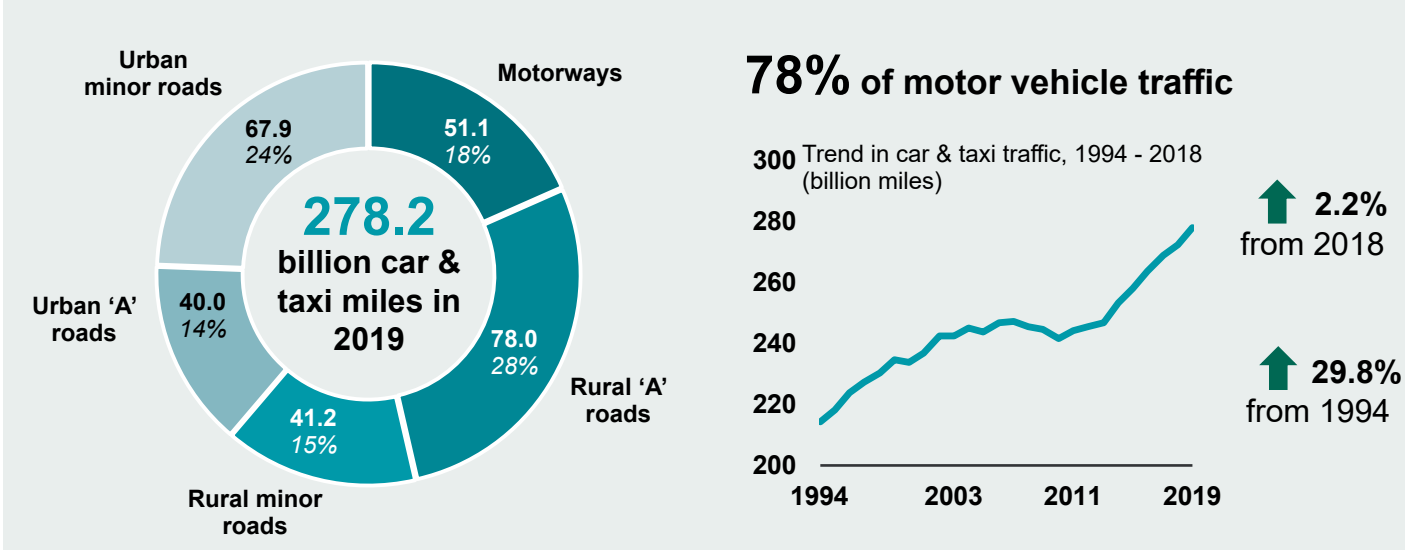


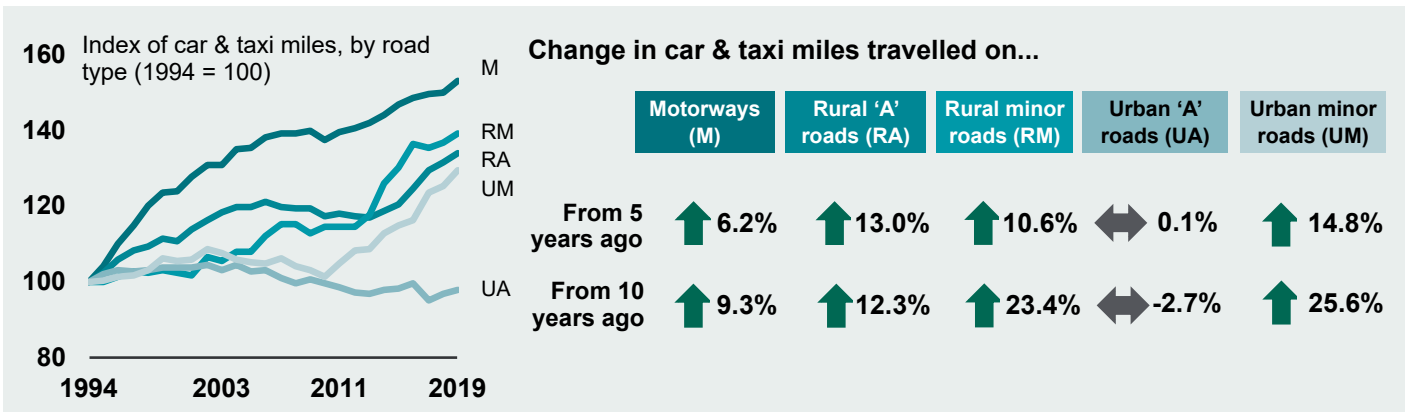
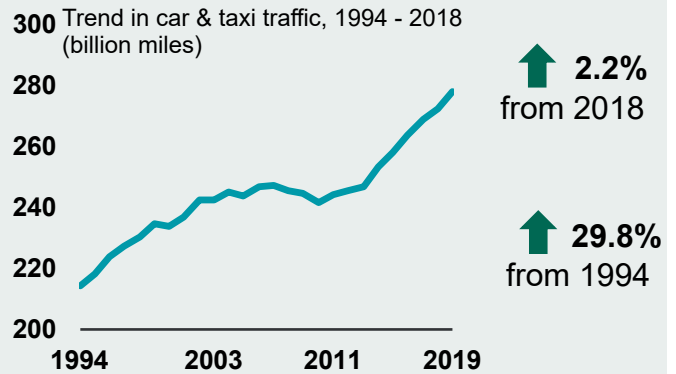


