



Department  
of Energy &  
Climate Change

# Sub-national road transport fuel consumption statistics

Regional and local authority level statistics  
(2012 data)

June 2014

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**Sub-national consumption statistics**

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## Background

The road transport fuel consumption dataset is based on the results of the National Atmospheric Emissions Inventory (NAEI) and Greenhouse Gas Inventory (GHGI) study<sup>1</sup> undertaken by Ricardo-AEA<sup>2</sup>. These data are used by a range of users for different purposes, such as local authorities to understand and monitor local energy use as part of their energy strategies.

This dataset provides road transport consumption by five **vehicle types** (buses, cars, motorcycles, heavy goods vehicle (HGV)<sup>3</sup> and light goods vehicle (LGV)<sup>4</sup>) and by two **fuel types** (petrol and diesel) for the United Kingdom, and regional<sup>5</sup>/devolved administration areas (these will be referred to as regions for the remainder of this document). The 2012 statistics also include, for the first time, consumption by three **road types** (motorways, A roads and minor roads). The breakdown by roads is also of importance to local authorities as traffic volumes are not proportional to road lengths (for example, motorways account for around one per cent of the road network in length, but carried 21 per cent of traffic in 2012<sup>6</sup>) and it highlights the fuel consumption on roads that come under their responsibility. Consumption estimates are based upon all travel within a local authority and are not specific to residents of the local authority<sup>7</sup>.

The sub-national road transport fuel statistics cover petrol and diesel use only and therefore do not include consumption of biofuels<sup>8</sup>, liquefied petroleum gas (LPG) or electricity<sup>9</sup> – this excluded fuel represented 3 per cent<sup>10</sup> of transport fuel consumption in the United Kingdom.

Annual data on a consistent basis are available from 2005 and can be found here: <https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/road-transport-consumption-at-regional-and-local-level>. Consumption is given by thousand tonnes (kt) of petrol and diesel<sup>11</sup> (referred to as fuel throughout this factsheet).

This document provides some commentary relating to local authority trends and following the analysis section, background information to the datasets has been provided which includes

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<sup>1</sup> Further information about the NAEI and GHGI study can be found at: <http://naei.defra.gov.uk/>.

<sup>2</sup> Further information about Ricardo-AEA can be found at: <http://www.ricardo-aea.com/>.

<sup>3</sup> A heavy goods vehicle is defined as a mechanically propelled road vehicle that is of a construction primarily suited for the carriage of goods or burden of any kind and designed or adapted to have a maximum weight exceeding 3,500 kilograms when in normal use and travelling on a road laden. HGVs activity mostly relate to activities such as retail, construction and industry.

<sup>4</sup> A light good vehicle is a vehicle designed for the carriage of goods and not exceeding 3,500kg revenue weight. LGV activity have increased over recent years – possibly a result of changes in shopping habits towards more internet-based and home delivery retail.

<sup>5</sup> A region refers to areas previously known as Government Office Regions (GORs). Further information is available in section 1.2 of the methodology and guidance booklet: <https://www.gov.uk/government/publications/regional-energy-data-guidance-note>.

<sup>6</sup> Sourced from 'Annual Road Traffic Estimates: Great Britain 2012' (DfT) which can be accessed here:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/255742/road-traffic-statistics-2012.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/255742/road-traffic-statistics-2012.pdf).

<sup>7</sup> Further information can be found in the 'Mapping fuel consumption' section (page 5) of the [Methodology and changes made in the 2012 NAEI Road Transport Inventory for fuel consumption](#)<sup>1</sup> note.

<sup>8</sup> Estimates of biofuels (bioethanol and biodiesel) consumed within the transport sector in 2012 can be found in Table 6.2 of Energy Trends: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/295362/ET\\_March\\_2014.PDF](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/295362/ET_March_2014.PDF).

<sup>9</sup> For more information as to why these fuels are excluded, please refer to Chapter 7 of the Sub-national methodology and guidance booklet.

<sup>10</sup> This figure has been derived from DUKES (tables 1.1 and 3.2). DUKES can be accessed from:

<https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/digest-of-uk-energy-statistics-dukess>.

<sup>11</sup> To maintain consistency with DUKES, raw petrol and diesel consumption values have been combined to provide total estimates. If the user wishes to use more precise totals, the following factors can be used: 1 tonne petrol = 1.126041 toe and 1 tonne diesel = 1.091138 toe.

revisions made to the dataset since the previous publication and differences between sub-national and DUKES/ECUK road transport consumption estimates.

Feedback from users of these data is welcomed. If you would like to comment on the data or the content of the documents or if you have any queries please send these to:

[EnergyEfficiency.Stats@decc.gsi.gov.uk](mailto:EnergyEfficiency.Stats@decc.gsi.gov.uk).

## Accompanying documentation

Further information on the methodology used to produce these data can be found in the detailed methodology note produced by Ricardo-AEA named '[Methodology and changes made in the 2012 NAEI Road Transport Inventory for fuel consumption](#)', which is published alongside the road transport fuel dataset.

