People walk on average 181 miles per year

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

The average journey to work took 28 minutes

0.5 billion tonnes of freight handled by UK sea ports, 200 times that of airports

1.4 million people employed in the UK Transport and Storage sector
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: TSB0101-07
- Travelling to work: TSB0108-12
- Overseas travel: TSB0113-15
- Transport related employment: TSB0116

Further information: Statistical tables on passenger transport are available from TSB0101 to TSB0102

Further information: Statistical tables on personal travel are available from TSB0103 to TSB0105. More detailed information can be found in the National Travel Survey.
Travelling to work in Great Britain: October to December 2012

Further information:
Statistical tables on travelling to work from the Office for National Statistics, Labour Force Survey are available from: TSB0108 to TSB0112

Passenger Casualty rates
Fatality rates by mode per billion passenger kilometres: 2003 - 2012 average

- 93 motorcycles
- 31 pedestrian
- 27 pedal cycle
- 2 car
- 1 van
- 0* bus/coach
- 0* rail
- 0* air

* negligible

Further information:
Statistical tables on passenger casualty rates are available from TSB0107

Overseas Travel
31 million visits to the UK in 2012 by overseas residents

Further information:
Statistical tables on overseas travel are available from TSB0113 to TSB0115

Further information and detailed statistical tables: Modal Comparisons statistics
Passenger Transport
Craig Medhurst
0207 944 2519

Labour Force Survey
Craig Medhurst
0207 944 2519

Overseas Travel
Olivia Christophersen
0207 944 4276

Publicationgeneral.enq@dft.gsi.gov.uk Subnational.stats@dft.gsi.gov.uk Aviation.stats@dft.gsi.gov.uk
Trends in air traffic at UK airports

- Total air traffic at UK airports in 2012 was similar to 2011; passenger numbers increased by 0.6%, air transport movements fell by 1.5% and freight increased by 0.2%.
- Passenger numbers are still 8% below the peak in 2007.

Further information:
Statistical tables on air traffic at UK airports are available from: AVI0101-02

Air passengers at UK airports
- In 2012, Heathrow handled 70 million terminal passengers, 32% of the total at all UK airports and more than twice as many as the next largest airport, Gatwick (34 million).
- It was also the busiest airport in the world in terms of international passengers.

Further information:
Statistical tables on passenger characteristics are available from: AVI0106-08

Further data are available on Aviation, including:
- Activity at UK airports, including punctuality and passenger characteristics: AVI01
- Activity of UK airlines: AVI02
- Major airports and airlines worldwide: AVI03
- Casualties caused by aviation accidents and Air proximity incidents: AVI04
In 2012, nearly three-quarters (72%) of international passenger movements at UK airports were to/from other European countries.

Spain was the most popular country origin/destination for passengers at UK airports, accounting for 17% of international movements, followed by the USA (9%).

Further information:
Statistical tables on international passenger movements are available from: AVI0105

Trends in activity by UK airlines

- In 2012 UK airlines uplifted 134 million passengers worldwide, a record number and an increase of 25% compared to 2002.

- Average seat occupancy on UK airlines has increased slightly since the recession, from 79% in 2007-2008 to 83% in 2012.

Further information:
Statistical tables on UK airlines are available from: AVI0201-02

Further information and detailed statistical tables: Aviation statistics
Olivia Christophersen
0207 944 4276

Devi Mylvaganam
0207 944 3088

aviation.stats@dft.gsi.gov.uk
Further data are available on Energy and Environment, including:

- Transport energy consumption: ENV0101 - ENV0105
- Greenhouse gas emissions from transport: ENV0201 - ENV0202
- Local pollution from transport including aircraft noise: ENV0301 - ENV0303

**UK greenhouse gas emissions**

- In 2011, total UK greenhouse gas (GHG) emissions were 593.6 million tonnes of carbon dioxide equivalent (MtCO₂e), 26% lower than in 1990.
- Total transport GHG emissions were 161.3 MtCO₂e and made up 27% of the total.

**Further information:**
Statistical tables on total greenhouse gas emissions from transport are available from: ENV0401

**UK transport greenhouse gas emissions by mode: 2011**

- In 2011, road transport was the largest contributor to total transport GHG emissions (67% of the total).
- Cars and taxis contributed the most of any transport mode (40% of total).

*Non road transport consists mainly of domestic aviation and shipping and rail.

