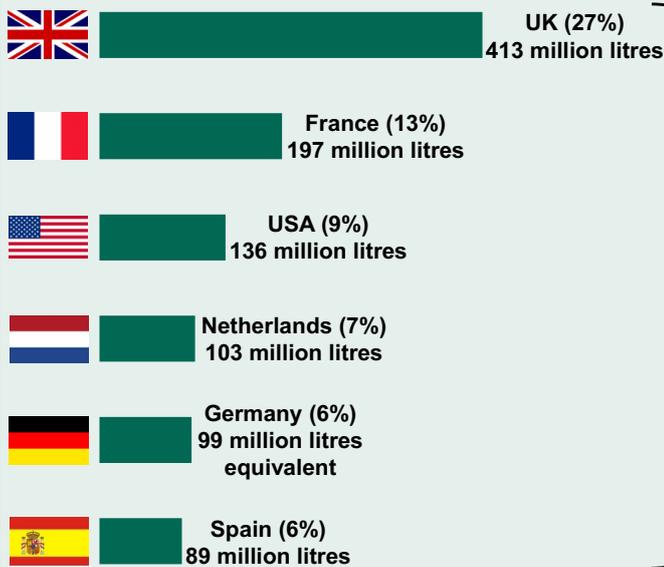Since 1990, lead emissions from domestic transport declined by almost 100% due to the ban of leaded petrol in 1999.

Sulphur dioxide emissions from transport decreased by 90% since 1990. This was largely due to the removal of sulphur from road fuel.

## Supply of biofuels to the UK TSGB0312

Top 6 countries: 2016/17

UK (27%)
413 million litres

France (13%)
197 million litres

USA (9%)
136 million litres

Netherlands (7%)
103 million litres

Germany (6%)
99 million litres equivalent

Spain (6%)
89 million litres

**1,541 million litres equivalent**[4] of renewable and sustainable biofuel was suppled to the UK in 2016/17, down 2% from the previous period.

67% 1,037 million litres equivalent

*4. Biomethane supply converted to equivalent litres.*

## Average new car fuel consumption TSGB0303

2000 to 2017 change

Litres per 100km



8.0
Petrol
5.5
6.3
Diesel
4.6
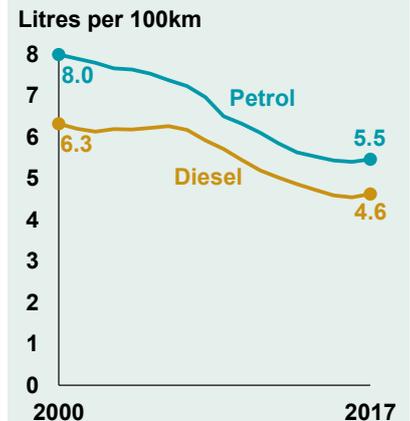
There has been a long term improvement in the fuel efficiency of new cars.

## Further data and information on transport energy consumption and the environment are available, including:

► Fuel consumption: TSGB0301-0305
► Carbon dioxide emissions by transport mode: TSGB0307
► Average road vehicle emissions and aircraft noise: TSGB0309-0310
► Volume of fuels by fuel type: TSGB0311

## Further information and detailed statistical tables: Energy and environment statistics

Lisa Eyers

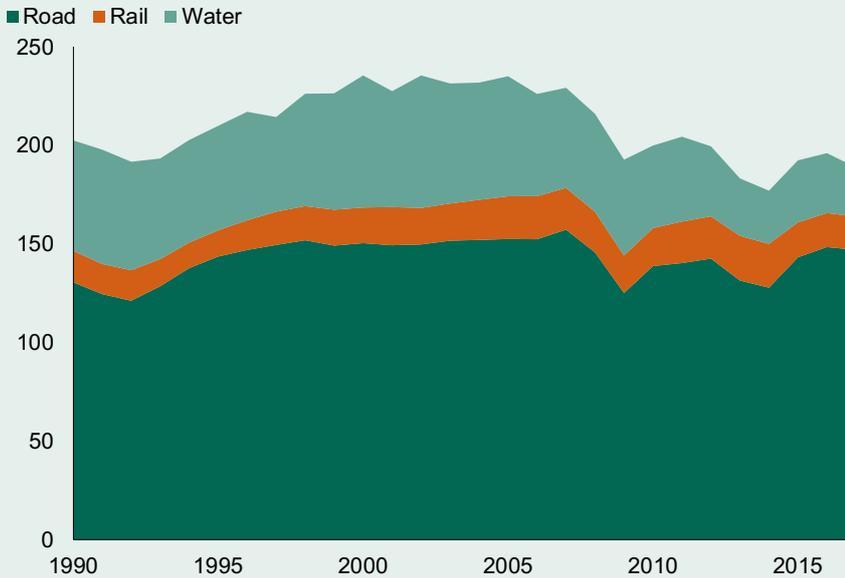020 7944 4847

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# Freight

Department for Transport

## Domestic Freight TSGB0401

Domestic freight, goods moved by mode: 1990 to 2017 (billion tonne kilometres)

Legend: ■ Road ■ Rail ■ Water



**189 billion**

tonne kilometres of domestic freight was moved within the UK in 2017, of which ...

**13%** of goods moved were by **water**
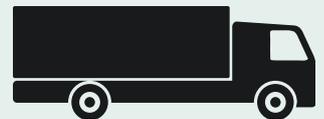
**9%** of goods moved were by **rail**

**78%** of goods moved were by **road**

Road and water: calendar year 2017
Rail: financial year 2017/18

## Domestic road freight TSGB0404 (RFS0106)

Goods lifted by GB-registered HGVs domestically: 1997 to 2017 (million tonnes)



In 2017, for GB-registered HGVs, there were ...

Percentages compared to 2016:

Goods Lifted — **1.40 billion tonnes lifted** ↓ 3%

Goods Moved — **147 billion tonne kms moved** ↓ 1%

Vehicle Distance — **18.6 billion kms travelled** ↓ 3%

**Top 3 freight commodities transported by road in 2017, as a proportion of goods lifted TSGB0430 (RFS0103)**

**287 million tonnes** of food products (21%)

**195 million tonnes** of metal ore and other mining & quarrying (14%)

**153 million tonnes** of waste related products (11%)

## 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: 1997 to 2017 (million tonnes)

**7.8 million tonnes lifted**

Goods Lifted

Goods Moved
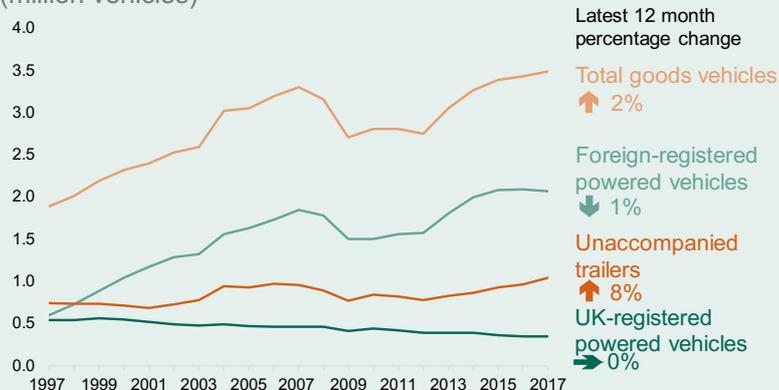
**5.4 billon tonne kms moved**

Percentage changes from 2016:

⬆ **1%**          ⬆ **5%**

## Road goods vehicles TSGB0434 (RORO0101)

Road goods vehicles travelling to mainland Europe: 1997 to 2017 (million vehicles)

Latest 12 month percentage change

Total goods vehicles
⬆ 2%

Foreign-registered powered vehicles
⬇ 1%

Unaccompanied trailers
⬆ 8%

UK-registered powered vehicles
➡ 0%

In 2017, **3.5 million goods vehicles travelled from Great Britain to Europe**, of which 2.4 million were powered vehicles and 1.0 million were unaccompanied trailers.

The number of foreign-registered powered vehicles has risen from 0.6 million in 1997 to 2.1 million in 2017, while the number of UK-registered goods vehicles has decreased by 37% in the same time period. In 1997, 47% of powered vehicles were UK-registered, compared to 14% in 2017.

## Rail freight TSGB0422 (RAI0401)

In 2017/18, 17.0 billion tonne kilometres of freight were moved by rail, down 2% from 2016/17. 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 1.2 billion net tonne kilometres of coal were moved in 2017/18, a decrease of 85%. 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 2017/18 (billion tonne kilometres)

Total

Coal

## Waterborne freight TSGB0401

In 2017, 24.9 billion net tonne kilometres of waterborne freight were moved (down 18% from 2016).

The amount of waterborne freight moved has been steadily decreasing since its peak in 2000.

## Further information and detailed statistical tables: Freight statistics

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Waterborne freight
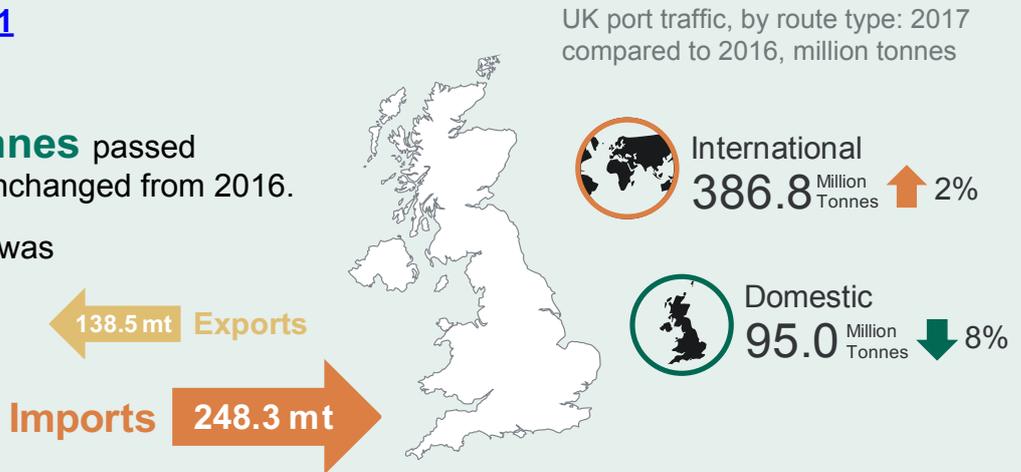Matthew Tranter
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# Transport Statistics Great Britain 2018
# Maritime

## Port freight TSGB0501

### In 2017:

**481.8 million tonnes** passed through all UK ports, unchanged from 2016.

**80%** of all port traffic was international freight.

The UK continues to import more than it exports.

