



Transport Statistics Great Britain: 2012

Transport Statistics Great Britain (TSGB) is a major publication within the scope of National Statistics and provides an accurate, comprehensive and meaningful picture of transport patronage in Great Britain.

TSGB 2012 contains information on modal comparisons, aviation, energy and the environment, freight, maritime, public transport, roads and traffic, transport accidents, casualties and vehicles.



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Highlights from TSGB 2012 include:

- Over the long term there has been an increase in total passenger distance travelled driven mainly by an increase in the distance travelled by road, and in particular by cars, vans and taxis, although there have been small falls since 2007.
- There were 219 million terminal passengers (arrivals and departures) at UK airports in 2011, 4% more than in 2010 but 9% lower than the peak in 2007. Freight handled at UK airports fell by 1% to 2.3 million tonnes, following a marked increase in 2010.
- Between 1990 and 2010 greenhouse gas (GHG) emissions from transport have increased by 11% whilst total GHG emissions have fallen by 21% over the same period.
- In 2010, the level of domestic freight moved was at broadly the same level as in 1990, at around 222 billion tonnes kilometres.
- UK sea ports handled 519 million tonnes (Mt) of freight traffic in 2011, an increase of 1 per cent on 2010, but 11 per cent lower than in the peak in 2005.
- Since privatisation (1994/95), the number of journeys made by national rail has doubled from 0.7 billion to 1.5 billion in 2011/12 (52% increase since 2001/02).
- In 2011, the overall motor vehicle traffic volume in Great Britain was 303.8 billion vehicle miles. This is similar to traffic volume in 2010 (303.2 billion vehicle miles) and follows three consecutive years of decreases.
- In 2011, the number of reported road casualties of all severities was 35 per cent lower than in 2001. Traffic has grown by 3.2 per cent over the same period.
- The number of licensed motor vehicles in Great Britain has increased from about 4 million in 1950 to over 34 million in 2011.

FURTHER INFORMATION

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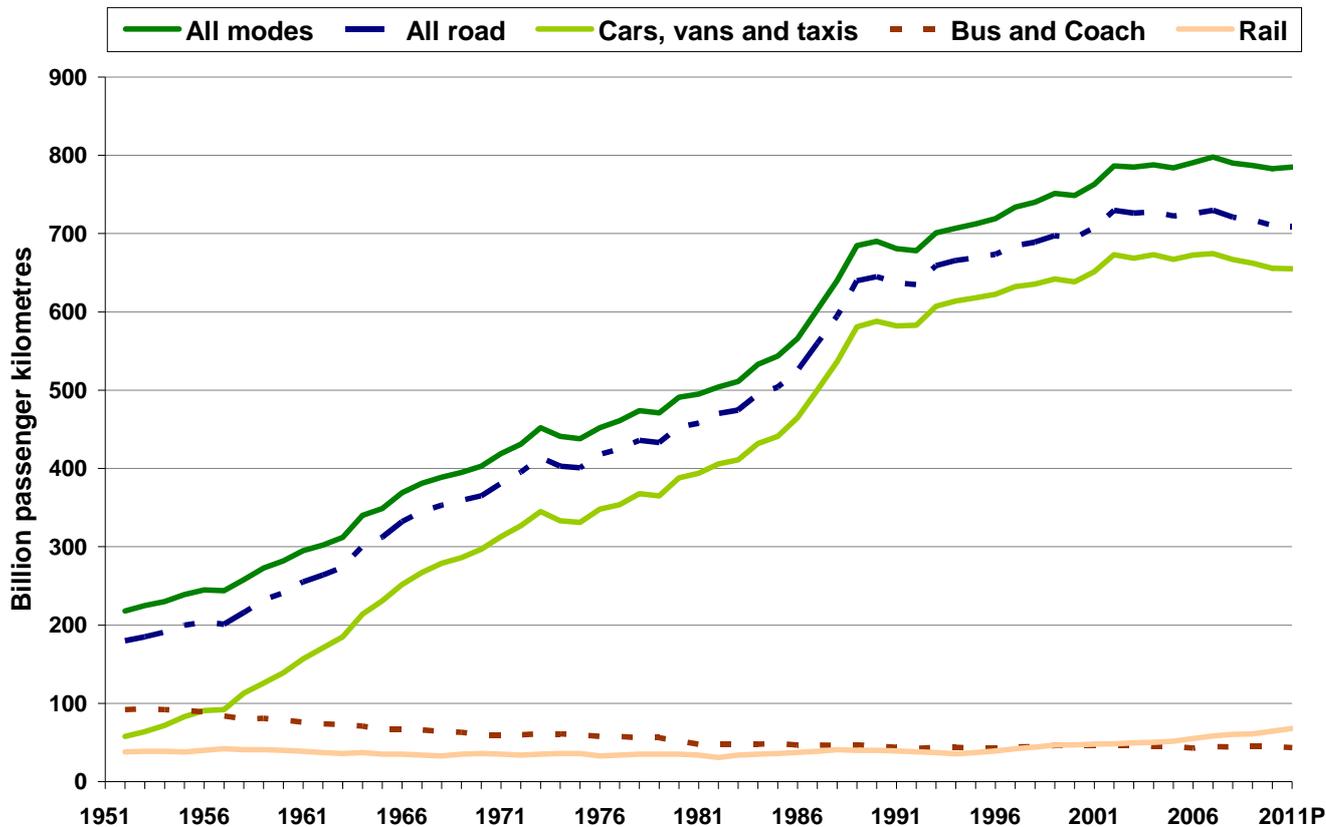
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1. Modal comparisons