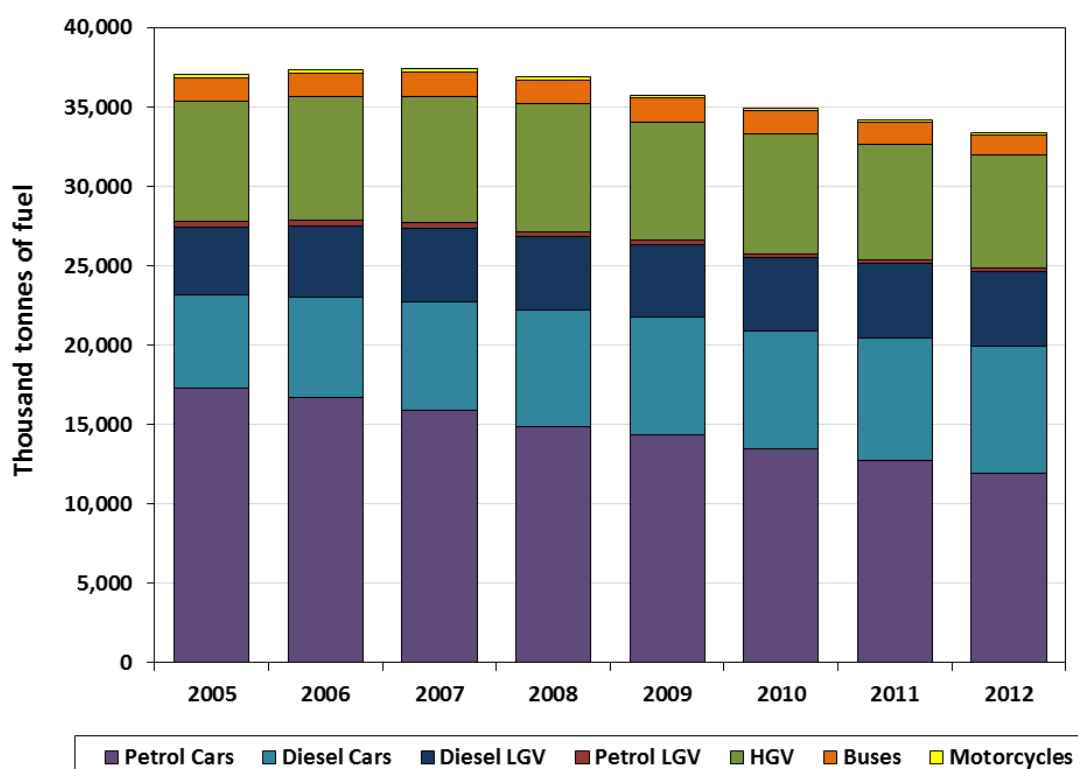
Users are highly advised to familiarise themselves with the material in Chapter 7 of the Sub-national methodology and guidance booklet for further details on the methodology, assumptions and data interpretation relating to the road transport fuel consumption statistics. The booklet can be accessed here: <https://www.gov.uk/government/publications/regional-energy-data-guidance-note>.

## 1. Road transport fuel consumption between 2005 and 2012

### 1.1 Analysis by vehicle type

In 2012, consumption of road transport fuels in the United Kingdom was 33,339 thousand tonnes of fuel (kt). Consumption of fuel used for road transport purposes decreased from 34,164 kt in 2011 (a decrease of 2 per cent) and from 36,949 kt in 2005 (a decrease of 10 per cent). Chart 1 shows the trend in fuel consumption between 2005 and 2012.

**Chart 1** Road transport fuel consumption<sup>12</sup> in the UK by vehicle type, 2005 to 2012



### 1.2 Analysis by petrol and diesel cars

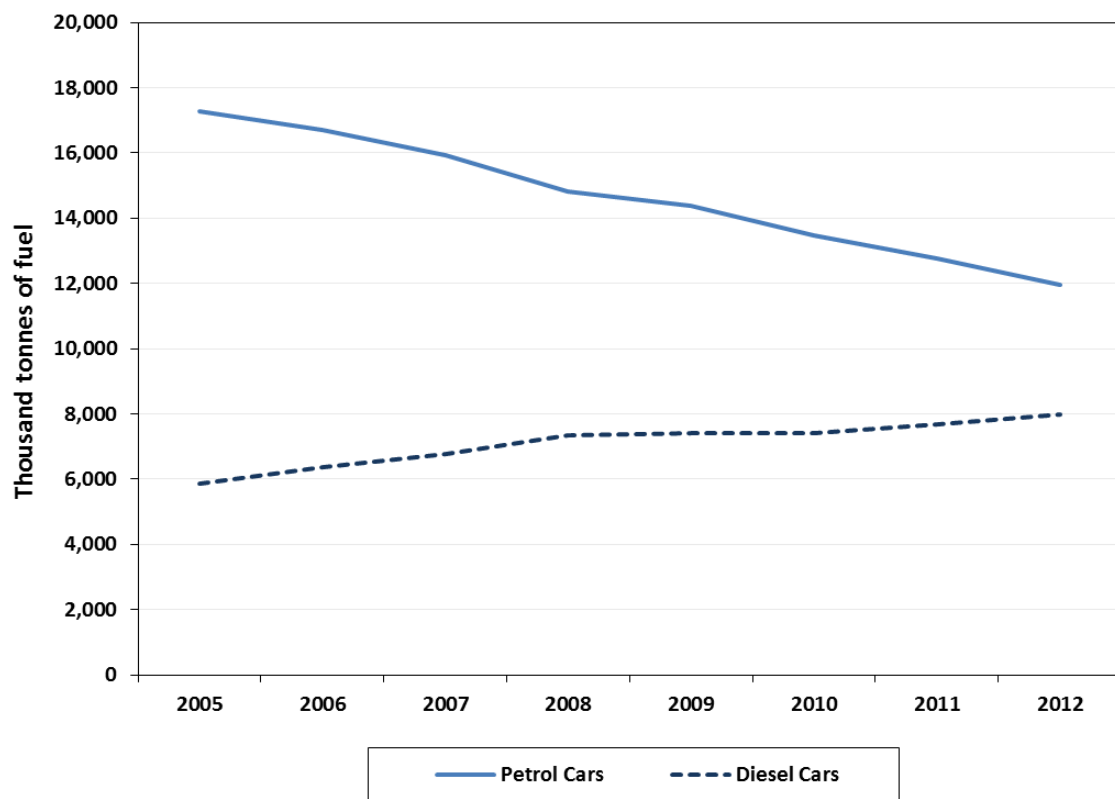
The main changes in overall fuel consumption between 2011 and 2012 were caused by the continued fall in consumption by petrol cars (a 6 per cent fall since 2011 and a 31 per cent fall since 2005) which was partially offset by an increase in consumption by diesel cars (4 per cent rise since 2011 and 36 per cent rise since 2005). The overall decrease in consumption by cars can be attributed to a range of factors including a fall in total vehicle miles travelled (a

<sup>12</sup> Chart 1 refers to consumption of petrol and diesel, and does not include bioethanol and biodiesel consumption. Therefore, the trends may partly reflect national changes and growth in consumption of bioethanol and biodiesel which has displaced some petrol/diesel in recent years through blending. Replacement rates differ between the fuel types, with biodiesel representing 2.4 per cent of the total DERV delivered in 2012, whilst bioethanol represented 4.1 per cent of total motor spirit. The combined contribution of liquid biofuels for transport was 2.8 per cent. The monthly HMRC source data can be obtained from their Hydrocarbon Duty statistical bulletins available here: [www.uktradeinfo.com/Statistics/StatisticalBulletins/Pages/BulletinArchive.aspx?viewname=Hydrocarb](http://www.uktradeinfo.com/Statistics/StatisticalBulletins/Pages/BulletinArchive.aspx?viewname=Hydrocarb) on Oils Duties Archive.

decrease of 3 per cent between 2007 and 2012<sup>13</sup>), less car use for leisure purposes and the increased efficiency of fuel consumption by new cars (a reduction of 19 per cent fuel consumption for both new petrol and diesel cars between 2007 and 2012<sup>14</sup>). There is also evidence that motorists continue to favour towards cars with lower running costs and greater fuel efficiency<sup>12</sup>.