UK port traffic, by route type: 2017 compared to 2016, million tonnes

**138.5 mt** **Exports**

**Imports** **248.3 mt**

International
386.8 Million Tonnes ⬆ 2%

Domestic
95.0 Million Tonnes ⬇ 8%

## Port freight cargo types TSGB0502

UK major port traffic by cargo type: 2000 to 2017, million tonnes



**Bulk Freight** 394 — 281

**Unitised Traffic** 137 — 171

**Other General Cargo** 24 — 19
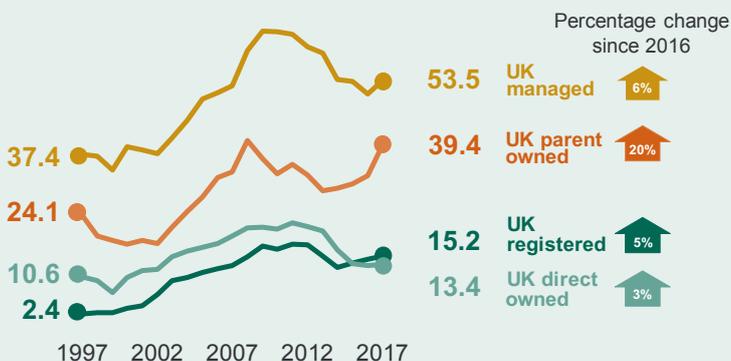
2000    2006    2012    2017
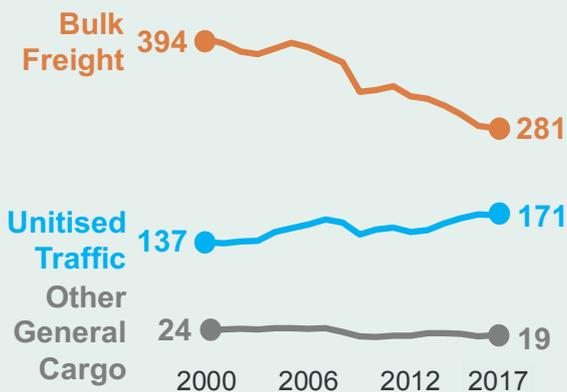
### In 2017:

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

**Bulk freight** (liquid and dry bulk cargo categories) fell by 1%, having declined each year since 2011. The recent decline has been driven by a sharp fall in coal handled, while liquified gas and agricultural products have also reduced.

**Unitised traffic** (Lift on - Lift off and Roll on - Roll off cargo categories) remained steady and now accounts for over a third of all UK major port freight traffic.

## UK shipping fleet TSGB0513-0515

UK shipping: 1997 to 2017, million deadweight tonnes



Percentage change since 2016

37.4 ... 53.5 **UK managed** ⬆ 6%

24.1 ... 39.4 **UK parent owned** ⬆ 20%

10.6 ... 15.2 **UK registered** ⬆ 5%

2.4 ... 13.4 **UK direct owned** ⬆ 3%

1997    2002    2007    2012    2017

### In 2017:

The UK registered trading fleet grew for the third consecutive year and was 6 times the size it was at the end of 1997.

The UK rose one place to become the 18th largest trading fleet in the world. Panama, the Marshall Islands, Liberia, Hong Kong and Singapore account for the leading shares, together just over half of the world's registered ships.
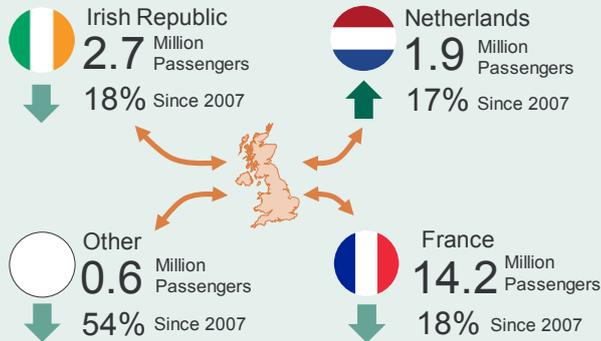
**Further data are available on maritime and shipping, including:**

► Port freight: TSGB0501-TSGB0510
► UK Shipping fleet: TSGB0513-TSGB0515

# Maritime

## Sea passengers TSGB0511

UK international short sea passenger journeys: 2017 compared to 2007, million passengers

**Irish Republic**
2.7 Million Passengers
↓ 18% Since 2007

**Netherlands**
1.9 Million Passengers
↑ 17% Since 2007

**Other**
0.6 Million Passengers
↓ 54% Since 2007

**France**
14.2 Million Passengers
↓ 18% Since 2007

### In 2017:

**19.5 million** international short sea passenger journeys were made 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.

**44.0 million** passengers travelled on domestic routes. Cairnryan - Belfast remained the most popular route with **1.2 million** passengers.

## Cruise passengers TSGB0512

UK cruise passengers: 2017 compared to 2007

2000 — 459 thousand
2017 — 1,919 thousand

There were over 4 times more UK cruise passengers in 2017 than in 2000.

86% of UK cruise passengers began or ended their cruise at Southampton.

## Civilian search and rescue helicopters TSGB0518

There were **2,636** civilian search and rescue helicopter taskings in the UK in the year ending March 2018, an increase of 2% compared to the previous year. 53% of all taskings were rescues or recoveries.

## Seafarers TSGB0519

UK seafarers active at sea: 2002 to 2017, thousands

Total: 25.7 → 23.8
Certificated Officers: 12.4 → 10.6
Ratings: 9.5 → 9.8
Cadets: 2.8 → 1.8
Uncertificated Officers: 1.0 → 1.5

2002 2007 2012 2017

### In 2017:

**23,760** UK seafarers were active at sea. Overall, numbers have held broadly stable in recent years.

Just over half of the total active at sea were officers (10,600 certificated and 1,500 uncertificated) with a further 1,830 officer cadets in training.

## Passenger vehicles TSGB0507

**5.4 million** accompanied passenger cars passed through UK ports in 2017. 51% travelled to or from France.

### Further data are available on maritime and shipping, including:

► Sea passengers TSGB0511-TSGB0512
► Civilian search and rescue helicopters: TSGB0518
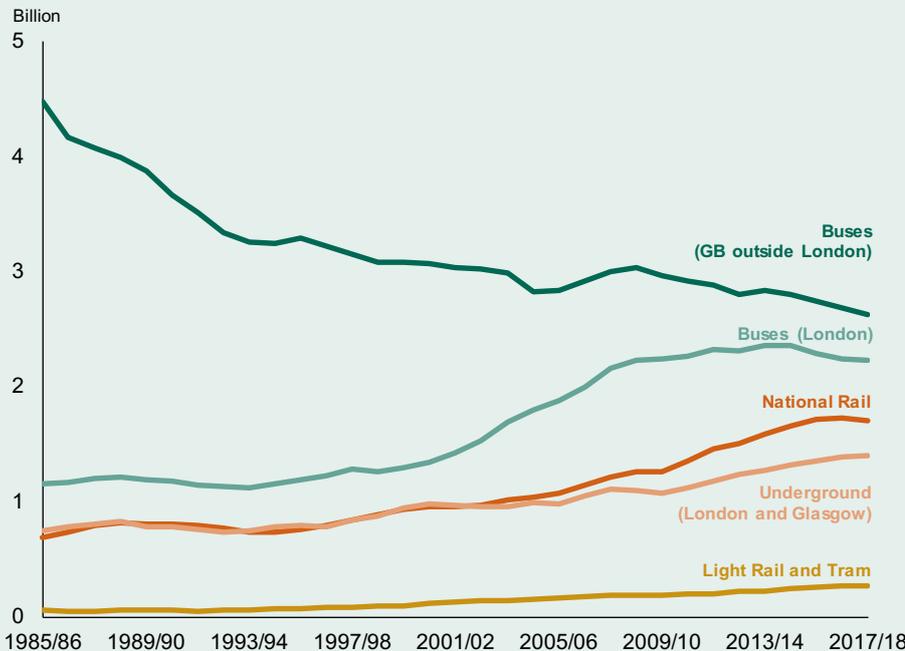► Seafarers: TSGB0519
► Passenger vehicles: TSGB0507-TSGB0508

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

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# Department for Transport

## Public Transport

### Passenger journeys on public transport

Passenger journeys by mode: Great Britain 1985/86 to 2017/18

Billion

Buses
(GB outside London)

Buses (London)

National Rail

Underground
(London and Glasgow)

Light Rail and Tram

**4.85** billion
local bus passenger journeys in Great Britain in 2017/18, 59% of all public transport journeys

**1.71** billion
National Rail passenger journeys in Great Britain, an increase of 149% since 1985/86

**0.27** billion
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: 2017/18

Buses     National Rail     Underground (London and Glasgow)     Light Rail and Tram

| 59% | 21% | 17% | 3% |

Whilst buses accounted for the highest proportion of passenger journeys in 2017/18, 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 2017/18