Passenger Transport by Mode, 1952 to 2011^P (Table TSGB0101)



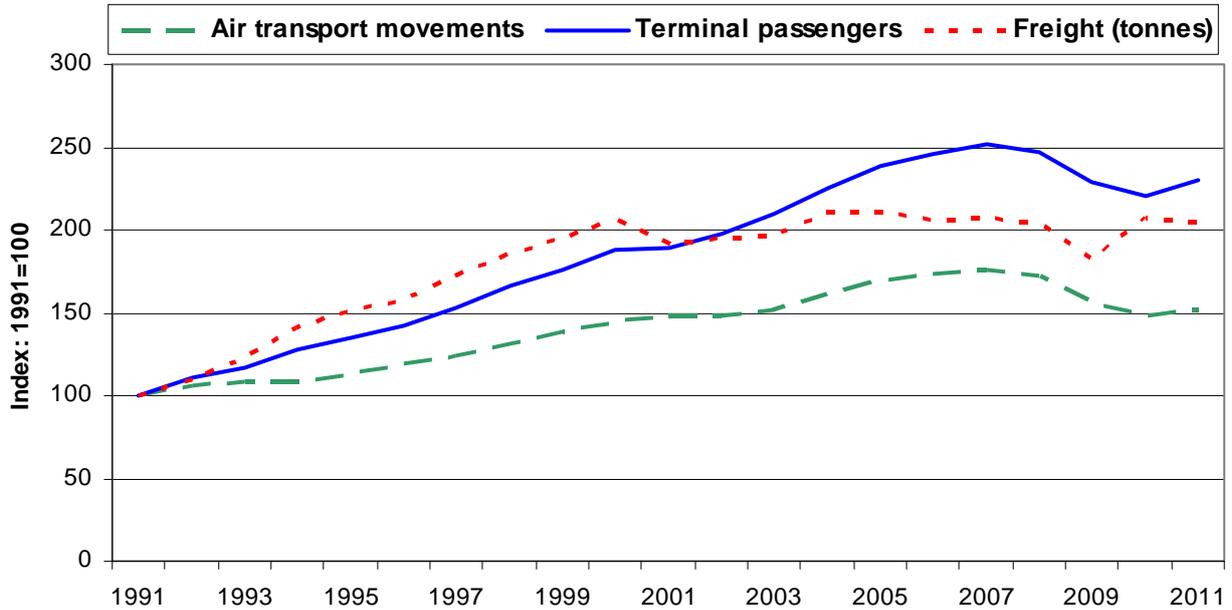
P = Provisional

- Over the long term there has been an increase in the total passenger distance travelled driven mainly by an increase in the distance travelled by road, and in particular by cars, vans and taxis, although there have been small falls since 2007.

Detailed statistics can be found on the [Transport Statistics Great Britain Modal Comparisons](#) web page.

2. Aviation

Trends in air traffic at UK airports, 1991 to 2011 (TSGB0201)