The proportion of diesel, small engine and low CO<sub>2</sub>-emitting cars are increasing, especially in the new vehicle market<sup>15</sup> and the inverse relationship between petrol and diesel consumption of cars can be explained by the trend from petrol to diesel vehicle use; the percentage of petrol cars on the road has fallen by 12.8 percentage points, while the percentage of diesel cars on the road has risen by 12.3 percentage points<sup>16</sup>. Chart 2 looks at the trend in total consumption for petrol and diesel cars between 2005 and 2012.

**Chart 2 Road transport fuel consumption of petrol and diesel cars in the UK, 2005 to 2012**



The largest percentage decrease in consumption for a region since 2005 by petrol cars has occurred in London (34 per cent). The largest percentage increase in consumption since 2005 by diesel cars has occurred in the East Midlands (42 per cent).

<sup>13</sup> See table TRA0101 on the DfT website here: <https://www.gov.uk/government/statistical-data-sets/tra01-traffic-by-road-class-and-region-miles>.

<sup>14</sup> See table TSGB0303 on the DfT website here: <https://www.gov.uk/government/statistical-data-sets/tsgb03>.

<sup>15</sup> Sourced from 'Annual Road Traffic Estimates: Great Britain 2012' (DfT) which can be accessed here: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/255742/road-traffic-statistics-2012.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/255742/road-traffic-statistics-2012.pdf).

<sup>16</sup> Vehicle licensing statistics are available from Table VEH0203 on the Department for Transport website: <https://www.gov.uk/government/statistical-data-sets/veh02-licensed-cars>.

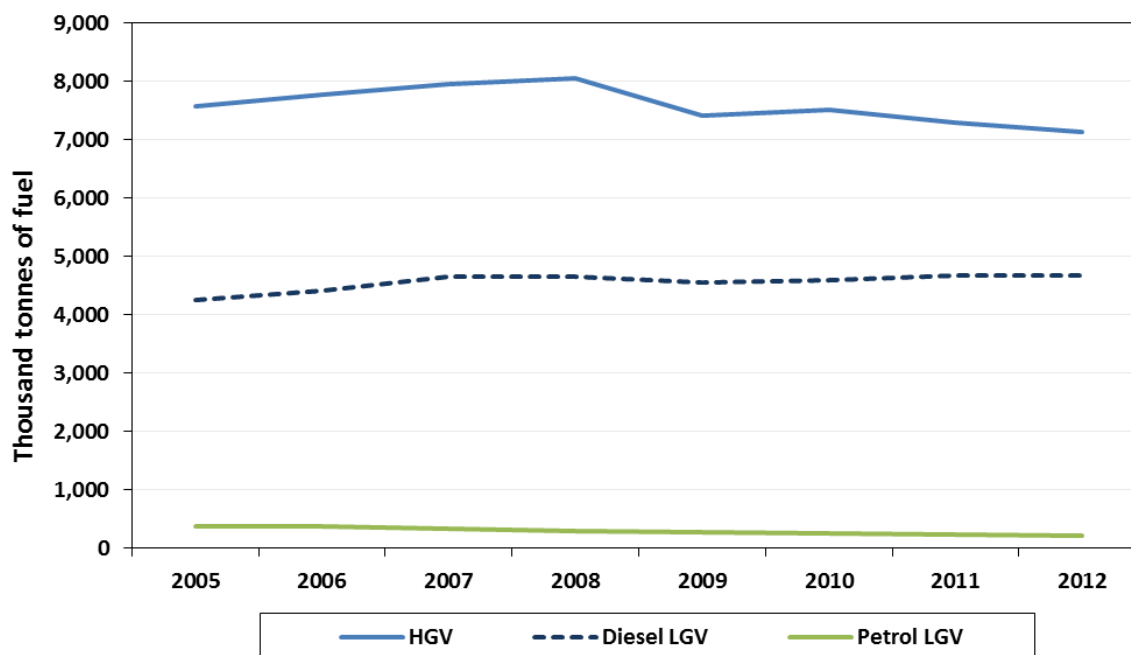
### 1.3 Analysis by freight vehicles

Road transport consumption for freight vehicles (HGV, diesel LGV and petrol LGV) remained fairly stable between 2005 and 2012. However, there was an increase of 7 per cent (from 12,203 to 13,012 kt) between 2005 and 2008, followed by a decrease of 8 per cent (from 13,012 to 12,030 kt) between 2008 and 2012.

There are differences between HGV and LGV vehicle use between 2005 and 2012. HGV's have had a decrease in traffic volumes of 11.6 per cent in the past ten years, whereas LGV use has increased 21.5 per cent<sup>17</sup>. HGV traffic has decreased between 2005 and 2012, with a decrease of 6 per cent in consumption. Many HGV trips relate to activities such as retail, construction and industry and the decrease from 2008 can mainly be attributed to the impacts of the economic downturn, which led to a fall in the amount of freight being transported around the UK. The recession can also explain the steeper fall of overall consumption in the UK (by 3 per cent) between 2008 and 2009. The increase in LGV use can be attributed to changes in shopping habits towards more internet-based and home delivery retail over this period. Between 2005 and 2012 diesel LGV's have seen the second largest increase in consumption of 10 per cent, following diesel cars with an increase of 36 per cent.

Chart 3 looks at the trend in freight vehicles between 2005 and 2012.

**Chart 3** Road transport fuel consumption of freight vehicles in the UK, 2005 to 2012



<sup>17</sup> For users interested in the underlying reasons behind the changes in road transport traffic and consumption, please refer to the Department for Transport publication named 'Annual Road Traffic Estimates: Great Britain 2012' which can be accessed here: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/255742/road-traffic-statistics-2012.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/255742/road-traffic-statistics-2012.pdf).