Billion

National Rail

Buses

Underground
(London and Glasgow)
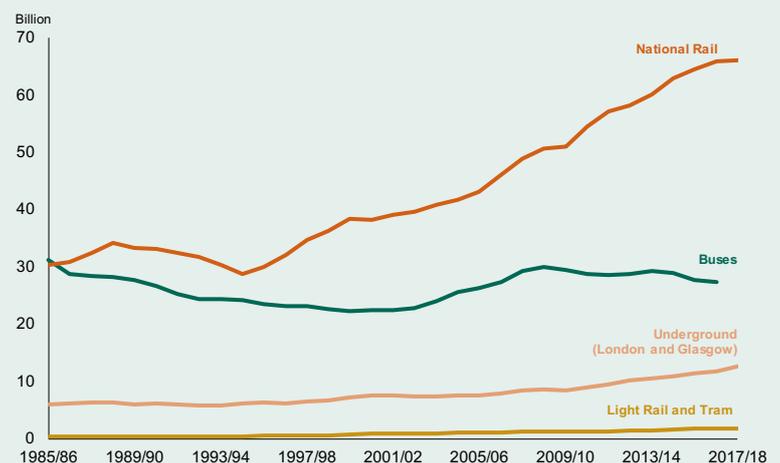
Light Rail and Tram
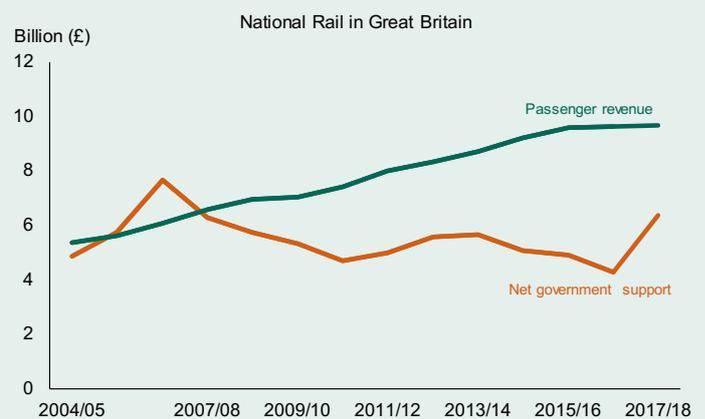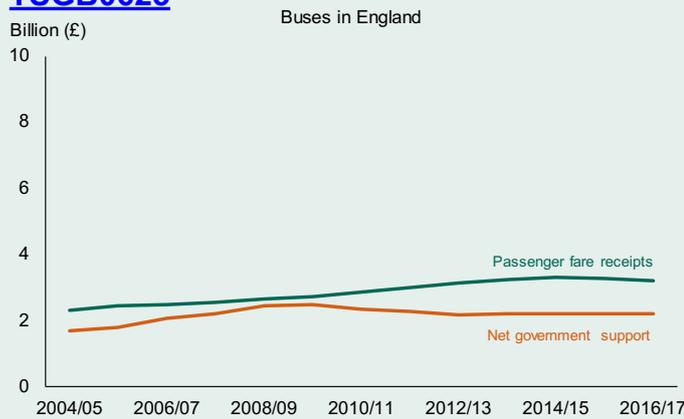
### More detailed information on each public transport mode can be found here:

► National Rail
► Light Rail & Trams
► Local Bus Services
► Taxi

### 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 2017/18 TSGB0622 TSGB0623 TSGB0602 TSGB0625

**Buses in England**

Billion (£)

Passenger fare receipts

Net government support

2004/05 2006/07 2008/09 2010/11 2012/13 2014/15 2016/17

**National Rail in Great Britain**

Billion (£)

Passenger revenue

Net government support

2004/05 2007/08 2009/10 2011/12 2013/14 2015/16 2017/18

Rail passenger revenue in 2017/18 increased in real terms year-on-year. Net government support also increased over the last year, mostly due to higher train operator subsidies and an increase in government spending on HS2.

## Local bus concessionary travel TSGB0627
England 2016/17

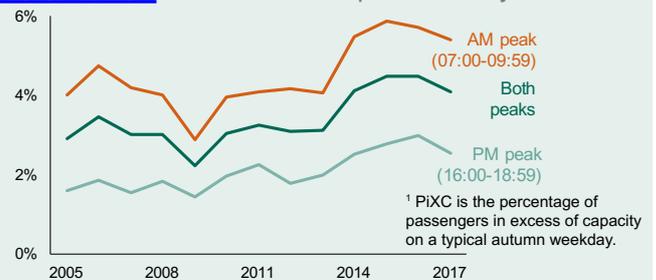9.8 million older and disabled concessionary travel passes held

929 million older and disabled concessionary bus journeys
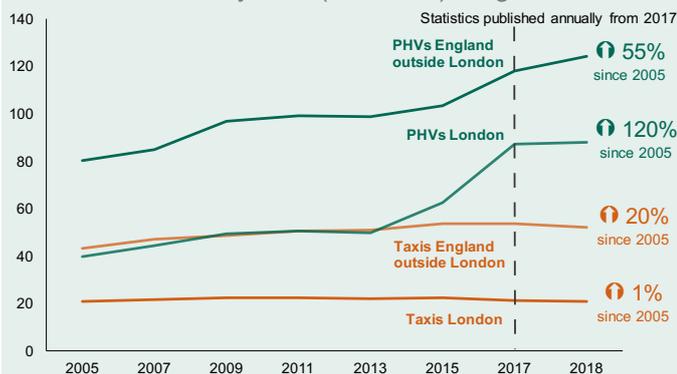
95 concessionary bus journeys per pass

## Passengers in excess of capacity (PiXC)[1]
**TSGB0632** London & SE operators only

AM peak (07:00-09:59)

Both peaks

PM peak (16:00-18:59)

[1] PiXC is the percentage of passengers in excess of capacity on a typical autumn weekday.

2005 2008 2011 2014 2017

In Autumn 2017 there was slightly less crowding overall on trains into London in the morning and afternoon peaks than the previous year.
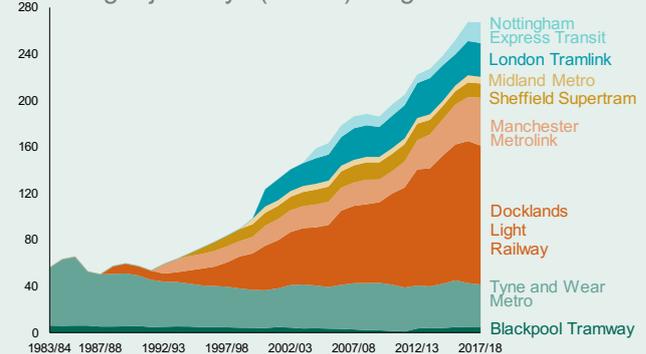
## Taxis and Private Hire Vehicles TSGB0628
Taxis and PHVs by area (thousand): England 2018

Statistics published annually from 2017

PHVs England outside London — ⬆ 55% since 2005

PHVs London — ⬆ 120% since 2005

Taxis England outside London — ⬆ 20% since 2005

Taxis London — ⬆ 1% since 2005

2005 2007 2009 2011 2013 2015 2017 2018

There were 285,400 licensed taxis and private hire vehicles in England in 2018, up 1.7% from 2017.

## Light rail passenger journeys TSGB0611
Passenger journeys (million): England 2017/18

Nottingham Express Transit
London Tramlink
Midland Metro
Sheffield Supertram
Manchester Metrolink
Docklands Light Railway
Tyne and Wear Metro
Blackpool Tramway

1983/84 1987/88 1992/93 1997/98 2002/03 2007/08 2012/13 2017/18

In 2017/18, 267 million passengers journeys were made on the eight light rail and tram systems in England, a 0.2% decrease from the previous year.

## Further data are available for each of the public transport modes, including:
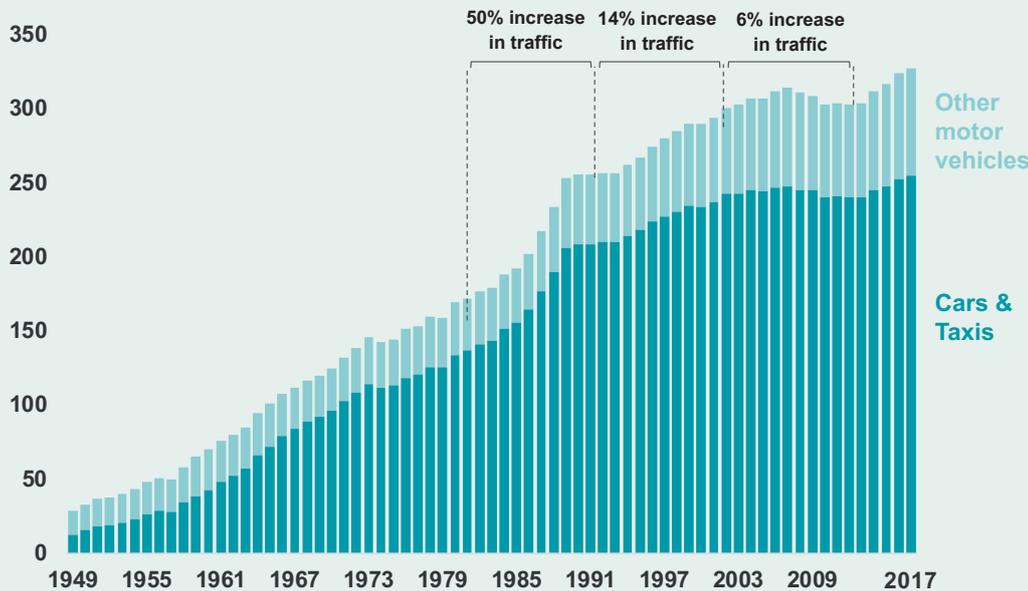
Rail
Nicholas Peluffo
020 7944 2419
rail.stats@dft.gov.uk

Buses, Light Rail & Taxis
Marcus O'Brien
020 7944 3077
bus.statistics@dft.gov.uk

## Road traffic trends [TSGB0701](TSGB0701)

Annual motor vehicle traffic, billion vehicle miles: Great Britain 2017

50% increase in traffic — 14% increase in traffic — 6% increase in traffic

Other motor vehicles

Cars & Taxis

In 2017, total motor vehicle traffic in Great Britain reached a new record level:

**327** billion vehicle miles travelled

**1.3% increase from 2016**

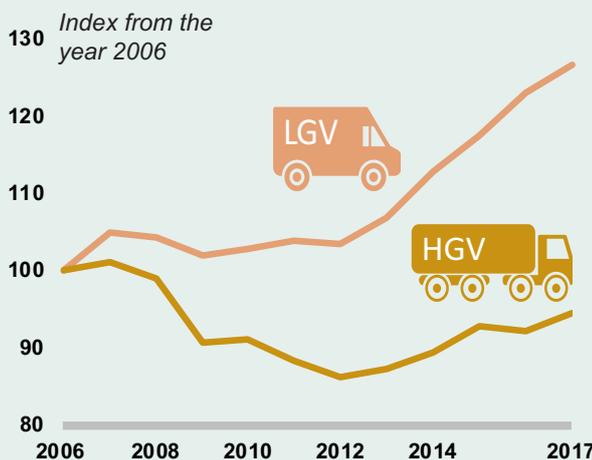Factors driving this trend are discussed in the [annual traffic publication](annual traffic publication)