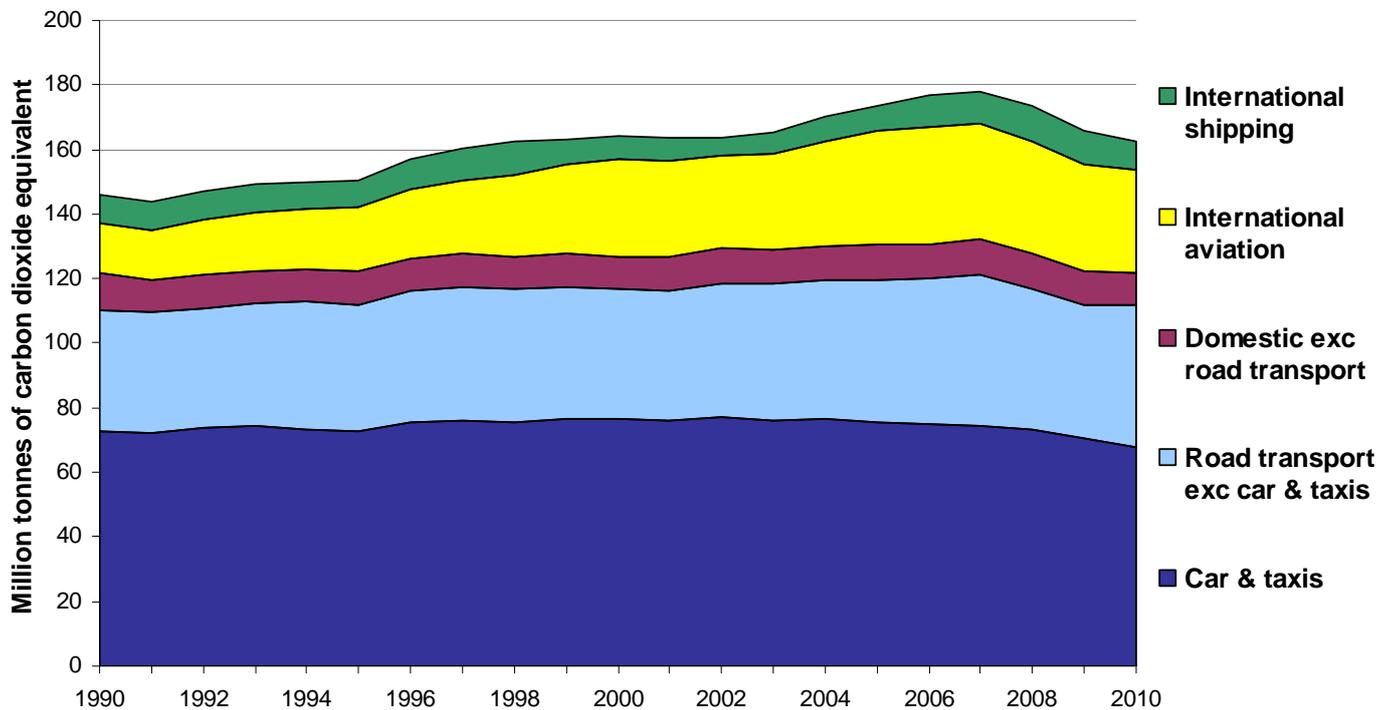


- After 3 years of decline, **air transport movements** at UK airports increased by 2 per cent in 2011 compared to 2010. **Terminal passengers** increased by 4 per cent. However, excluding the months affected by the ash cloud, snow and strikes in 2010, the increase in passengers was less than 1 per cent.
- **Freight** handled fell by 1 per cent, following a 14 per cent increase in 2010.

Detailed statistics can be found on the [Transport Statistics Great Britain Aviation](#) web page.

3. Energy and Environment

UK transport greenhouse gas emissions 1990-2010 (Table TSGB0306(a))

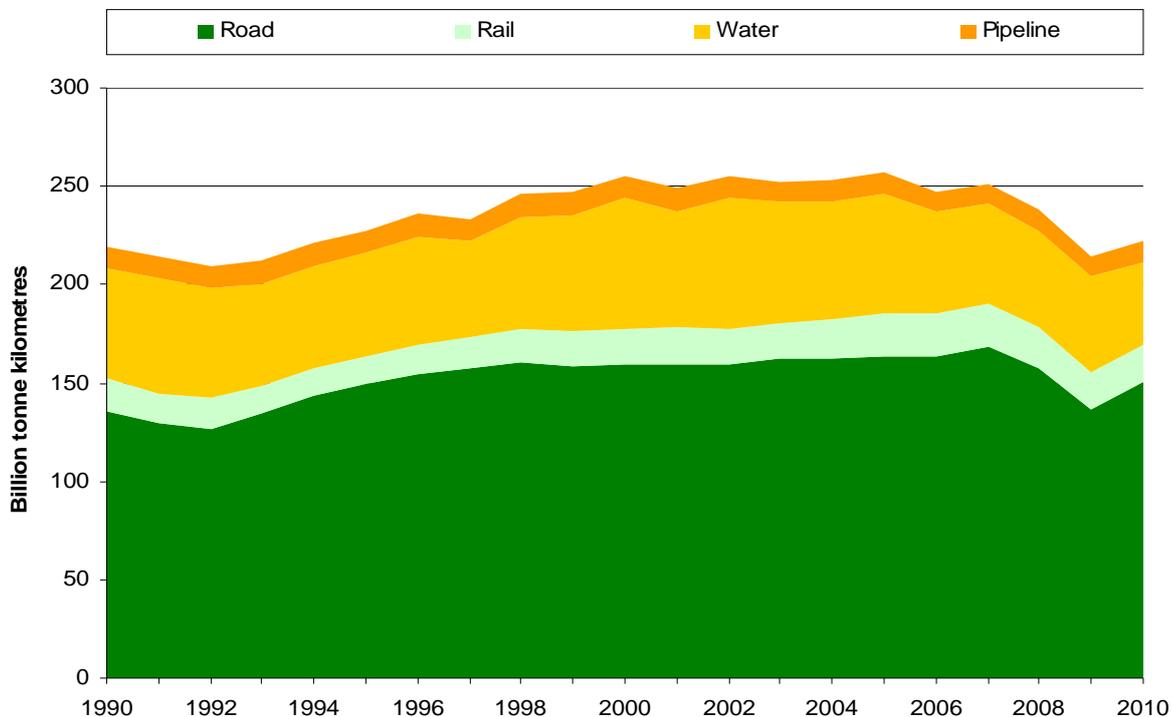


- Between 1990 and 2010 greenhouse gas (GHG) emissions from transport have increased by 11% whilst total GHG emissions have fallen by 21% over the same period. As a result, as a proportion of total GHG emissions, transport emissions have risen from 18% in 1990 to 26% in 2010.
- Road transport made up 69% of total GHG emissions from transport in 2010. However most of the growth in total transport GHG emissions since 1990 is attributable to growth in international air travel. Emissions from international aviation in 2010 were more than double 1990 levels (a 102% increase). Emissions from international aviation made up a fifth (20%) of total transport GHG emissions in 2010.
- The falls in road traffic volumes during the recession are likely to have been the main driver of the 8% fall in domestic transport GHG emissions between 2007 and 2010. Another key factor was improvements in car fuel economy.