Cars & taxis

Compared with 2018, car and taxi traffic in Great Britain increased by 2.2% to 278.2 billion vehicle miles in 2019.



78% of motor vehicle traffic



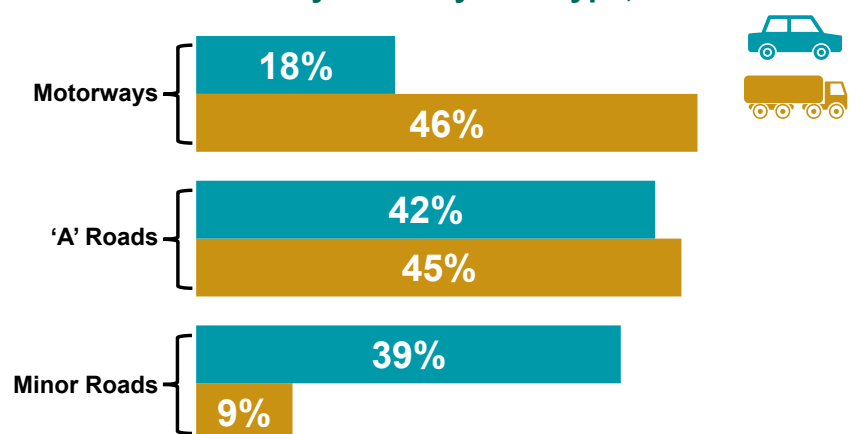
Car traffic increased on all road types between 2018 and 2019 except for Urban 'A' Roads, which remained stable compared to the previous year.

The fastest growth in car traffic (in percentage terms) over the last ten years has occurred on urban minor roads, whereas there has been little change on urban 'A' roads during this period.

Over the longer term, car traffic has shown the most marked increase on motorways, rising by 53% between 1994 and 2019, and showing only a small and brief dip during the 2008 recession.

The distribution of car miles travelled across the different road types was relatively even compared to the distribution of lorries which are less prevalent on minor roads.