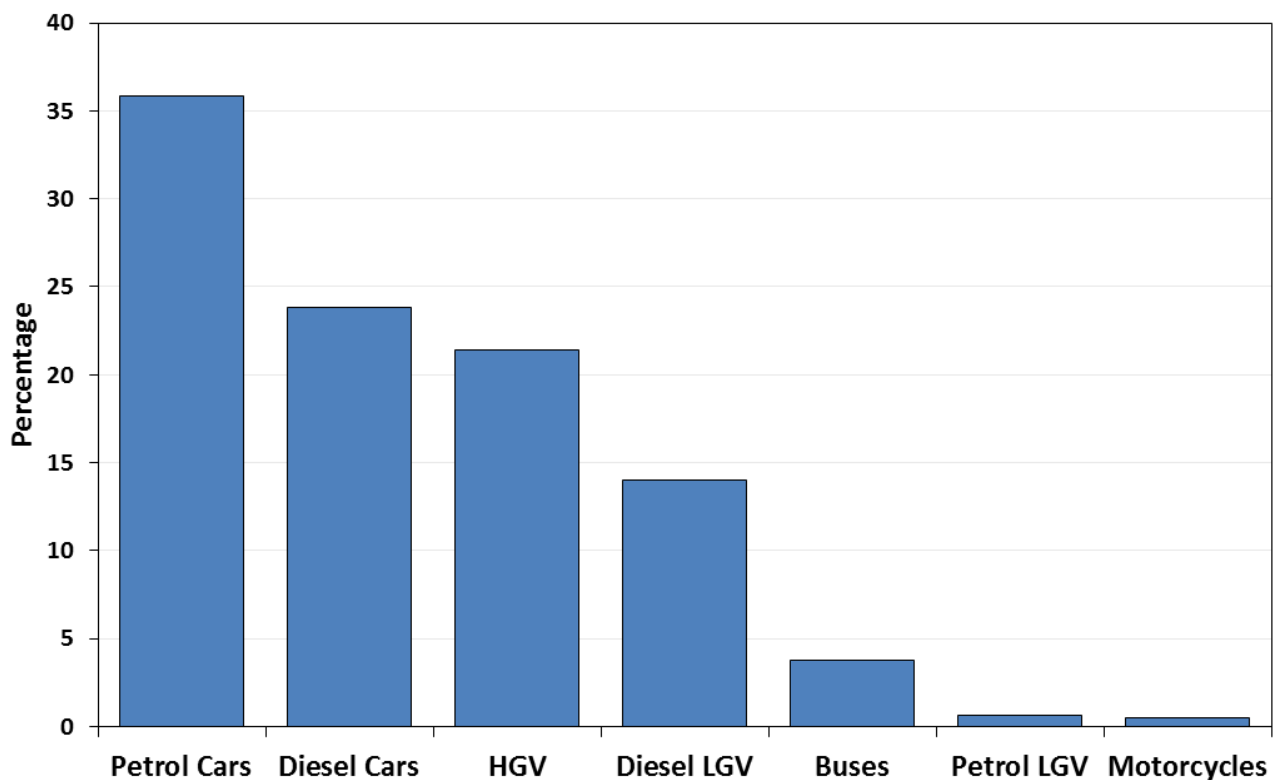


## 2. Road transport fuel consumption in 2012

### 2.1 Analysis by vehicle type

Chart 4 below shows the distribution of fuel consumption by vehicle type in 2012. Petrol and diesel cars combined were estimated to be responsible for the largest proportion of road transport consumption in the UK (60 per cent). The next largest consumers of fuel were HGV vehicles, accounting for 21 per cent of total UK consumption, followed by LGV vehicles combined at 15 per cent and the remaining 4 per cent of fuel consumed by buses and motorcycles.

**Chart 4** Road transport fuel consumption in the UK by vehicle type, 2012



On a regional level a similar pattern can be observed, although in half of the areas the proportion of consumption by HGV vehicles is slightly higher than that of diesel cars (table 2). Also noticeable is the high proportion of consumption by diesel cars in Northern Ireland compared with the rest of the UK. Diesel cars represented 34 per cent of total consumption in Northern Ireland in 2012, while the rest of the regions ranged between 21 and 26 per cent.

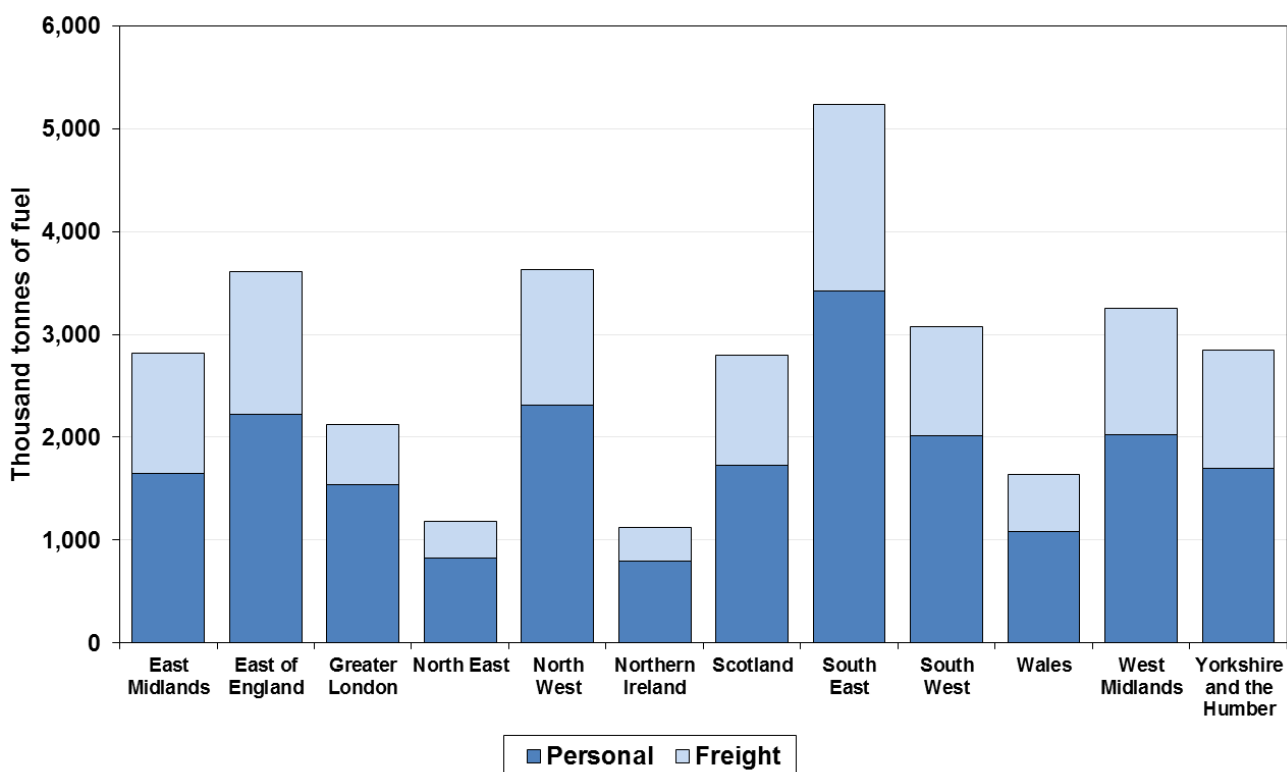
**Table 2 Percentage of road transport fuel consumption by region and vehicle type, 2012**