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

Billion vehicle miles travelled: Great Britain 2017

Of the 327 billion vehicle miles travelled:

**% change from 2016**

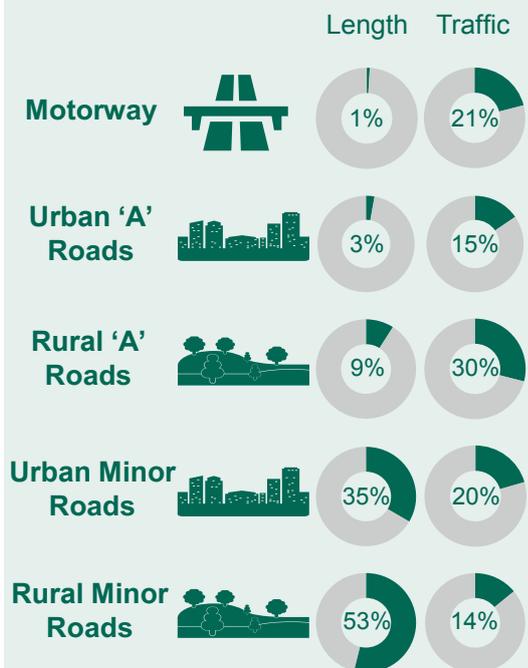| Vehicle | Value | % change from 2016 |
|---|---|---|
| Car | 254 | ↑ 1% |
| Van | 51 | ↑ 3% |
| Lorry | 17 | ↑ 1% |
| Motorcycle | 3 | — 0% |
| Bus | 2 | ↓ -3% |

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

Lorry traffic increased between 2016 and 2017, but is still below levels in the mid-2000s

Index from the year 2006

LGV

HGV

130 — 120 — 110 — 100 — 90 — 80

2006 2008 2010 2012 2014 2017

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

Percentage of road traffic and road length on different road types: Great Britain 2017

| Road type | Length | Traffic |
|---|---|---|
| Motorway | 1% | 21% |
| Urban 'A' Roads | 3% | 15% |
| Rural 'A' Roads | 9% | 30% |
| Urban Minor Roads | 35% | 20% |
| Rural Minor Roads | 53% | 14% |

### 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): England



**9.0** seconds per vehicle per mile

⇔ **+0.0** spvpm
similar compared to 2016 (up 0.2%)

*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 England Local 'A' roads TSGB0716b

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



**46.9** seconds per vehicle per mile

⬆ **+1.1** spvpm
2.3% increase on 2016

## Vehicle speed compliance TSGB0714-0715

Free flowing vehicles exceeding the speed limit on roads: Great Britain 2017

| Road type | Vans | Articulated HGVs | Rigid HGVs | Cars |
|---|---|---|---|---|
| Motorways | 49% | 1% | - | 48% |
| National Speed Limit Single Carriageways | - | 20% | 37% | 9% |
| 30 mph Roads | 55% | 42% | 50% | 52% |
| 20 mph Roads | 84% | - | 75% | 86% |

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: TSGB0701-0713
▶ Road speeds: TSGB0714-0715
▶ Road congestion: TSGB0721
▶ Road construction and expenditure: TSGB0717-0720

## Road length TSGB0709

**246,700** miles of road in Great Britain in 2017

In 2017, rural roads made up more of the road network in Great Britain than urban roads, accounting for 76% of all 'A' roads and 60% of all minor roads.

Motorways and 'A' roads accounted for 13% of total road length, but carried 66% of total road traffic.



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

# Transport Accidents and Casualties

## Road casualties and traffic levels TSGB0801

Reported road casualties by severity and motor vehicle traffic: Great Britain 1950 to 2017



**In 2017:**

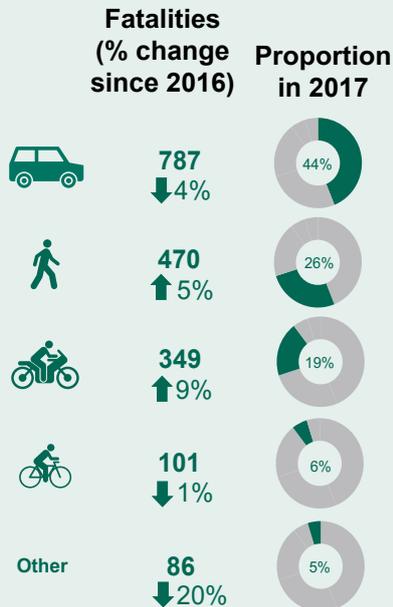**1,793** fatalities

**24,831** seriously injured *

**144,369** slightly injured *

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

\* As reported to the police. Comparisons of 2017 figures with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces in 2015 and 2016. The adjusted estimates from the Office for National Statistics Methodology Service analysis shows if all police forces were using an injury based system, there were 27,288 seriously injured and 141,912 slightly injured casualties in 2017.
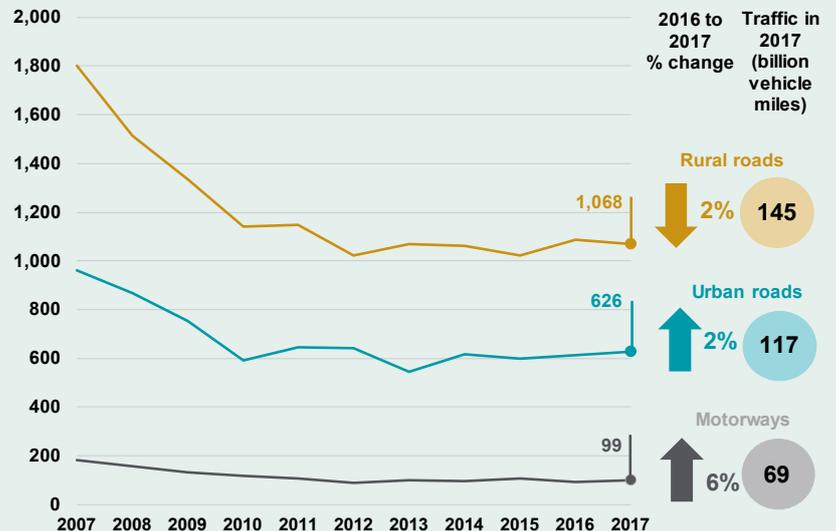
## Fatalities by road user type TSGB0802

**Fatalities (% change since 2016)** | **Proportion in 2017**

- **787** ↓4% — 44%
- **470** ↑5% — 26%
- **349** ↑9% — 19%
- **101** ↓1% — 6%
- Other **86** ↓20% — 5%

## Fatalities by road type

The majority of fatalities occurred on rural roads in 2017.



| | 2016 to 2017 % change | Traffic in 2017 (billion vehicle miles) |
|---|---|---|
| **Rural roads** 1,068 | ↓ 2% | 145 |
| **Urban roads** 626 | ↑ 2% | 117 |
| **Motorways** 99 | ↑ 6% | 69 |

## 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 accident 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 annual report: 2017.

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

Fatalities on the national rail network: Great Britain 2001/02 to 2017/18
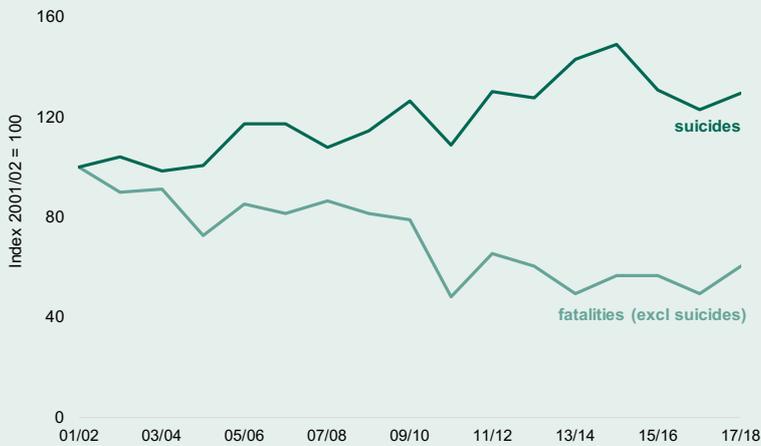


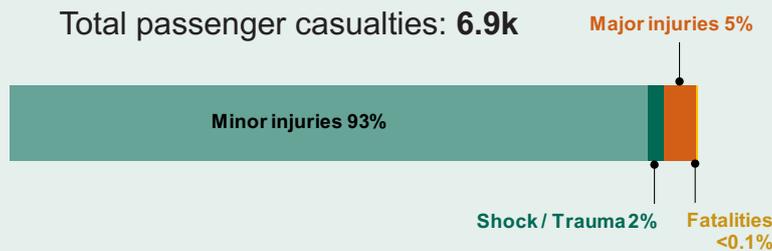**Rail remains one of the safest modes of transport**
40% fewer non-sucide fatalities in 2017/18 compared to 2001/02.

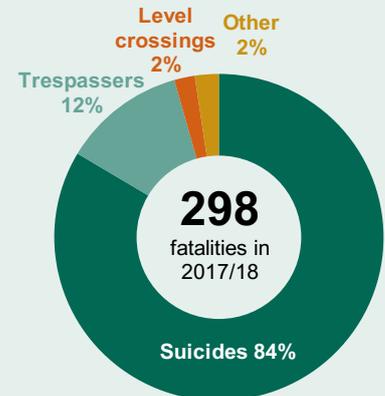**0 passengers or workforce** killed in *train accidents* since 2006/07.