Detailed statistics can be found in the [Transport Statistics Great Britain Energy and environment tables](#).

4. Freight

Domestic goods moved by mode: 1990 to 2010, Great Britain (Table TSGB0401)



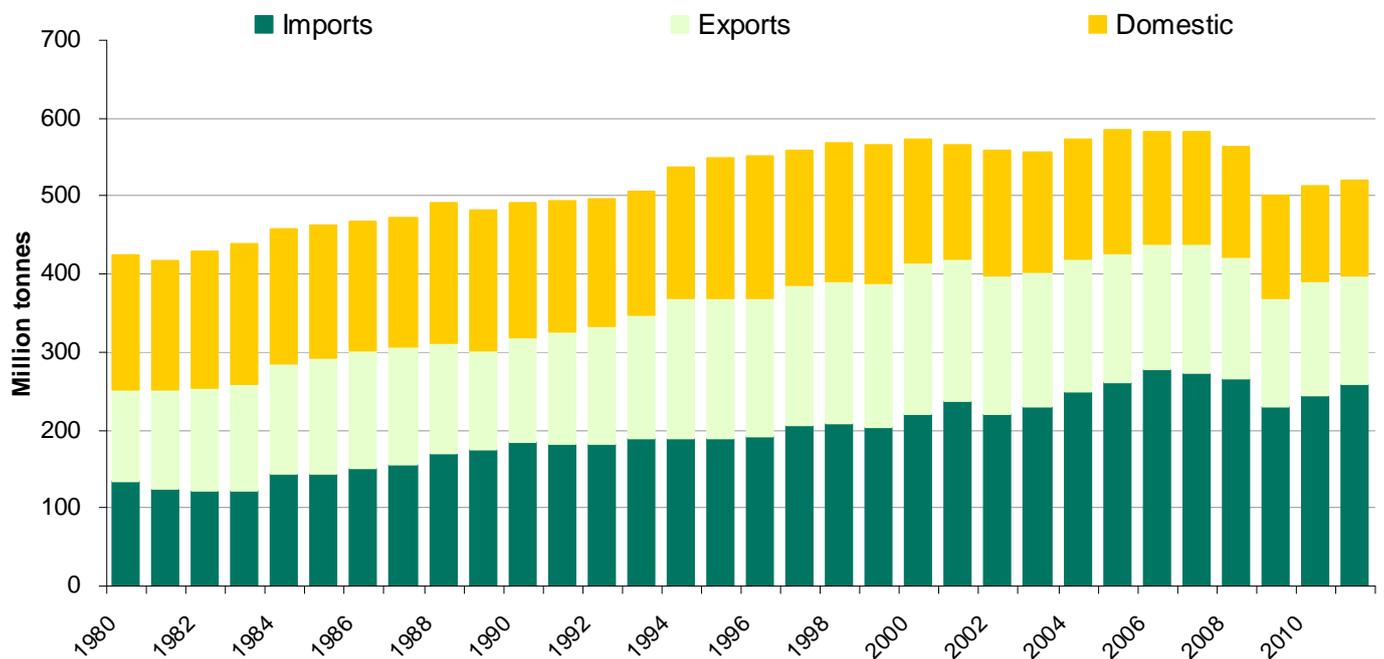
Sources: Department for Transport; Office of Rail Regulation; Department of Energy and Climate Change

- In 2010, the level of domestic freight moved was at broadly the same level as in 1990, at around 222 billion tonnes kilometres.
- Since the late-1980s, more than 60 per cent of goods moved have been transported by road. The amount travelling this way rose to 151 billion tonne kilometres in 2010 from 137 billion tonne kilometres in 2009, an increase of 10 per cent.
- Goods moved by rail have increased slowly since the mid-1990s to account for around 9 per cent of all goods moved in 2010. In recent years, rail freight has also accounted for around 5 per cent of goods lifted, compared with 9 per cent in 1980/81.
- Goods moved by pipeline have remained fairly stable over the last 25 years, at between 10 and 12 billion tonne kilometres.

Detailed statistics can be found on the [Transport Statistics Great Britain Freight web page](#).