**International aviation’s share of transport emissions**

- 11% in 1990
- 21% in 2011

**Further information:**
Statistical tables on greenhouse gas emissions by transport mode are available from ENV0201 and ENV0202

Further data are available on Energy and Environment, including:
New car fuel consumption, Great Britain

- Long term decrease in new car fuel consumption due to the increased manufacture of more fuel efficient cars.
- In 2012, new diesel cars consumed approximately 5 litres of fuel per 100km.
- New petrol cars consumed 6 litres of fuel per 100km.

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

UK air pollution emissions

- In 1990 transport made up 74% of total UK lead emissions.
- Due to the ban on the sale of leaded petrol in 1999 it accounted for only 3% in 2011.
- Sulphur dioxide emissions from transport decreased by 87% between 1990 and 2011.
- This was largely due to the removal of sulphur from fuel.

Further information:
Statistical tables on air pollutant emissions from transport are available from: ENV0301

Further information and detailed statistical tables: Energy and Environment statistics
Dorothy Anderson 0207 944 4442
David Mais 0207 944 4129
Environment.stats@dft.gsi.gov.uk
Domestic freight: goods moved

- 222 billion tonne kilometres of domestic freight was moved within GB in 2010
- This is broadly the same level as 1990, though a decrease of 14% from the 2005 peak

Further information: Statistical tables on domestic freight mode are available from TSB0401 - TSB0403

Proportion of freight goods moved by mode: 2010

Road freight activity
GB registered vehicles operating in the UK

- Goods moved - 139 billion tonne kilometres (↑6% since 1990)
- Goods lifted - 1,489 million tonnes (↓9% since 1990)
- Vehicle distance - 18,769 million kilometres (↓11% since 1990)

Further information: Statistical tables on domestic and international road freight activity are available from RSF0106 - RSF0144

EU-27 registered vehicles operating in the UK: 2010

31.5 million tonnes loaded and unloaded (similar to 2009)

Further information and detailed statistical tables: Road freight statistics

Julie Sullivan
0207 944 2547
roadfreight.stats@dft.gsi.gov.uk

Darren Williams
0207 944 4261
Road goods vehicles travelling to mainland Europe

- In 2012, a total of 2.4 million goods vehicles travelled from GB to mainland Europe (2% compared to 2011 and 16% on 2007 peak).
- Of these good vehicles, 1.8 million were powered vehicles (similar level to 2011, 150% compared to 1990).
- 0.6 million were unaccompanied trailers (6% compared to 2011 and 6% since 1990).

**Share of total powered vehicles by country of registration**

<table>
<thead>
<tr>
<th>Year</th>
<th>UK-registered vehicles</th>
<th>Foreign-registered vehicles</th>
<th>Unaccompanied trailers</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td></td>
<td>12%</td>
<td>15%</td>
<td>29%</td>
</tr>
<tr>
<td>2012</td>
<td></td>
<td>16%</td>
<td>9%</td>
<td>41%</td>
</tr>
</tbody>
</table>

*Flag size represents proportion of total PVs

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

**Goods moved by rail, by commodity**

- In 2012/13, 21.5 billion net tonne kilometres of freight were moved by rail (2% on 2011/12).
- In 2012/13, coal accounted for 35% of goods moved by rail and domestic intermodal commodities 29%.

**Further information:**
Statistical tables on **rail freight activity** are available from [RAI0401 - RAI0403](#)

**Weight of goods lifted by rail**

<table>
<thead>
<tr>
<th>Year</th>
<th>1980/81</th>
<th>2012/13</th>
</tr>
</thead>
<tbody>
<tr>
<td>154 Mt</td>
<td>113 Mt</td>
<td></td>
</tr>
</tbody>
</table>
Further data are available on Maritime and shipping, including:

- Shipping industry revenue and expenditure: TSGB0516
- Marine Accidents and injuries: TSGB0517
- HM Coastguard search and rescue operations: TSGB0518

---

**Port freight**

- **2/3** of UK foreign freight traffic are imports.
- Over **50%** of UK major port freight traffic is bulk fuels.
- Dry bulk has increased recently due to coal traffic.

**Further information:**

Statistical tables on **port freight** are available from TSGB0501-TSGB0510

---

**Shipping fleet**

The UK ship register is nearly **6 times** the size, in terms of deadweight tonnage, than it was in 1999.

**Further information:**

Statistical tables on **shipping fleet** are available from TSGB0513 – TSGB0515
Sea Passengers

2012 was the first year with more Channel Tunnel passengers than international short sea.

1982

86 thousand

2012

1,737 thousand

Nearly 3/4 of all international short sea passengers are travelling to or from France.

Cruise Passengers

• Cruises have been growing in popularity.