**49 non-suicide fatalities** in 2017/18 (includes passengers, workforce and non-passengers).

**249 suicides**
30% higher than in 2001/02.

National rail passenger casualties by type: Great Britain 2017/18

Total passenger casualties: **6.9k**



Minor injuries 93%

**Major injuries 5%**

Shock / Trauma 2%

**Fatalities <0.1%**

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



**Level crossings 2%**
**Other 2%**
**Trespassers 12%**

**298** fatalities in 2017/18

**Suicides 84%**

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

SPADs on Network Rail controlled infrastructure: Great Britain 2017/18



**Potentially severe 3%**   **Unclassified 2%**

No significant risk 80%

**Potentially significant 15%**

**294** SPADs - 32% fewer SPADs compared to 2001/02, driven by falls in potentially severe/significant SPADs

A signal passed at danger (SPAD) occurs when a train passes a stop signal without authority to do so

**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
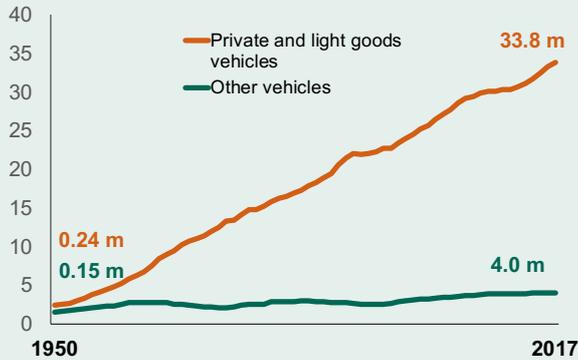020 7944 6595
roadacc.stats@dft.gov.uk

Rail accidents and safety
Nicholas Peluffo
020 7944 2419
rail.stats@dft.gov.uk

## Licensed vehicles [TSGB0901](#)

Licensed vehicles by tax class (millions): Great Britain Q4 1996 to 2017

### 37.8 million licensed vehicles



Of which:

**80.9%** Cars
**11.7%** Light Goods Vehicles
**1.6%** Heavy Goods Vehicles
**3.7%** Motorcycles
**0.3%** Buses & coaches
Other body types make up **1.8%** of licensed vehicles.

## Ultra Low Emission Vehicles [TSGB0918](#)

Ultra Low Emission Vehicles (thousands): United Kingdom 2011 to 2017



In 2017, Ultra Low Emission Vehicles made up **1.7%** of all newly registered vehicles, up from **0.9%** two years before.

Most of this increase has been due to more vehicles eligible for plug-in car and van grants.

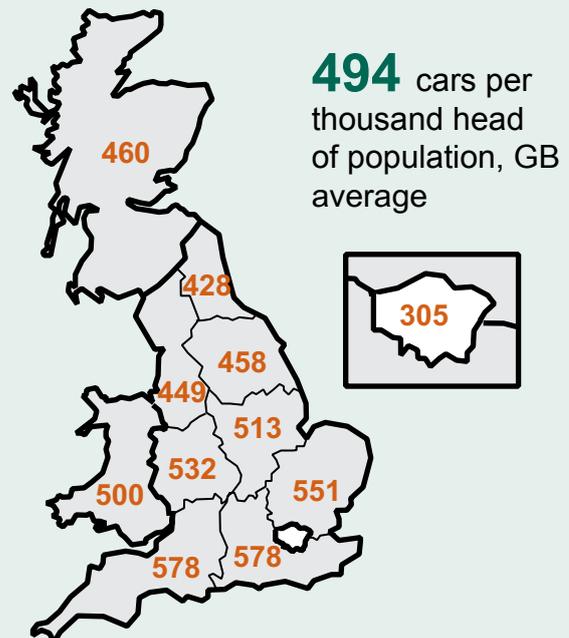## New vehicle registrations [TSGB0902](#) [TSGB0904](#)

Vehicles registered for the first time by tax class (millions): Great Britain 1951 to 2017

### 3.1 million new vehicle registrations
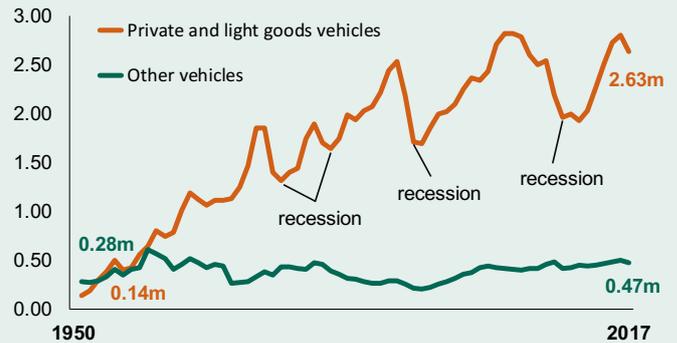


## Licensed cars [TSGB0906](#)

Cars per thousand head of population: Great Britain 2017



**494** cars per thousand head of population, GB average
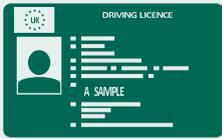
## Car fuel types [TSGB0905](#)

Newly registered cars by fuel type: Great Britain 2017
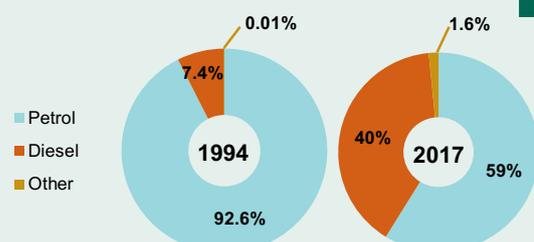
## Car driving tests TSGB0917

Practical driving tests by gender: Great Britain 2017/18

**1.7 million** tests

No change from 2016/17

✓ **46%** pass rate

43% pass

50% pass

## Full car driving licence holders TSGB0915

Percentage holding a licence by selected age groups: England



60-69 years

70 + years

17-20 years

The percentage of **17 to 20** year olds holding a full car driving licence has declined in recent years with evidence suggesting that motoring costs, including the costs of learning to drive are the main reason for this.

## Road vehicle testing scheme (MOT) TSGB0908

MOT pass rate by body type: Great Britain 2017/18

**30.6 million** MOT tests

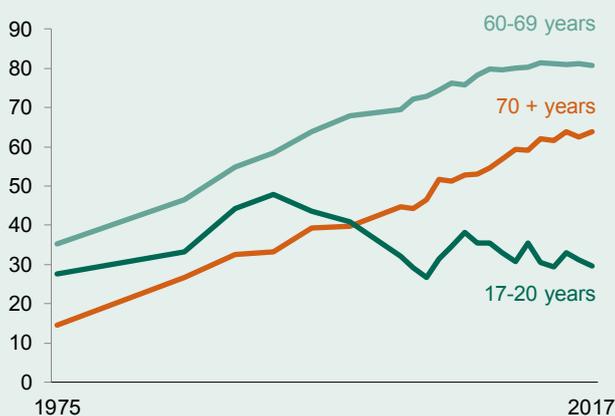✓ **74%** Pass rate

**90%** Motorcycle pass rate

**74%** Car pass rate

**65%** Van pass rate

## Household car availability TSGB0914

Percentage of households with access to a car or van by rural/urban classifications: England 2016/17



- Rural Village, Hamlet and Isolated Dwelling
- Rural Town and Fringe
- Urban City and Town
- Urban Conurbation
- All Areas
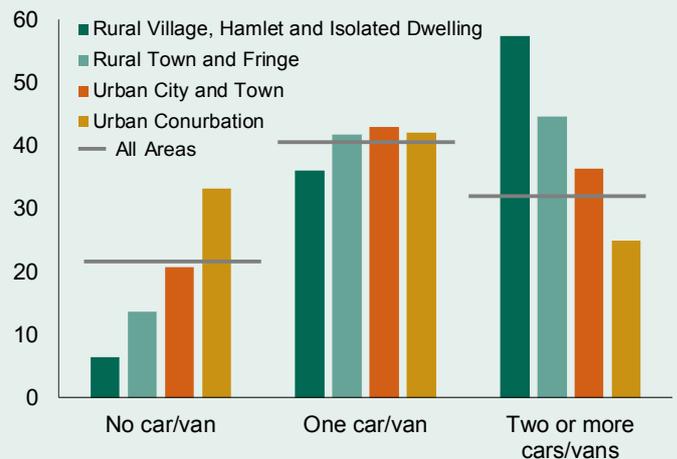
The percentage of households with access to more than one car/van has increased from **8%** to **35%** since the early 1970s.

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

► Licensed vehicles: TSGB0901-0907; TSGB0918
► Road vehicle testing schemes: TSGB0908-0912
► Car availability, drivers and use: TSGB0913-0917

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

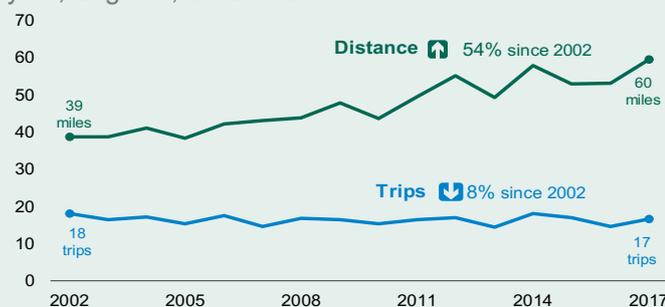| Vehicle licensing | MOT and driving tests | National Travel Survey |
|---|---|---|
| Paul Syron | Rachel Moyce | Andrew Kelly |
| 0207 944 3077 | 0207 944 3077 | 0207 944 2519 |
| vehicles.stats@dft.gov.uk | vehicles.stats@dft.gov.uk | national.travelsurvey@dft.gov.uk |

## Trips and distance TSGB1109

Average number of stages and miles walked per person per year, England, 2002 to 2017

Stages ⬆ 5% since 2002
328 stages
343 stages

Distance ➡ no change since 2002
206 miles
206 miles
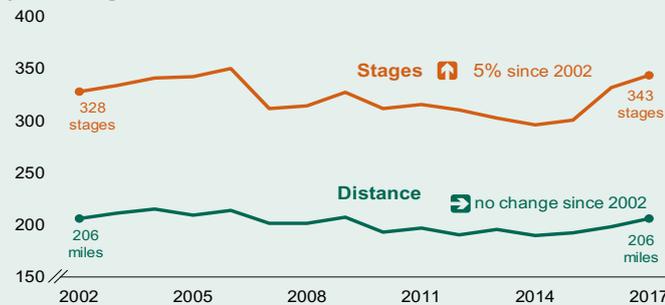
Average number of trips and miles cycled per person per year, England, 2002 to 2017