	Percentage of road transport fuel consumption						
	Petrol Cars	Diesel Cars	HGV	Diesel LGV	Buses	Petrol LGV	Motorcycles
East Midlands	33.7%	21.5%	27.3%	13.6%	2.8%	0.6%	0.4%
East of England	35.5%	22.6%	22.9%	15.1%	2.8%	0.7%	0.5%
Greater London	38.2%	24.3%	14.4%	12.7%	8.5%	0.7%	1.2%
North East	39.3%	23.7%	16.2%	13.8%	5.9%	0.7%	0.3%
North West	35.8%	23.7%	22.2%	13.4%	3.9%	0.6%	0.4%
Northern Ireland	35.8%	34.3%	22.4%	6.1%	1.1%	0.1%	0.4%
Scotland	32.9%	23.2%	23.0%	14.5%	5.5%	0.7%	0.3%
South East	37.5%	24.9%	18.7%	15.2%	2.6%	0.7%	0.5%
South West	37.4%	24.1%	18.6%	15.2%	3.3%	0.7%	0.6%
Wales	36.2%	25.4%	17.6%	15.9%	3.7%	0.8%	0.5%
West Midlands	35.2%	23.0%	23.6%	13.6%	3.7%	0.6%	0.3%
Yorkshire and the Humber	34.0%	21.7%	25.7%	14.0%	3.6%	0.7%	0.4%
<b>United Kingdom</b>	<b>35.8%</b>	<b>23.8%</b>	<b>21.4%</b>	<b>14.0%</b>	<b>3.8%</b>	<b>0.65%</b>	<b>0.5%</b>

## 2.2 Analysis by purpose of travel

The purpose of road transport can be split between personal or freight use (determined by vehicle type used). Chart 5 shows fuel consumption by purpose of travel in each region of the United Kingdom.

**Chart 5 Road transport fuel consumption for freight and personal use by region, 2012**



In 2012, personal travel accounted for 64 per cent of fuel consumed in the UK. Among the regions, the percentage of fuel consumed for personal and freight purposes varied; London had the highest proportion of fuel used for personal travel (72 per cent) whereas East Midlands had the lowest (58 per cent). The variation between the proportion of personal and freight road transport consumption in regions provide an indication of the categorisation of roads within the regions.

The South East had the highest consumption of road transport fuel for both personal and freight travel, with consumption at 3,424 and 1,806 kt respectively. Combined consumption in the South East (5,230 kt) accounted for 16 per cent of consumption in the UK, and fuel use for personal travel alone was higher than the total consumption in all regions with the exception of the North West and East of England. The high level of consumption for freight purposes in the South East can be attributed to the rail and ferry links with Europe, the large population and the location of major motorways in this region. Following the South East were the North West and the East of England with 3,633 and 3,613 kt consumed respectively.

Consumption of road transport fuels was lowest in Northern Ireland, in total and for both personal and freight travel. The region consumed 799 kt for personal travel and 319 kt for freight purposes, giving a total of 1,118 kt. The North East had the next lowest level of consumption at 1,184 kt (821 and 363 kt consumed for personal and freight purposes, respectively). The lower level of consumption in Northern Ireland and the North East is due to there being fewer roads and lower resident populations in these regions.

### **2.3 Local authority level**

At a local authority level, the two local authorities with the highest levels of overall road transport consumption were Leeds and Birmingham, consuming 415 and 375 kt respectively. This is due to the location of major motorways within these areas and the relative sizes of these local authorities.

The local authorities with the highest percentage increases in consumption between 2011 and 2012 were Warwick and Enfield – both with a 5 per cent increase. These increases are due to a higher level of consumption of diesel cars (increase of 12 per cent in Warwick and 9 per cent in Enfield), HGVs (increase of 7 per cent and 14 per cent respectively) and diesel LGVs (a 7 and 8 per cent increase respectively) in both local authorities over the year.

The lowest consuming local authorities are Isles of Scilly, which consumed 0.1 kt in 2012, followed by the Orkney Islands with 8.3 kt. This is due to the small sizes of these islands, accompanied by lower resident population levels. A table showing the two highest and the two lowest consuming local authorities within each region in 2012 can be found in the Annex to this factsheet.

The local authorities with the largest percentage decreases in consumption between 2011 and 2012 were Ipswich and Isles of Scilly – both with an 11 per cent decrease. All categories of vehicles within these two local authorities had a decreased consumption, apart from diesel cars which remained fairly stable.

### 3. Revisions made to the road transport dataset since previous publication

#### 3.1 Earlier editions of sub-national road transport publications

Prior to the publication of 2011 data (June 2013), analysis of road transport fuel consumption had been published in each June edition of 'Energy Trends'<sup>18</sup>. Analysis of 2010 data can be accessed on the DECC webpage (<https://www.gov.uk/government/publications/energy-trends-june-2012-special-feature-articles>) and analysis of data prior to 2010 can be found on the National Archives ([http://webarchive.nationalarchives.gov.uk/20130109092117/http://decc.gov.uk/en/content/cms/statistics/publications/trends/articles\\_issue/articles\\_issue.aspx](http://webarchive.nationalarchives.gov.uk/20130109092117/http://decc.gov.uk/en/content/cms/statistics/publications/trends/articles_issue/articles_issue.aspx)).