• In 2012, there were over 20 times more passengers starting or ending a cruise at UK ports than 30 years previously.

Further information: Statistical tables on sea passengers are available from TSGB0511 – TSGB0512

Seafarers

• There are more men than women in both the officer and ratings professions.

• Over 60% of certified officers are over 40.

• In 2012 officer cadets peaked at 2,160, more than 100% than in 2002.

Further information: Statistical tables on Seafarers are available from TSGB0519

Further information and detailed statistical tables: Maritime

Maritime
Ella Taylor
0207 944 3087
Maritime.stats@dft.gsi.gov.uk
Further data are available on Public transport, including:
- Rail: RAI0101 (length of national railway), RAI0106 (age of rolling stock), RAI0108 (Channel Tunnel Traffic), RAI0106 (timetabled train kms)
- Bus: BUS0601 (public service vehicle stock), BUS0203 (vehicle miles)
- Light rail: LRT0202 (passenger carriages/tram cars), LRT0201 (vehicle miles)

Passenger journeys

- Rail passenger journeys have more than doubled since privatisation in 1994/95.
- In 2012/13 bus passenger journeys in London levelled off after a decade of growth while outside London journeys continue downward trend.

Further information on passenger journeys:
- Bus: BUS0103
- Rail and London Underground: RAI0101
- Glasgow Underground: LRT9902
- Light rail: LRT0101

Passenger kilometres

- Bus passenger kilometres have remained roughly constant since 2006/07.
- Rail passenger kilometres continue to follow a steady upward trend.

Further information on passenger kilometres:
- Bus: BUS0302
- Rail and London Underground: RAI0101
- Glasgow Underground: LRT9902
- Light rail: LRT0103

Further data are available on Public transport, including:
Revenue and government support

Bus and rail fares continue to increase at a rate greater than the cost of living (RPI). Since 2009/10 bus revenue from fares and government support have been diverging, with government support falling and revenue from fares increasing. For rail, since 2010/11 both government support and passenger revenue have increased.

Further information: Statistical tables on passenger revenue and government support are available from BUS05 and RAI03.

Further data available on public transport:

- There were 9.7 million concessionary travel pass holders, making an average of 105 trips a year in 2012/13. BUS0821
- Peak overcrowding in London: 3% of standard class rail passengers were in excess of the capacity on their train service, a level that has remained fairly constant over the last decade. RAI0210
- 4.1 taxis and private hire vehicles per 1000 people in England and Wales. Further taxi statistics are available from TAXI01
In 2012, the overall motor traffic volume in Great Britain was 302.6 billion vehicle miles. This extends a relative period of stabilisation in traffic volumes since 2010.

Road Length, Condition and Expenditure

The total length of road in Great Britain in 2012 was estimated to be 245.4 thousand miles. The proportion of the Highways Agency’s motorway network likely to require planned maintenance within one year reduced from 6% in 2003 to 3% in 2012.

Of this total £2.2 billion was spent on the construction and maintenance of local roads. And £4.9 billion was spent on the construction and improvement of motorways.

Further data are available on Roads and Traffic, including:
- Road traffic: TSB0701-06
- Road lengths: TSB0708-0713
- Road construction and expenditure: TSB0717-0720
- Road traffic forecasts: TSB0707
- Road speeds: TSB0714-16
Road Traffic Forecasts

DfT forecasts suggest that traffic volumes will experience a continual long term increase.

Further information on traffic forecasts are available from TRA9905. The latest forecasts are published at www.gov.uk/government/publications/road-transport-forecasts-2013.

The National Transport Model central forecast suggests that all motor vehicle traffic in 2040 will be 43 per cent higher than in 2010. The greatest growth forecast is in Light Goods Vehicles (LGVs) traffic.

LGVs: 80 per cent increase to 2040

Reliability of journeys on Highways Agency roads

77.4% of journeys on Highways Agency roads were completed ‘on time’ in the year ending September 2013 compared with 79.8% of journeys ‘on time’ in the year ending September 2012.

Further information:
This and more data on reliability together with data on congestion on local authority ‘A’ roads are available on the DfT website.