Distance ⬆ 54% since 2002
39 miles
60 miles

Trips ⬇ 8% since 2002
18 trips
17 trips

## In 2017:

**343** **walking stages** were made on average per person, an increase of 5% since 2002.

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

**206** **miles** was the average distance a person walked. This is the same as it was in 2002.

**60** **miles** was the average distance people cycled. This was 54% higher than in 2002.

## Bicycle ownership by age TSGB1105

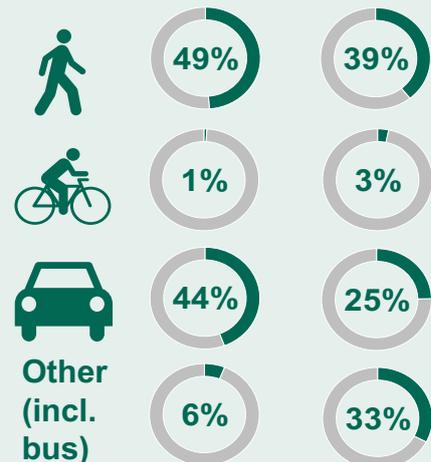Percentage of people owning, or with access to, a bicycle: England 2015/2017
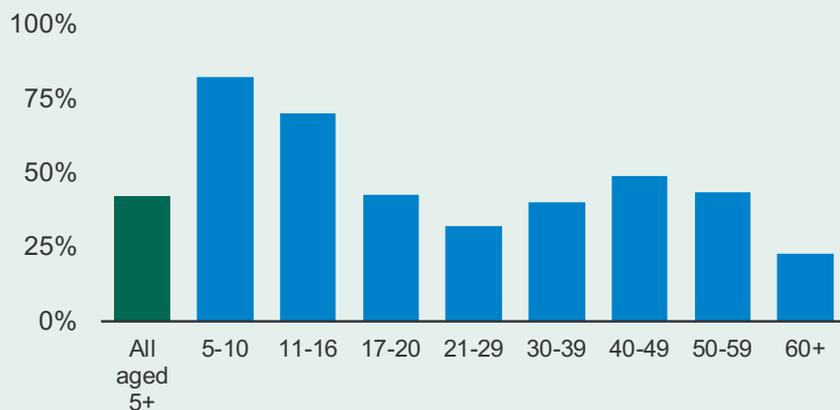
42% of people in England aged 5 and over owned a bicycle over the years 2015 to 2017.

## Travel to school TSGB1108

Mode of trips to and from school for school children: England 2017

| | Aged 5-10 years | Aged 11-16 years |
|---|---|---|
| 🚶 | 49% | 39% |
| 🚴 | 1% | 3% |
| 🚗 | 44% | 25% |
| Other (incl. bus) | 6% | 33% |

## Further data are available on walking and cycling, including:

► Average trips and distance by age, gender and main mode, England: TSGB1107, TSGB1113
► 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

## Walking frequency [TSGB1112](TSGB1112)

Proportion of adults walking at least once a week by Local Authority: England 2016/17

**Nearly all local authorities had at least 60% of their adult population** walking at least once a week in 2016/17.

**87%** **of adults in City of London\*** walked at least once a week - the highest rate in the country. This was followed by Isles of Scilly\* (85%) and Wandsworth (83%).
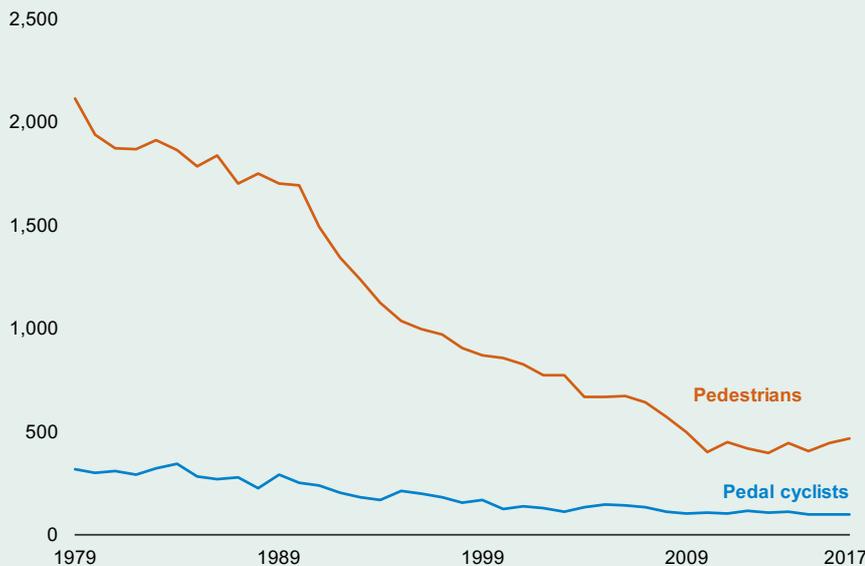
**57%** **of adults in Fenland** walked at least once a week - the lowest rate in the country.



Percentage
57 - 64%
64 - 69%
69 - 72%
72 - 77%
77 - 87%
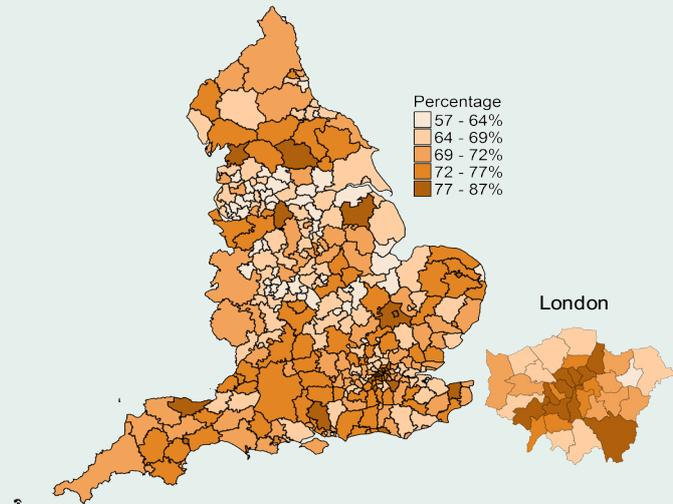
London

\*Note that due to their small size, the estimate for City of London and Isles of Scilly has a higher degree of error associated with it.

## Pedestrian and pedal cycle road accidents

Reported fatalities: Great Britain 1979 to 2017



**470** **pedestrian deaths**
Fatalities have remained between 398 and 470 since 2010.

**101** **pedal cycle deaths**
Fatalities have remained between 100 and 118 since 2010.

**6,064** **pedestrian KSIs\***
which is 23% of all KSIs\*.

**3,799** **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](TSGB1110)
► Vehicle accident numbers and rates by severity, GB: [TSGB1119](TSGB1119)
► Perception of roads being too dangerous to cycle on, GB: [TSGB1120](TSGB1120)
► International comparisons of road deaths, UK: [TSGB1121](TSGB1121)

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

Local Transport Statistics
Isi Avbulimen
020 7944 3077
subnational.stats@dft.gov.uk

# Transport Statistics Great Britain 2018
# Transport and Disability

## Travel by people with mobility difficulties TSGB1201

Trips per person per year by age and mobility status, England: 2017



Legend: With a mobility difficulty · Without a mobility difficulty
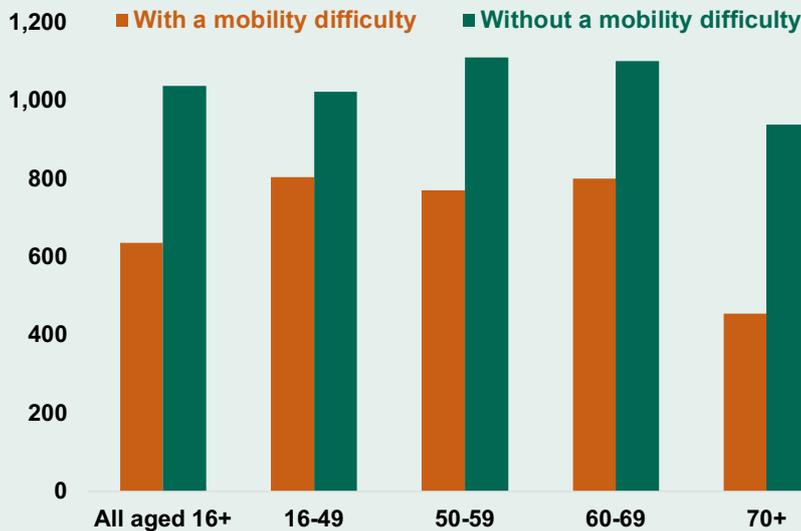
### In 2017:

**10%** of adults

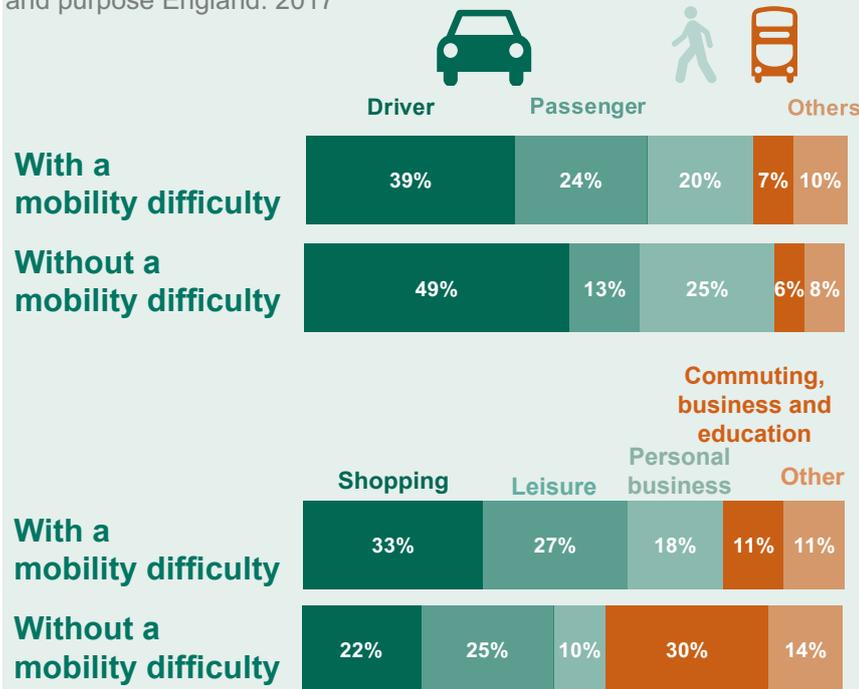reported having a mobility difficulty* in England