5. Maritime

Freight traffic handled at UK sea ports 2000 to 2011 (Table TSGB0501)

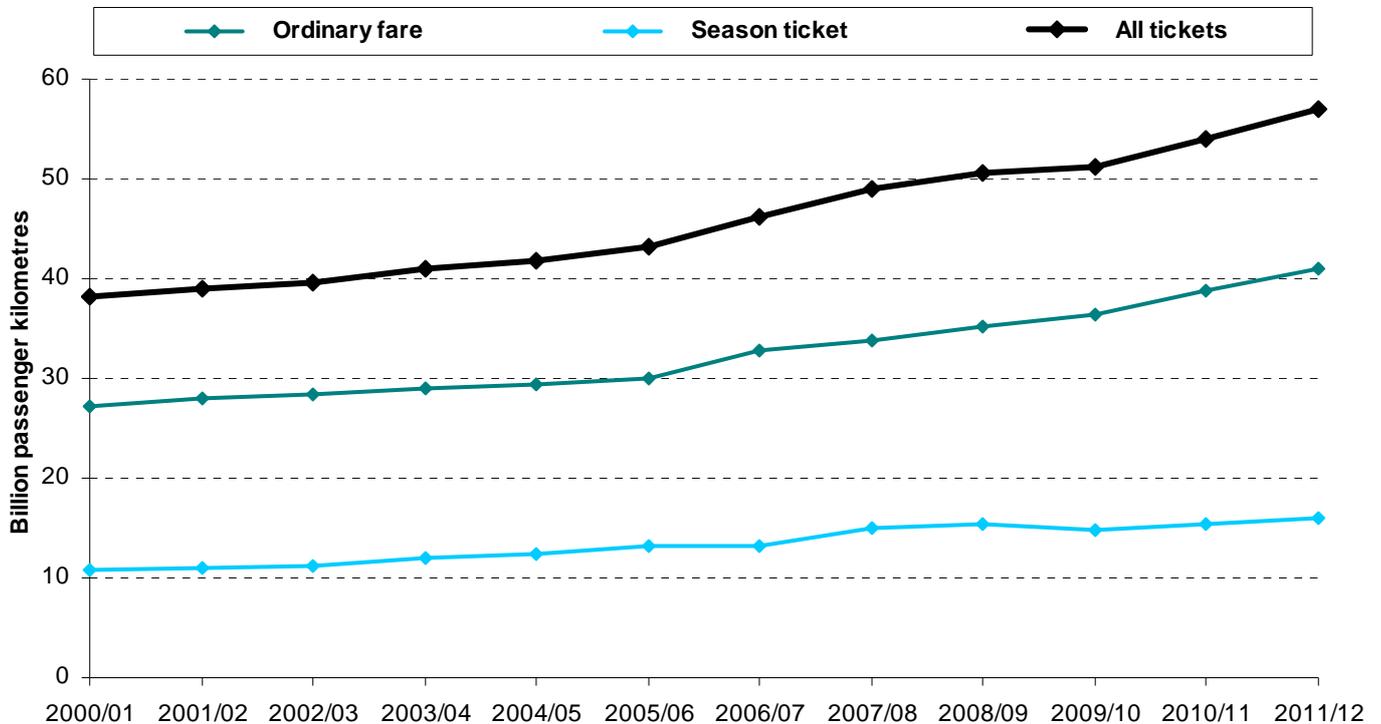


- UK sea ports handled 519 million tonnes (Mt) of freight traffic in 2011, an increase of 1 per cent on 2010, but 11 per cent lower than in the peak in 2005. Over the ten years since 2001, imports have increased by 9 per cent where as exports have decreased by 23 per cent and domestic traffic has fallen by 18 per cent.
- International sea passenger journeys to and from the UK in 2011 decreased by 0.7 million people to 22.6 million. Of these, 21.1 million were short-sea ferry passengers and 1.6 million were cruise and other long sea journey passengers, which has risen from 0.5 million in the last decade.
- The deadweight tonnage (dwt) of UK and Crown Dependency registered vessels over 500gt has increased by 190 per cent since 2001, from 13.6 million dwt to 39.6 million dwt in 2009. Ships on the UK register need not be owned by UK interests, and vice versa. UK owned trading vessel deadweight tonnage has nearly doubled over the previous ten years, from 12 million in 2001 to 22.5 million in 2011

Detailed statistics can be found on the [Transport Statistics Great Britain Maritime web page](#) and on the [Ports web page](#) of the Transport Statistics website.

6. Public Transport

Passenger kilometres on national railways, by ticket type: Great Britain annual from 2000/01 (Table RAI0103)