#### 3.2 Annual revisions

Annual revisions are made to incorporate the latest results from the NAEI and GHGI publications. The effect of these revisions are shown in Table 3 below, where 2011 total road transport fuel consumption published in 2013 is compared with 2011 total road transport fuel consumption values published in 2014.

**Table 3** Impact of annual revisions on the reported UK total road transport fuel consumption statistics (2011 data)

	Road transport fuel consumption (2011) Published in 2013 (thousand tonnes of fuel)	Road transport fuel consumption (2011) Published in 2014 (thousand tonnes of fuel)	Difference (thousand tonnes of fuel)	Percentage change
England	28,420	28,439	20	0.07%
Scotland	2,905	2,885	-20	-0.68%
Wales	1,679	1,681	1	0.08%
Northern Ireland	1,182	1,159	-23	-1.98%
<b>United Kingdom</b>	<b>34,186</b>	<b>34,164</b>	<b>-22</b>	<b>-0.06%</b>

After revisions were made to the dataset, road transport fuel consumption in the UK in 2012 was 0.06 per cent (22 kt) lower in the June 2014 publication than consumption first published in 2013. The impact of revisions to date in previous years has been minimal.

Further information about the revisions applied to the data can be found in the methodology note produced by Ricardo-AEA '[Methodology and changes made in the 2012 NAEI Road Transport Inventory for fuel consumption](#)', which is published alongside the road transport fuel dataset.

<sup>18</sup> Energy Trends can be accessed at: <https://www.gov.uk/government/collections/energy-trends>.

## 4. Comparison of road transport data with Digest of UK Energy Statistics (DUKES) and Energy Consumption in the UK (ECUK)

Users should note that there are differences between the national figures presented in this factsheet and those reported in the Digest of United Kingdom Energy Statistics (DUKES). Sub-national statistics are based on fuel consumption (which is derived from traffic activity) while DUKES figures are based on fuel sales. Table 4 below provides a comparison between UK road transport consumption as reported in the sub-national estimates and as reported in DUKES.

The difference between sub-national and DUKES figures varies year from year but the difference is never higher than  $\pm 8\%$  (which is considered well within the uncertainty of the factors used to derive the fuel consumption from traffic activity). The gaps are due to:

- model uncertainty<sup>19</sup>, including uncertainties in the vehicle km data and fleet information used (in particular the fuel consumption factors based on samples of vehicles taken to represent the fleet), as well as unmeasured characteristics such as driving conditions (for example, idling, acceleration, deceleration and cruising modes all have different consumption rates).
- road transport consumption in the UK as reported by DUKES includes consumption of LPG propane, while LPGs are not included in the sub-national statistics.
- DUKES figures on petrol and DERV consumption include off-road applications, such as lawn mowers, portable generators and inland waterway vessels etc, and also in the Crown Dependencies. The sub-national methodology excludes an estimated total for these off-road applications from the overall road transport total.
- Other factors such as 'fuel tourism' effects (this occurs when vehicles consume fuel on UK roads that has been purchased abroad).

Users should note that there is a difference between sub-national estimates and figures for road transport energy consumption found in Energy Consumption in the UK (ECUK)<sup>20</sup>. The values in ECUK are based on DUKES data, which in addition to consumption of petroleum, give consumption of electricity and biofuels for road transport purposes.

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<sup>19</sup> Further information on methodology can be found in Chapter 7 of the detailed Methodology and Guidance Booklet available on the DECC website: <https://www.gov.uk/government/publications/regional-energy-data-guidance-note>.

<sup>20</sup> ECUK table 2.1 'Transport energy consumption by type of transport and fuel 1970 to 2011' is available on the DECC website: <https://www.gov.uk/government/publications/energy-consumption-in-the-uk>.

**Table 4** Differences between UK road transport consumption in sub-national estimates and DUKES

Year	Road transport consumption in the UK Thousand tonnes of fuel (Sub-national)	Road transport consumption in the UK Thousand tonnes of fuel (DUKES) <sup>1</sup>	Percentage difference
2002	40,492	37,821	7%
2003	40,695	37,735	8%
2004	40,814	38,110	7%
2005 <sup>2</sup>	36,958	38,287	-3%
2006	37,245	38,416	-3%
2007	37,348	38,779	-4%
2008	36,825	37,416	-2%
2009	35,682	35,832	0%
2010	34,882	35,448	-2%
2011	34,186	34,984	-2%
2012	33,339	34,861	-4%

<sup>1</sup> DUKES petroleum estimates can be accessed at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/65775/dukes3\\_2-3\\_4.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/65775/dukes3_2-3_4.xls).

<sup>2</sup> The break in the data between 2004 and 2005 reflects the change in the methodology used to produce the sub-national figures from 2005 onwards.

## Annex A Selected sub-national road transport consumption statistics (highest and lowest local authority averages), 2012