**39%** fewer trips

by adults with mobility difficulties compared to those with no mobility disability

**454** 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, main mode and purpose TSGB1202 and TSGB1203

Percentage of trips per person per year by mobility status, main mode, and purpose England: 2017

| | Driver | Passenger | | Others | |
|---|---|---|---|---|---|
| With a mobility difficulty | 39% | 24% | 20% | 7% | 10% |
| Without a mobility difficulty | 49% | 13% | 25% | 6% | 8% |

| | Shopping | Leisure | Personal business | Commuting, business and education | Other |
|---|---|---|---|---|---|
| With a mobility difficulty | 33% | 27% | 18% | 11% | 11% |
| Without a mobility difficulty | 22% | 25% | 10% | 30% | 14% |

## Public transport: accessibility to disabled people

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

**97% Mar 2017**
↑ **69** percentage points
since 2005
TSGB1206

**56% Mar 2018**
↑ **2** percentage points
since 2005
TSGB1207

**87% Jul 2018**
↑ **12** percentage points
since Jul 2017
Source: Rail Accessibility Statistics

*The National Travel Survey definition of mobility difficulty is based on adults who say they have difficulties travelling on foot, by bus or both
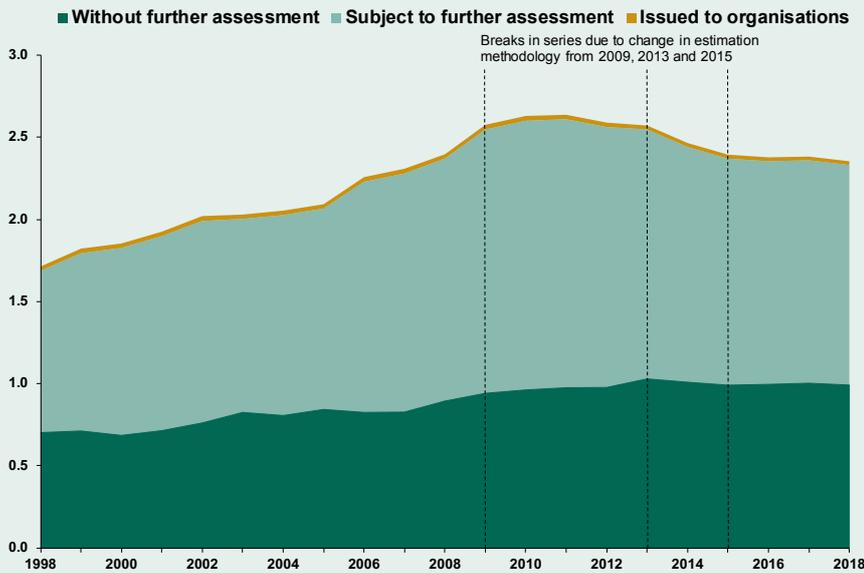
## More detailed information on transport and disability can be found here:

► Disability accessible buses and disabled concessionary bus passes
► Disability accessible taxis
► Disabled parking badges (Blue Badges)
► National Travel Survey

## Disabled parking badges (Blue Badges) TSGB1204

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

**Without further assessment** ■ **Subject to further assessment** ■ **Issued to organisations**

Breaks in series due to change in estimation methodology from 2009, 2013 and 2015

**2.35** million Blue Badges **held** in England in 2018.

⬇ **1.7%** in the number of Blue Badges since 2015

**42%** of Blue Badges held without further assessment

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 and TSGB1209

Less than 3%
3% to less than 4%
4% to less than 5%
5% to less than 6%
More than 6%
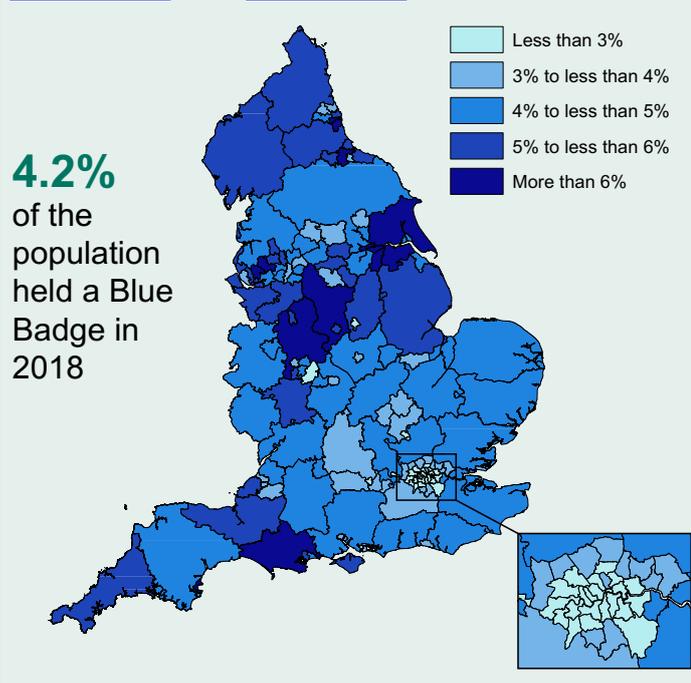
**4.2%** of the population held a Blue Badge in 2018

## Concessionary disabled bus passes TSGB1208

**932,000** concessionary disabled bus passes in England in 2016/17

**Disabled passes**

10%

Total passes for older and disabled people: **9.8 million**

90%

**Older passes**
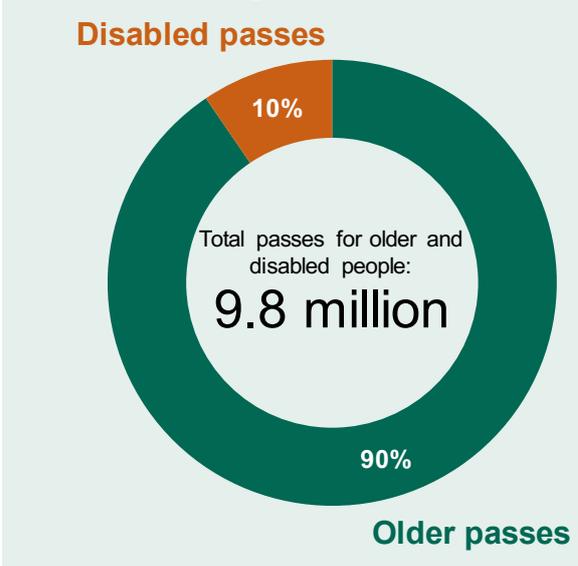
## Further data are available on Transport and Disability, including:

► Disabled parking badges, England: TSGB1204 (number) and TSGB1209 (by local authority)
► Disabled concessionary bus passes issued, England: TSGB1208
► Travel by people with mobility difficulties (National Travel Survey): TSGB1201-3
► Disability accessible buses and taxis: TSGB1206 (buses) and TSGB1207 (taxis)

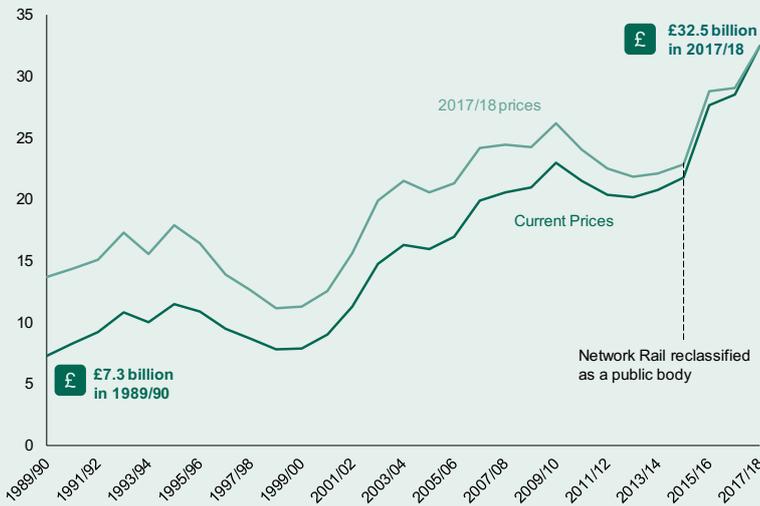## Further information and detailed statistical tables: Transport and Disability statistics

National Travel Survey
Darren Stillwell
020 7944 3077
national.travelsurvey@dft.gov.uk

Local Transport Statistics
Isi Avbulimen
020 7944 3077
bus.statistics@dft.gov.uk

**Transport Statistics Great Britain 2018**
# Transport Expenditure

## UK public expenditure on transport TSGB1301

Transport expenditure, £billions: 1989/90 to 2017/18

2017/18 prices

£ £32.5 billion in 2017/18

Current Prices

£ £7.3 billion in 1989/90

Network Rail reclassified as a public body

In real terms, public sector spending on transport has more than doubled over the last 30 years.

## £32.5 billion

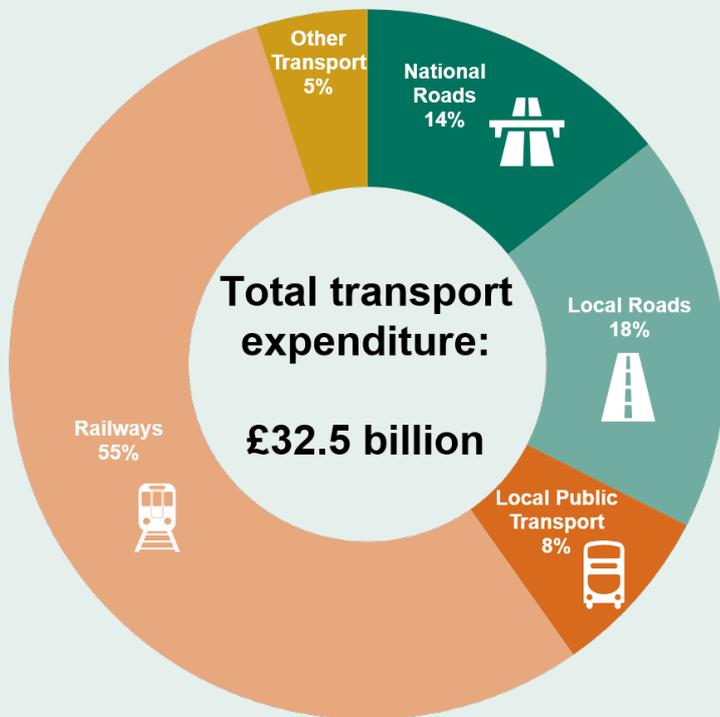of public expenditure was spent on transport in 2017/18.