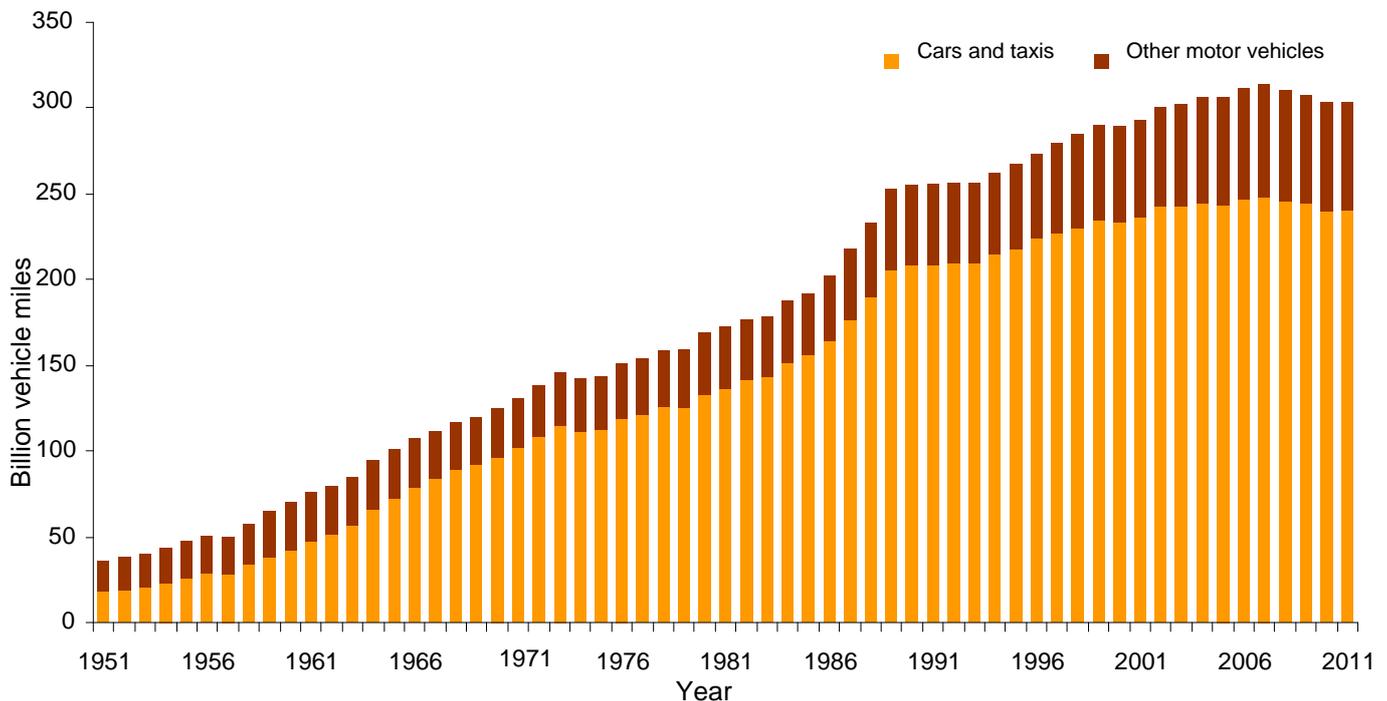


- Since privatisation (1994/95), the number of journeys made by national rail has doubled from 0.7 billion to 1.5 billion in 2011/12 (52% increase since 2001/02).
- There were 4.7 billion bus passenger journeys in England in 2011/12. This is a 0.5% increase from the 2010/11 level.

Detailed statistics on public transport can be found on the [Transport Statistics Great Britain Public Transport web page](#) and on the [Rail](#), [Buses](#), and [Light Rail](#) pages of the Transport Statistics website.

7. Roads and Traffic

Road traffic by vehicle type (cars and all motor vehicles): 1951 - 2011 (TRA0101)



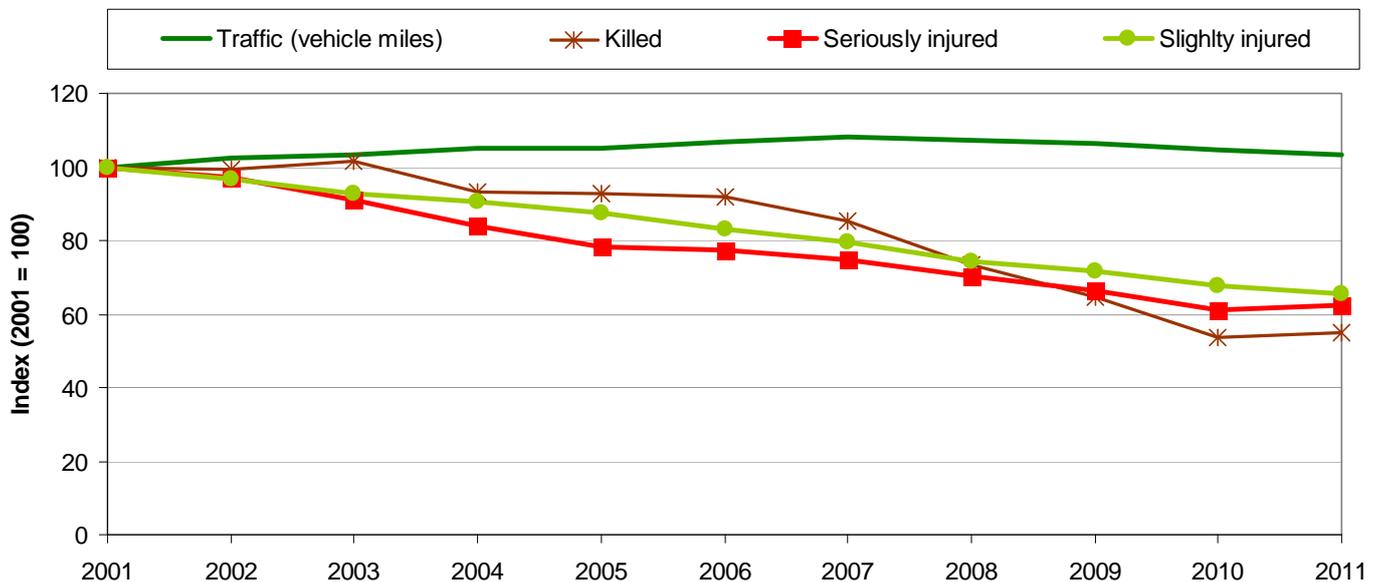
Source: National Road Traffic Survey, DfT