Thousands tonnes of fuel

English Region and Devolved Administration and Local Administrative Unit	Local Authority Population	Personal				Freight			Personal	Freight	Total
		Buses	Diesel Cars	Petrol Cars	Motorcycles	HGV	Diesel LGV	Petrol LGV			
Cardiff	346,090	6.8	48.1	69.3	0.6	24.7	22.6	1.2	124.8	48.4	173.2
Newport	145,736	3.5	30.2	38.2	0.5	30.4	16.5	0.8	72.3	47.7	120.1
Merthyr Tydfil	58,802	0.9	6.2	9.3	0.1	3.3	4.2	0.2	16.5	7.7	24.1
Blaenau Gwent	69,814	0.7	5.5	8.2	0.1	3.3	3.3	0.2	14.5	6.8	21.3
<b>TOTAL WALES</b>	<b>3,063,456</b>	<b>60.4</b>	<b>416.4</b>	<b>594.9</b>	<b>7.5</b>	<b>288.2</b>	<b>261.8</b>	<b>12.9</b>	<b>1,079.1</b>	<b>562.9</b>	<b>1,642.0</b>
Glasgow City	593,245	14.0	57.8	77.1	0.6	39.7	30.3	1.5	149.6	71.5	221.0
Edinburgh, City of	476,626	14.8	48.4	69.7	0.7	31.4	27.6	1.3	133.6	60.3	193.9
Shetland Islands	23,167	0.7	2.6	3.9	0.0	1.8	2.2	0.1	7.2	4.2	11.4
Orkney Islands	21,349	0.7	1.8	2.7	0.0	1.3	1.6	0.1	5.3	3.0	8.3
<b>TOTAL SCOTLAND</b>	<b>5,295,403</b>	<b>153.8</b>	<b>647.9</b>	<b>919.8</b>	<b>9.8</b>	<b>643.1</b>	<b>404.3</b>	<b>18.9</b>	<b>1,731.3</b>	<b>1,066.3</b>	<b>2,797.6</b>
County Durham	513,242	13.0	57.0	87.4	0.8	54.5	38.4	1.7	158.2	94.6	252.8
Northumberland	316,028	7.7	34.3	56.6	0.6	31.8	23.5	1.1	99.3	56.3	155.7
South Tyneside	148,127	3.1	12.0	20.6	0.2	5.9	6.4	0.3	35.9	12.6	48.6
Hartlepool	92,028	2.2	9.4	15.9	0.1	7.1	5.8	0.3	27.6	13.1	40.8
<b>TOTAL NORTH EAST</b>	<b>2,596,886</b>	<b>140.5</b>	<b>860.4</b>	<b>1,302.0</b>	<b>12.9</b>	<b>807.7</b>	<b>486.3</b>	<b>22.8</b>	<b>2,315.8</b>	<b>1,316.8</b>	<b>3,632.6</b>
Cheshire East	370,127	6.7	69.2	99.7	0.8	93.2	38.2	1.7	176.4	133.2	309.6
Cheshire West and Chester	329,608	6.6	58.3	85.1	0.8	62.6	32.0	1.4	150.9	96.1	246.9
Copeland	70,603	1.3	5.0	8.4	0.1	2.9	3.1	0.1	14.8	6.1	20.9
Barrow-in-Furness	69,087	0.8	2.6	4.5	0.1	1.5	1.5	0.1	8.0	3.1	11.0
<b>TOTAL NORTH WEST</b>	<b>7,052,177</b>	<b>140.5</b>	<b>860.4</b>	<b>1,302.0</b>	<b>12.9</b>	<b>807.7</b>	<b>486.3</b>	<b>22.8</b>	<b>2,315.8</b>	<b>1,316.8</b>	<b>3,632.6</b>
Leeds	751,485	14.9	97.3	149.8	1.4	91.8	56.8	2.7	263.4	151.3	414.7
Doncaster	302,402	6.8	45.9	68.3	0.8	85.2	30.7	1.4	121.8	117.3	239.1
Scarborough	108,793	3.0	10.9	18.2	0.3	5.1	6.8	0.3	32.4	12.3	44.7
Craven	55,409	1.4	8.9	14.6	0.2	7.6	5.8	0.3	25.2	13.7	38.8
<b>TOTAL YORKSHIRE AND THE HUMBER</b>	<b>5,283,733</b>	<b>101.2</b>	<b>616.6</b>	<b>967.6</b>	<b>11.7</b>	<b>732.9</b>	<b>397.4</b>	<b>18.8</b>	<b>1,697.2</b>	<b>1,149.0</b>	<b>2,846.2</b>
Daventry	77,843	2.1	28.5	39.5	0.4	64.4	20.5	0.9	70.6	85.8	156.3
South Northamptonshire	85,189	2.4	31.7	43.3	0.4	55.1	20.1	0.8	77.8	76.1	153.9
Lincoln	93,541	1.2	3.8	6.4	0.1	2.6	2.3	0.1	11.5	5.0	16.5
Oadby and Wigston	56,170	0.9	3.1	5.4	0.1	1.1	1.5	0.1	9.5	2.7	12.3
<b>TOTAL EAST MIDLANDS</b>	<b>4,533,222</b>	<b>80.2</b>	<b>605.4</b>	<b>949.4</b>	<b>11.6</b>	<b>770.6</b>	<b>383.3</b>	<b>17.4</b>	<b>1,646.6</b>	<b>1,171.3</b>	<b>2,817.9</b>
Birmingham	1,073,045	22.8	95.8	158.8	1.5	46.5	47.6	2.5	278.9	96.6	375.5
Shropshire	306,129	7.2	40.3	63.8	0.8	42.5	29.1	1.3	112.1	72.9	185.0
Redditch	84,214	1.4	6.2	10.7	0.1	1.9	3.0	0.2	18.4	5.0	23.4
Tamworth	76,813	1.3	4.9	8.4	0.1	2.2	2.4	0.1	14.7	4.7	19.4
<b>TOTAL WEST MIDLANDS</b>	<b>5,601,847</b>	<b>121.5</b>	<b>748.0</b>	<b>1,145.1</b>	<b>11.3</b>	<b>766.7</b>	<b>441.6</b>	<b>20.5</b>	<b>2,025.9</b>	<b>1,228.8</b>	<b>3,254.8</b>