## £3.4 billion

more was spent in 2017/18 compared to the previous year (in real terms).

This represents a **12% real terms increase** in transport expenditure compared to 2016/17.

## UK public expenditure on transport TSGB1303

Expenditure by transport function: 2017/18

Other Transport 5%

National Roads 14%

Local Roads 18%

Local Public Transport 8%

Total transport expenditure:

£32.5 billion

Railways 55%

Public sector spending on transport varies by mode, with spending on railways making up just over half of total spending.

## £18 billion

was spent on railways in 2017/18, a 17% nominal increase on the previous year.

## £6 billion

was spent on local roads in 2017/18, a 13% nominal increase on the previous year.

Overall, spending increased across all transport functions compared to 2016/17.

**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 2017 (Index: 1997=100)



- Bus passenger transport
- Rail passenger transport
- Motoring
- All items CPI
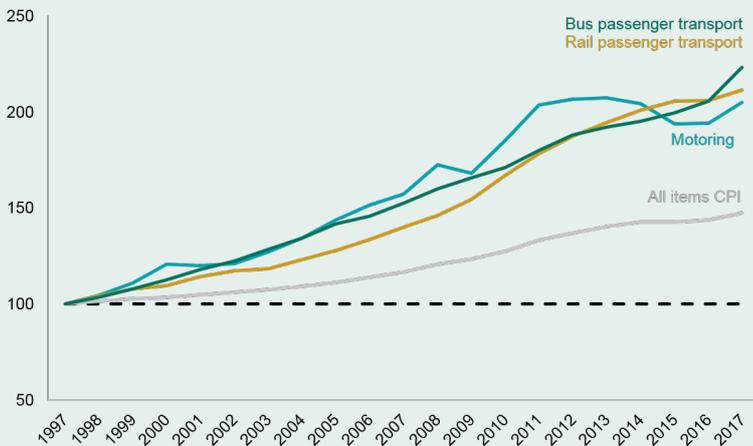
£ The cost of travel across modes has risen faster than the cost of living since 1997.

🚌 The cost of bus travel has risen faster than the cost of rail travel for the second consecutive year.
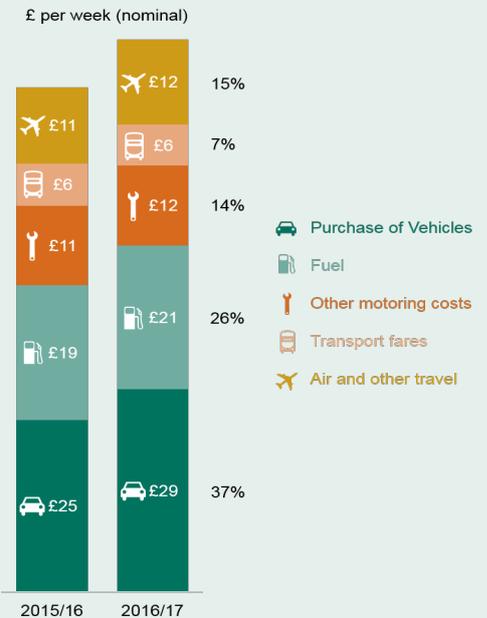
⛽🚗 A series of falls in fuel costs since 2012 has ensured motoring costs remained stable.

## UK Household Expenditure on Transport TSGB1306

## 14.4%

of household expenditure per week was spent on transport in 2016/17.

£ per week (nominal)



2015/16:
- ✈ £11
- 🚌 £6
- 🔧 £11
- ⛽ £19
- 🚗 £25

2016/17:
- ✈ £12 — 15%
- 🚌 £6 — 7%
- 🔧 £12 — 14%
- ⛽ £21 — 26%
- 🚗 £29 — 37%

Legend:
- 🚗 Purchase of Vehicles
- ⛽ Fuel
- 🔧 Other motoring costs
- 🚌 Transport fares
- ✈ Air and other travel

## Transport taxes TSGB1310

Fuel duty and vehicle excise duty, £billions: 1990 to 2017



- Fuel Duty
- Vehicle Excise Duty
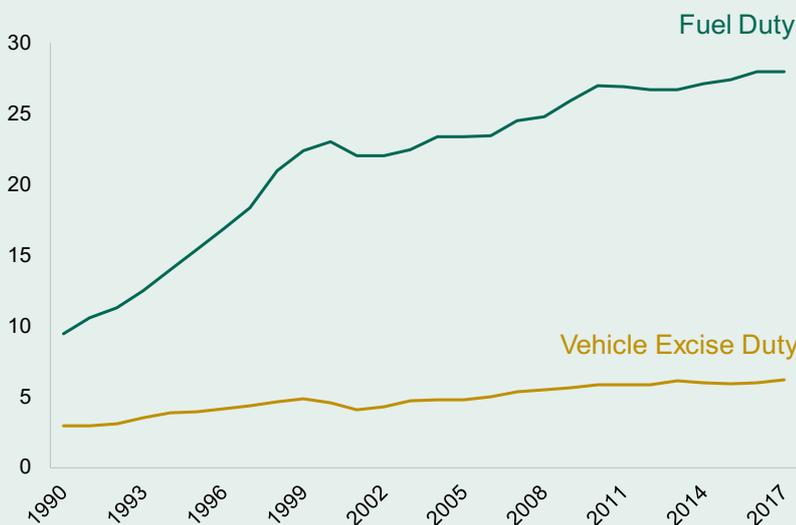
Total fuel duty revenue almost tripled between 1990 and 2010 then flattened off in the period up to 2017.

For the first time in 2007, diesel fuel duty overtook petrol in total revenue. Since then total diesel duty has risen by 43%, whereas petrol has fallen by 17%.

Vehicle excise duty generated £6.2bn in 2017, up 4% from 2016.

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

► Road taxation revenue: TSGB1311

## Further information and detailed statistical tables: Transport expenditure statistics

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020 7944 2419

rail.stats@dft.gov.uk

# Scottish Government - Transport Scotland

**Transport Publications**
Scottish Transport Statistics
Transport and Travel in Scotland
Reported Road Casualties Scotland
Key Reported Road Casualties Scotland
*Available from:* http://www.transport.gov.scot/statistics/statistical-publications

General enquires on Scottish Transport Statistics:
Transport Statistics Branch
Transport Scotland
Victoria Quay
Edinburgh
EH6 6QQ
Phone: +44 (0)141 272 7100
E-mail: info@transport.gov.scot
Internet: http://www.transport.gov.scot/publications-stats

# Welsh Government - Llywodraeth Cymru

**Transport Publications**
Road Casualties: Wales
Welsh Transport Statistics

**Other publications with transport topics**
Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

Statistics and Research
Welsh Government
Cathays Park
Cardiff
CF10 3NQ
Phone: +44 (0)29 2082 5050
E-mail: stats.transport@wales.gsi.gov.uk
Internet: http://wales.gov.uk

# Northern Ireland Transport Statistics

Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB
Telephone: +44 (0)28 9054 0800
E-mail: ASRB@infrastructure-ni.gov.uk
Internet: https://www.infrastructure-ni.gov.uk/topics/dfi-statistics-and-research

# Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) is a UK body which aims to:

- Identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.

- Provide a forum for the exchange of views and information between users and  providers.

- Encourage the use of transport statistics through greater publicity

- Facilitate a network for sharing ideas, information, and expertise.

On this site you will find details of past and future TSUG seminars, publications and how to become a member.

Join our mailing list to stay up to date with TSUG events and topics of interest.

To contact TSUG e-mail to: membership@tsug.org.uk

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics.

Recent seminars have included:

- Air Quality

- Appraisal of Transport Projects

- The Internet and Travel Behaviour

- London and Manchester – are they travelling in the same direction?

- Using Census Data

- Measures of mobility and the road network in London

- Transport and Economic Development

We also publish a monthly review looking and developments in statistics and discussing selected releases.

Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk, email membership@tsug.org.uk

Email: admin@tsug.org.uk

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

**Central and Local (Government) Information Partnership (CLIP)**

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

CLIP-TS comprises of Local Authority representatives and representatives from Department for Transport. Local Authorities on CLIP-TS represents the Passenger Transport Authorities, Shire Counties, and the Unitary Authorities.

The group fulfils the following aims:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the department's coverage.

- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.

- To review on-going data collections on the Single Data List on a rolling basis, to identify data returns or elements of data returns that are no longer appropriate.

Dissemination of agendas, minutes and papers presented to the group will be through three channels:

- Published on the LGA Knowledge Hub by DfT within two weeks of the end of the meeting. These can be accessed here: https://khub.net/web/clip

- By DfT internally to the statistical community in the department and interested officials in policy and other analytical professions

- By local authority CLIP representatives to their local contacts. The department is currently compiling a correspondence list of local authorities to further disseminate useful information from the meetings.

**Membership of the group:**

Claire Pini (Joint Chair, Buses and Local Transport Statistics)

Clare Horton (Joint Chair, Staffordshire)

William Bryans (Vice Chair, Surrey)

Paul Syron (Secretariat, Buses and Local Transport Statistics)
   (Secretariat, Buses and Local Transport Statistics)

Steve Berry (Local Roads, Light Rail and Cableways)

Nico Jabin (Local Economics)

Lee Sambrook (Local Transport Funding & Investment Strategy)

Jennifer Smith (Cambridgeshire)

Gary Beaumont (Hertfordshire)

Keith Dove (Luton)

Tim Harvey (Leeds)

John Horne (North East Combined Authority)

Nola Cooper (Kent)

Robert Smith (Nottingham)

Hannah Groot (Transport for London)

Helen Wilkinson (Local Government Association)

Andrew Webster (Leicester)

Tom Ellerton (Urban Transport Group)


For further information contact:

Paul Syron, DfT (Secretary) 020 7944 3077