- In 2011, the overall motor vehicle traffic volume in Great Britain was 303.8 billion vehicle miles, this is similar to traffic volume in 2010, 303.2 billion vehicle miles.
- Car traffic increased slightly (0.4 percent) between 2010 and 2011, from 239.8 to 240.7 billion vehicle miles. This follows a decline for three consecutive years between 2008 and 2010. Longer term, car traffic increased by around 1.6 per cent between 2001 and 2011.
- The average speed achieved on local authority managed 'A' roads during the morning peak in 2011/12 was 25.3 mph. This is 0.8 per cent faster than the average speed observed during 2010/11 (25.1 mph) and 1.8 per cent faster than that observed during 2006/7 (24.6 mph).

Detailed statistics can be found on the [Transport Statistics Great Britain Roads and traffic web page](#).

8. Transport Accidents and Casualties

Traffic and reported casualties by severity: Great Britain 1990 – 2011: Index 1990 =100 (Tables TSGB0801 to TSGB0803)

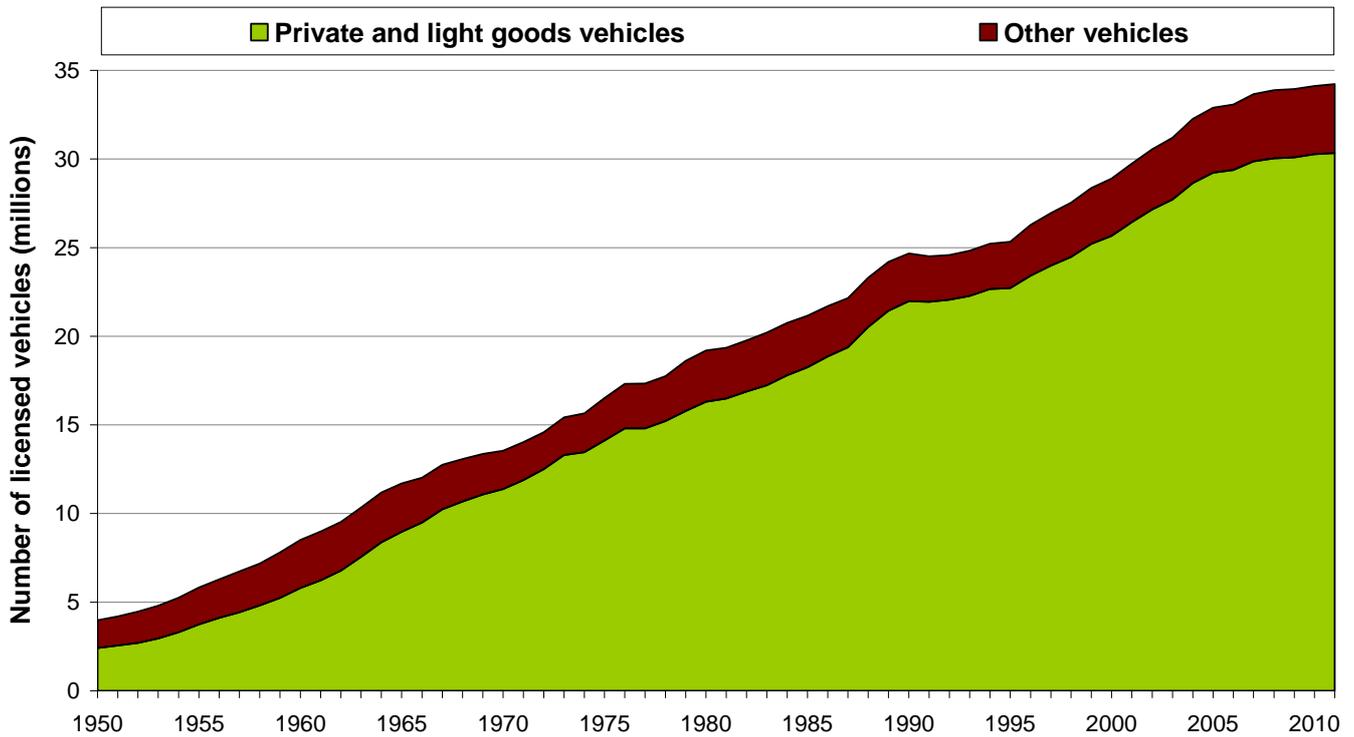


- In 2011 there were a total of 203,950 reported casualties of all severities, 35 per cent lower than a decade earlier in 2001. A total of 1,901 people were killed, 49 per cent lower than in 2001, 23,122 were seriously injured (down 38 per cent) and 178,927 were slightly injured (down 34 per cent). Between 2001 and 2011 traffic grew by 3.2 per cent.
- Excluding suicides, in 2011/12 there were 66 fatalities on the National Rail network. This was 50 per cent higher than in 2010/11 when there were 44, but this number is in line with previous figures over the last decade. This increase was mainly due to a rise in the number of trespassers killed, 53 of whom were killed in 2011/12 following a large drop to 29 the year before. The remaining 13 fatalities were 4 passengers, 1 member of the workforce and 8 members of the public (excluding trespassers).
- Excluding attempted suicides, there were 419 major injuries in 2011/12 compared to 411 the previous year. This number has fallen by 17 per cent since 2001/02. Overall casualties rose by 4 per cent from 12,974 in 2010/11 to 13,466 in 2011/12. This is the second consecutive rise, following six consecutive years of falls. Passenger kilometres rose by 5 per cent from 2010/11 to 2011/12, and have risen by 47 per cent since 2001/02.