Further information and detailed statistical tables: Roads and Traffic

Road traffic and speeds 0207 944 3095 roadtraff.stats@dft.gsi.gov.uk
Road congestion and reliability 0207 944 5383/4427 congestion.stats@dft.gsi.gov.uk
Road length, condition and expenditure 0207 944 5032 road.length@dft.gsi.gov.uk

These figures are not National Statistics

Road congestion and reliability: 0207 944 5383/4427 congestion.stats@dft.gsi.gov.uk
Road length, condition and expenditure: 0207 944 5032 road.length@dft.gsi.gov.uk
Further data are available on reported road accidents and casualties, including:

- Total number of reported road accidents and casualties by severity: TSBG0801
- Number of reported casualties by road user group: RAS30069
- Reported accidents and accidents rates by road type: RAS10002
- Breath tests and failures of drivers and riders in reported accidents: TSBG0804
Rail accidents and casualties

- There were **293 fatalities in 2012/13** on the national rail network, the majority of which were suicides (81%).

- Trespassers accounted for 13% and fatalities at level crossings accounted for 3%.

- Since 2005/06, only **one passenger has been killed** in a train accident.

Signals passed at danger (SPADs)

- The number of signals passed at danger has fallen gradually over the last decade, from 402 reported incidents in 2002/03 to 250 in 2012/13.

- The largest falls have been in the most serious cases, with the number of cases where a SPAD could potentially have led to a severe accident falling by 85% in the last 10 years.

Further information:
Statistical tables on rail accidents and safety are available from RAI05
Further statistics are published by the Rail Safety and Standards Board

Further information and detailed statistical tables: Transport accidents and casualties
Road accidents and casualties
Anil Bhagat
0207 944 6595
Roadacc.stats@dft.gsi.gov.uk

Rail accidents and safety
Margaret Shaw
0207 944 2419
rail.stats@dft.gsi.gov.uk
Licensed Vehicles

- The number of licensed vehicles in Great Britain has increased in every year since 1950, except for 1991.
- The rate of increase since 1950 has averaged 3.6% a year, although it has been below 2% a year since 2005.

**Licensed vehicles in Great Britain**

<table>
<thead>
<tr>
<th>Year</th>
<th>Vehicles</th>
<th>People</th>
</tr>
</thead>
<tbody>
<tr>
<td>1909</td>
<td>143,000</td>
<td>40</td>
</tr>
<tr>
<td>1950</td>
<td>4</td>
<td>49</td>
</tr>
<tr>
<td>2012</td>
<td>34</td>
<td>62</td>
</tr>
</tbody>
</table>

New registrations

The largest number of new registrations in a single year was 3.2 million, in 2003.

Further data are available on Vehicles, including:
- Licensed vehicles, by tax class, body type, engine type and region: TSGB0901-07
- MoT and other roadworthiness testing statistics: TSGB0908-12
- Personal motoring: Household car availability, driving licence holding, driving tests and annual mileages: TSGB0913-17
MOT tests in 2012/13

- MOT tests conducted: 28 million
- Final pass rate: 71%

Further information:
- Statistical tables on roadworthiness tests: TSGB0908 to TSGB0912
- Other experimental statistics derived from MOT data are available from Vehicles statistics

Private motoring

- The proportion of the eligible population holding a full driving licence rose from 48% in 1975/6 to 73% in 2012.

- In 2012, 80% of men and 66% of women held a licence.

Driving tests in 2012/13

- Practical car tests taken: 1.4 million
- Pass rate: 47%

Further information:
- Statistical tables on private motoring: TSGB0913 to TSGB0917
- More related statistics available from: National Travel Survey and Driving Test and Instructor Statistics

Car Driving licence holders by age and gender

- Percentage holding a licence
- Males and Females

- The proportion of households with access to a car or van rose from 14% in 1951 to 75% in 2012.

- There are more households with access to 2 or more cars than without any access at all.
• 22% of trips are made by walking. Both walking and cycling trips have declined since 1995/97, but the number of cycling trips has been increasing again since 2007 (NTS0303)

• The distance people cycle has increased since 2005, and is now 23% greater than in 1995/97 (53 miles per year) (NTS0305)

Average cycle trips in 2012 (NTS0609)
- 24 trips
- 9 trips

Further information on trips or distance travelled:
- Walks of 20 minutes or more, by age NTS0312
- Travel by household income quintile & main mode NTS0705
- Travel by household type and main mode NTS0706
- Time taken to walk to nearest bus stop, by area type NTS0801

Cycling is the main mode of transport for:
- 31% of people in the Netherlands
- 7% for EU27 average
- 2% of people in the UK

Less than 50% of people (aged 5+) own a bicycle.