Share of car and lorry traffic by road type, 2019



Trends in car use

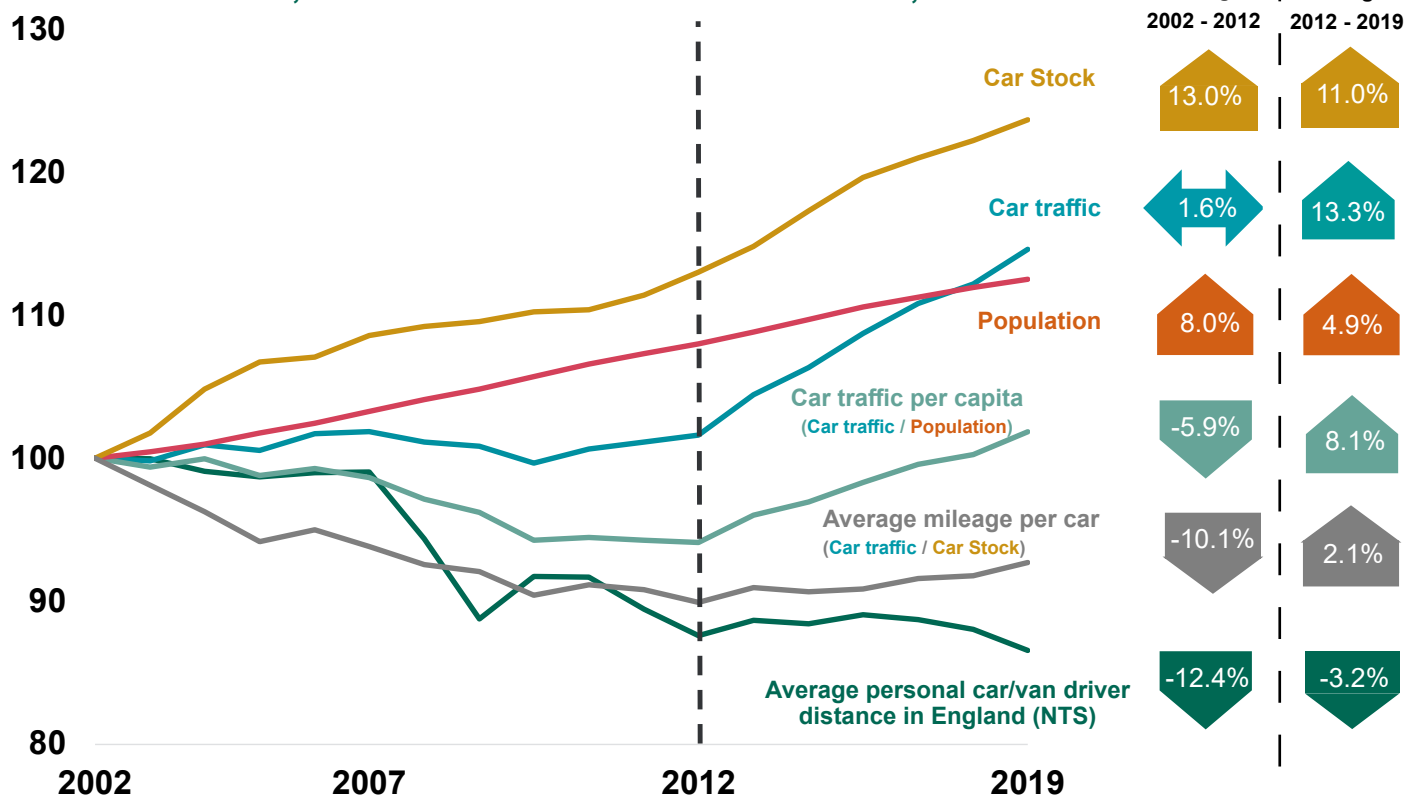
Different trends in car traffic have been seen before and after 2012. Between 2002 and 2012, changes in car traffic reflected a balance between a rise in population and a falling average personal car/van driver distance, as reported by the National Travel Survey (NTS).

Over the same period, car stock rose rapidly; more quickly than car traffic. Household car/van ownership rates showed little change, but the number of households grew by 10%, driving the growth in vehicle numbers.

Taken together this suggests that, while personal access to cars remained similar between 2002 and 2012, people drove their cars fewer miles. Dividing car traffic by the number of cars suggests that annual mileage per car fell from around 9,400 miles to 8,500 over this period.

See pages [33-34](#) and the further information box below for possible drivers of these trends.

Personal car travel, car stock and car traffic in Great Britain, 2002-2019



Between 2012 and 2019, growth in car traffic outstripped population growth, indicating an increase in average car driver distance (car traffic per capita grew by 8.1% in this time period).

In contrast, car traffic and car stock grew at similar rates between 2012 and 2019. Leading to the previously seen fall in mileage per car to slow down (increasing by 2.1% in the seven years since 2012). This period saw a marked fall in fuel retail prices (of over 10 pence per litre for petrol and diesel), which may have influenced how often or how far car owners travelled by car.

Further information

Figures on car stocks are sourced from [Vehicles Statistics](#), personal travel from the [National Travel Survey](#), population from the [Office for National Statistics](#), fuel price data from the [Department for Business, Energy & Industrial Strategy](#) and household numbers from the [Ministry of Housing, Communities & Local Government](#). Further discussion of factors influencing trends in travel can be found in the DfT reports '[Understanding the drivers of road travel](#)' and '[Road use statistics](#)'.