**Annex A continued**

**Selected sub-national road transport consumption statistics (highest and lowest local authority averages), 2012**

Thousands tonnes of fuel

English Region and Devolved Administration and Local Administrative Unit	Local Authority Population	Personal				Freight			Personal	Freight	Total
		Buses	Diesel Cars	Petrol Cars	Motorcycles	HGV	Diesel LGV	Petrol LGV			
Central Bedfordshire	254,381	4.6	42.8	62.0	0.7	60.4	29.0	1.3	110.0	90.6	200.7
Huntingdon	169,508	3.0	35.7	54.0	0.6	74.0	26.3	1.1	93.3	101.4	194.7
Rochford	83,287	1.1	6.9	11.8	0.2	2.5	4.1	0.2	20.0	6.8	26.7
Maldon	61,629	0.7	5.6	9.1	0.2	2.6	3.5	0.2	15.6	6.3	21.9
<b>TOTAL EAST OF ENGLAND</b>	<b>5,846,965</b>	<b>101.5</b>	<b>817.2</b>	<b>1,281.9</b>	<b>17.2</b>	<b>826.0</b>	<b>544.8</b>	<b>24.7</b>	<b>2,217.8</b>	<b>1,395.6</b>	<b>3,613.4</b>
Hillingdon	273,936	8.1	36.9	55.7	1.0	20.1	16.5	0.8	101.7	37.3	139.0
Enfield	312,466	5.5	24.4	36.3	0.6	32.7	13.1	0.6	66.8	46.5	113.3
Islington	206,125	5.1	7.9	11.6	0.8	3.7	5.1	0.3	25.4	9.0	34.5
City of London	7,375	1.9	4.0	4.2	0.5	1.7	2.2	0.1	10.6	4.0	14.6
<b>TOTAL GREATER LONDON</b>	<b>8,173,941</b>	<b>181.7</b>	<b>517.5</b>	<b>811.4</b>	<b>25.0</b>	<b>305.6</b>	<b>270.0</b>	<b>14.3</b>	<b>1,535.6</b>	<b>590.0</b>	<b>2,125.6</b>
West Berkshire	153,822	3.3	49.1	65.8	0.7	54.6	28.5	1.2	118.9	84.3	203.2
Cherwell	141,868	2.9	38.5	53.3	0.6	51.5	21.9	0.9	95.2	74.3	169.6
Hastings	90,254	1.3	5.3	9.2	0.1	1.5	2.9	0.2	16.0	4.6	20.6
Gosport	82,622	0.8	4.4	7.6	0.2	0.9	2.3	0.1	12.9	3.3	16.2
<b>TOTAL SOUTH EAST</b>	<b>8,634,750</b>	<b>135.6</b>	<b>1,301.2</b>	<b>1,960.3</b>	<b>27.3</b>	<b>977.4</b>	<b>792.6</b>	<b>35.7</b>	<b>3,424.4</b>	<b>1,805.7</b>	<b>5,230.1</b>
Wiltshire	470,981	9.3	81.2	123.9	1.9	71.8	48.3	2.2	216.3	122.3	338.6
Cornwall	532,273	10.0	65.7	107.9	1.9	42.4	50.0	2.3	185.6	94.7	280.3
Weymouth and Portland	65,167	1.7	5.2	8.9	0.2	1.6	2.9	0.1	16.0	4.7	20.6
Isles of Scilly	2,203	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
<b>TOTAL SOUTH WEST</b>	<b>5,288,935</b>	<b>102.6</b>	<b>741.2</b>	<b>1,151.7</b>	<b>19.8</b>	<b>572.6</b>	<b>467.5</b>	<b>21.5</b>	<b>2,015.3</b>	<b>1,061.6</b>	<b>3,076.8</b>
Belfast	280,962	1.9	31.1	32.0	0.6	16.1	3.3	0.1	65.7	19.4	85.1
Lisburn	120,165	1.0	25.6	26.8	0.3	19.2	4.5	0.1	53.7	23.8	77.5
Moyle	17,050	0.2	6.2	6.5	0.0	3.2	1.1	0.0	13.0	4.3	17.3
Carrickfergus	39,114	0.1	4.1	4.2	0.1	2.1	0.5	0.0	8.4	2.7	11.1
<b>TOTAL NORTHERN IRELAND</b>	<b>1,810,863</b>	<b>11.9</b>	<b>383.0</b>	<b>399.7</b>	<b>4.0</b>	<b>249.9</b>	<b>68.0</b>	<b>1.4</b>	<b>798.6</b>	<b>319.4</b>	<b>1,118.0</b>
<b>TOTAL GREAT BRITAIN</b>	<b>61,371,315</b>	<b>1,249.5</b>	<b>7,553.1</b>	<b>11,550.1</b>	<b>157.8</b>	<b>6,882.7</b>	<b>4,612.9</b>	<b>215.4</b>	<b>20,510.4</b>	<b>11,711.0</b>	<b>32,221.4</b>
Wales	3,063,456.0	60.4	416.4	594.9	7.5	288.2	261.8	12.9	1,079.1	562.9	1,642.0
Scotland	5,295,403.0	153.8	647.9	919.8	9.8	643.1	404.3	18.9	1,731.3	1,066.3	2,797.6
England	53,012,456.0	1,035.3	6,488.8	10,035.4	140.5	5,951.4	3,946.8	183.6	17,700.0	10,081.8	27,781.8
Northern Ireland	1,810,863.0	11.9	383.0	399.7	4.0	249.9	68.0	1.4	798.6	319.4	1,118.0
<b>TOTAL UNITED KINGDOM</b>	<b>63,182,178.0</b>	<b>1,261.4</b>	<b>7,936.1</b>	<b>11,949.7</b>	<b>161.7</b>	<b>7,132.6</b>	<b>4,681.0</b>	<b>216.7</b>	<b>21,309.0</b>	<b>12,030.3</b>	<b>33,339.3</b>



## **Annex B**      **Sub-national consumption publications**

### **Electricity consumption statistics**

- Electricity consumption statistics at local authority level (Great Britain):  
<https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics-2005-to-2011>.
- Electricity consumption statistics at MSOA/LSOA level (England and Wales):  
<https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/mlsoa-and-lssoa-electricity-and-gas-estimates>.
- Experimental statistics are also available for Northern Ireland:  
<https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/sub-national-electricity-consumption-in-northern-ireland>.

### **Gas consumption statistics**

- Gas consumption statistics at local authority level (Great Britain):  
<https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/sub-national-gas-consumption-data>.
- Gas consumption statistics at MSOA/LSOA level (England and Wales):  
<https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/mlsoa-and-lssoa-electricity-and-gas-estimates>.

### **Road transport consumption statistics**

- Road transport consumption statistics at local authority level (United Kingdom):  
<https://www.gov.uk/government/statistical-data-sets/road-transport-energy-consumption-at-regional-and-local-authority-level>.

### **Residual fuel (non-electricity, non-gas, non-road transport fuels) consumption statistics**

- Residual fuel consumption statistics at local authority level (United Kingdom):  
<https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/sub-national-consumption-of-other-fuels>.

### **Total final energy consumption statistics**

- Total final energy consumption statistics at local authority level (Great Britain):  
<https://www.gov.uk/government/organisations/department-of-energy-climate-change/series/total-final-energy-consumption-at-sub-national-level>.

Before using any of the above datasets, it is highly advised to refer to the related chapter in the Sub-national methodology and guidance booklet:

<https://www.gov.uk/government/publications/regional-energy-data-guidance-note>.

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