Further data are available on Walking and Cycling, including:
- By English local authority and region CW01-CW09
- For utility/recreational purposes, by region CW0801, CW0802
- Travel to work CW0901 & (Census QS701EW)
- Accessibility to key services by cycling or walking ACS0101
Adults cycling at least once per week
- England average 10%
- Cambridge, 47%
- Oxford, 28%
- 6 LAs, more than 20%
- 3 LAs, fewer than 5%

London,
- Highest: Richmond, 19%
- Lowest: Enfield & Redbridge, 4%

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

Road accidents
- Numbers of cyclists or pedestrians killed or seriously injured have increased slightly in the last few years, but the trend has been steadily down since the mid 1980s.
- The UK had 7.4 pedestrian deaths per million population in 2011 (ranks 6th in OECD) (RAS52001)

Further information on road safety:
Vehicle accident numbers and rates by severity, GB 2002-2012 RAS20001
Tables on reported road casualties RAS30
Emergency admissions for falls in the street, England 2011 RAS55016
Perceived danger cycling on roads, GB 2011-12 ATT0322

Further information and detailed statistical tables: Walking and Cycling
John Cummings
0207 944 6104
subnational.stats@dft.gsi.gov.uk
Further data are available on Transport and Disability:

- Travel by people with mobility difficulties (National Travel Survey): NTS0622, NTS0709-10
- Office for Disability Issues: Disability Equality Indicators
- Disabled parking badges, England: DIS0101 (number) and DIS0102 (per head)
- Disability accessible buses and taxis: BUS0603 (buses) and TAXI0102 (taxis)
- List of rail vehicles built or refurbished to modern accessibility standards
- Disabled concessionary bus passes issued, England: BUS0820

Further information on travel by people with mobility difficulties can be found in the National Travel Survey.

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

- An estimated 2.6 million valid blue badges (parking badges for disabled people) were held by people in England at end March 2012 (DIS0101).

- This is a decrease of 1.1% from the previous year, and the first year to experience a decline since 1997.

- 5% of the English population held a valid Blue Badge (DIS0102).

Blue badges held: England, annually from 1997 (thousands)

There were 1.3 million vehicles in the disabled tax class at end 2012 (email Vehicles.stats@dft.gsi.gov.uk for further details.

Further information can be found in the Disabled Parking Badges Statistics.

Public transport: accessibility to disabled people

% fully accessible vehicles

76% Mar 2013
28% Mar 2005
Table BUS0603

58% Mar 2013
54% Mar 2005
Table TAXI0102

46% Nov 2013
31% Dec 2008
ravelvehicleaccess@dft.gsi.gov.uk

Further information
Concessionary travel
bus passes
BUS0820
Disabled Transport notes and definitions

853 thousand disabled concessionary bus passes in England in 2012/13

Further information and detailed statistical tables: TSGB Transport and Disability
National Travel Survey
Lyndsey Melbourne
0207 944 3097
National.travelsurvey@dft.gsi.gov.uk

Disabled parking badges
Nicola George
0207 944 3094
Parking.data@dft.gsi.gov.uk

Buses, taxis and concessionary travel
Darren Stillwell
0207 944 3094
Bus.statistics@dft.gsi.gov.uk
The peak in public sector expenditure on transport was £23 billion in 2009/10, three times the £7.3 billion in 1998/99.

In 2012-13 prices, expenditure doubled over the same period.

Total UK public sector expenditure on transport in the UK (including capital spend by public corporations), in 2012/13 was £19.3 billion:

- Railways 35%
- Local public transport 18%
- Local Roads 26%
- National Roads 15%
- Other Transport 6%

Further information:
Statistical tables on public sector expenditure on transport are available from: TSGB1301 to TSGB1305

Further data are available on Transport expenditure, including:
- Transport expenditure and costs: Public expenditure by mode & area TSGB1301-TSGB1305
- Household expenditure on transport: TSGB1306
- Retail and consumer prices: transport indices & deflators: TSGB1307-TSGB1309
- Government revenue from vehicle taxes: TSGB1310
The cost of transport and living

- Total cost of motoring has risen more slowly than the cost of living (RPI)
- While public transport fares have risen faster than the cost of living (RPI)

![Graph showing the cost of motoring and public transport fares over time]

Further information: Statistical tables on the costs of living and the costs of transport are available from: TSB1307 to TSB1308

Government revenues: Vehicle excise and fuel duty

- Fuel duty revenue has **tripled** since 1987, earning £26.7bn in 2011 alone.
- Vehicle excise duty generated £5.9bn in 2012.

This was more than the government spent on transport in the same year.

Further information and detailed statistical tables: Transport Expenditure

Government revenue
Dorothy Anderson
0207 944 4442
Environment.stats@dft.gsi.gov.uk