Detailed statistics can be found on the [Transport Statistics Great Britain Transport accidents and casualties](#) web page.

9. Vehicles

Number of licensed vehicles by tax class, 1950 to 2011 (Table TSGB0901)



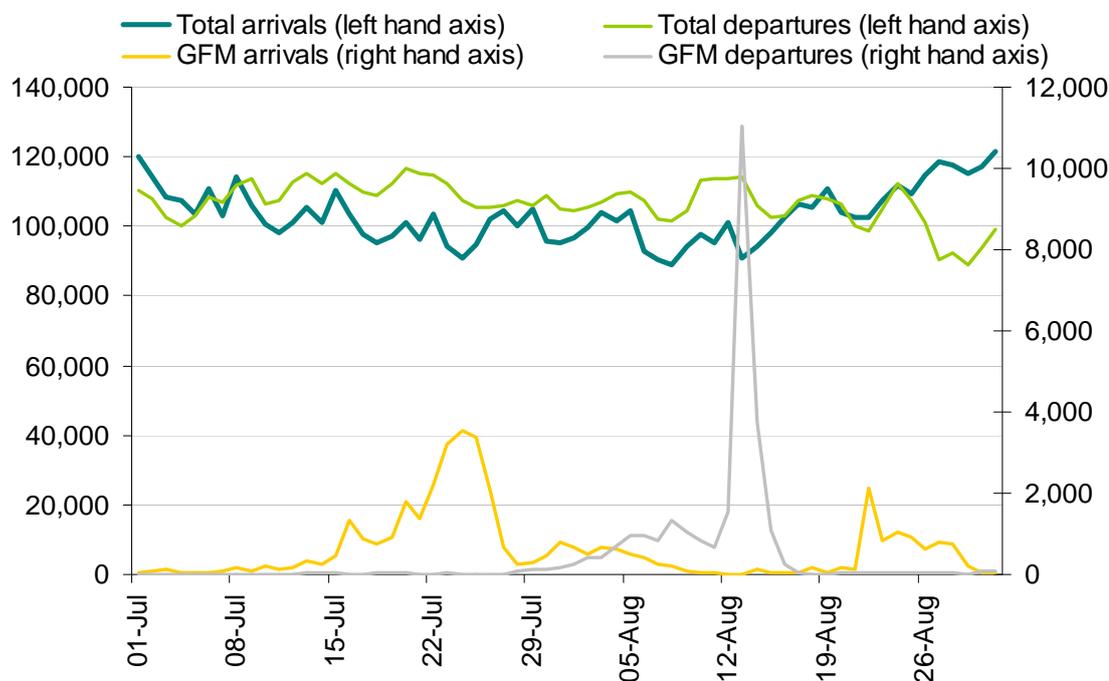
- The chart above shows that the number of licensed vehicles in Great Britain has increased from about 4 million in 1950 to over 34 million in 2011.

Detailed statistics can be found on the [Transport Statistics Great Britain Vehicles web page](#)

10. Spotlight on Transport Statistics during the London 2012 Olympic Games and Paralympics

- The number of sea passengers arriving and departing UK ports fell by 15 and 10 per cent in July and August respectively compared to the same period in 2011. The number of sailings was also seven per cent lower in July and August 2012 when compared to the previous year.
- The volume of passengers at UK airports reduced by 0.5 million (two per cent) and 0.3 million (one per cent) in July and August 2012 respectively compared to the same months in 2011. The number of Air Traffic Movements (ATMs) was also two per cent lower in July and September 2012 than in the previous year.

Daily arrivals and departures at Heathrow, total passengers and registered Games Family Members, July and August 2012



Source: Civil Aviation Authority

- Average speeds on locally managed 'A' roads in the six London host boroughs were 1.7mph slower during the Olympic Games than during a comparative period in 2011. Performance against profile for the Olympic Routes on the Highways Agency Strategic Route Network (SRN) was good throughout the Games, with overall journey speeds being recorded as just 0.5 per cent slower than expected.
- The number of rail journeys increased substantially during the Olympics and Paralympics, with the overall national impact estimated to be 21.2 million rail journeys more than would usually be seen at that time of year. Journeys in the London and South East accounted for the majority of this uplift (93 per cent) with long distance journeys accounting for a further five per cent.

Detailed statistics can be found on the [Transport Statistics Great Britain Olympics](#) web page