



## Modal Comparisons Summary



This section looks at the use people make of the different modes of transport when travelling to, from and within Great Britain from Transport Statistics Great Britain published on 13 December 2012.

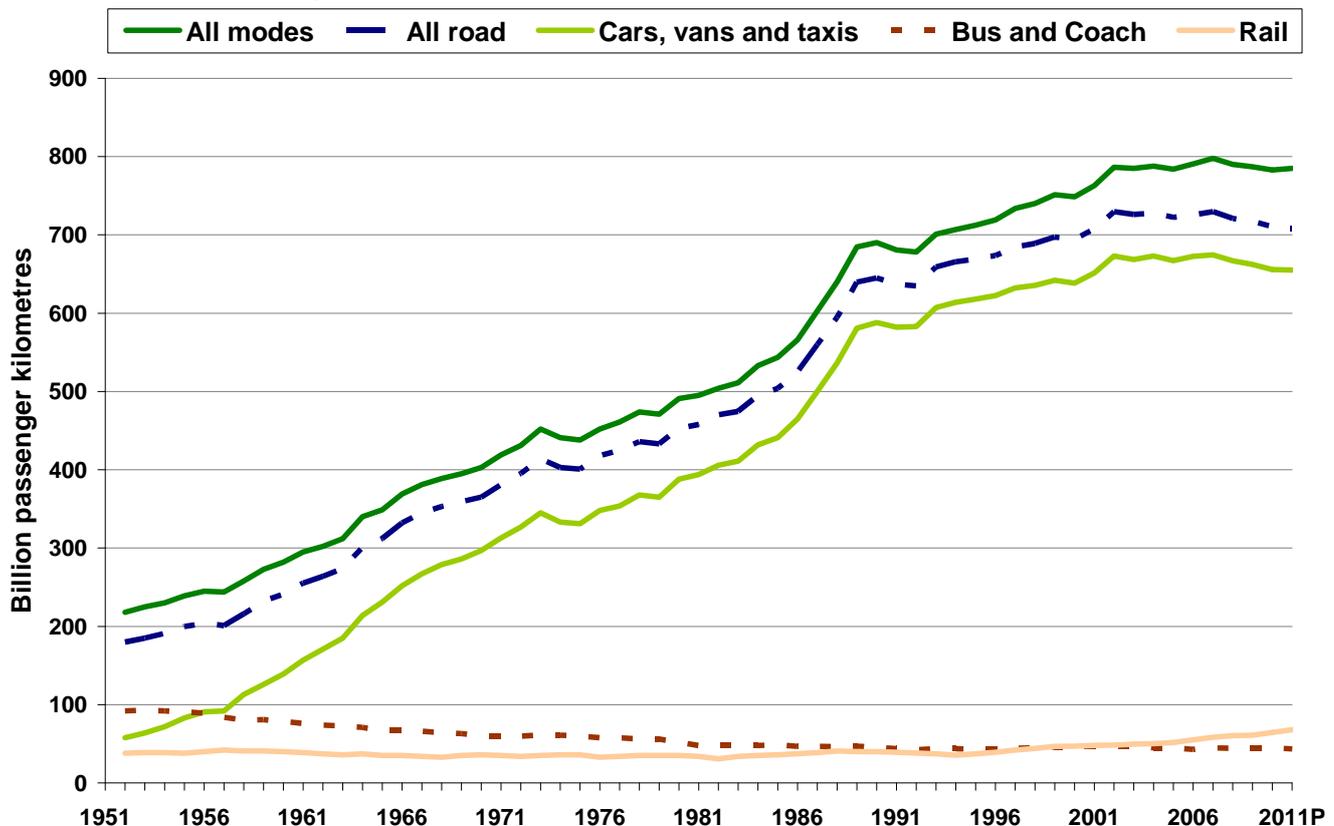
### Modal Comparisons includes:

- Passenger Transport including a range of tables on modes of travel, mileage travelled, journeys, casualty rates and overseas travel.
- Employment in transport and transport related industries.
- Household and Government expenditure on transport.
- General information on transport costs based on the Retail and Consumer Prices Indices

## Passenger Transport

### Passenger Transport by Mode: 1952 to 2011

(Web table TSGB0101)



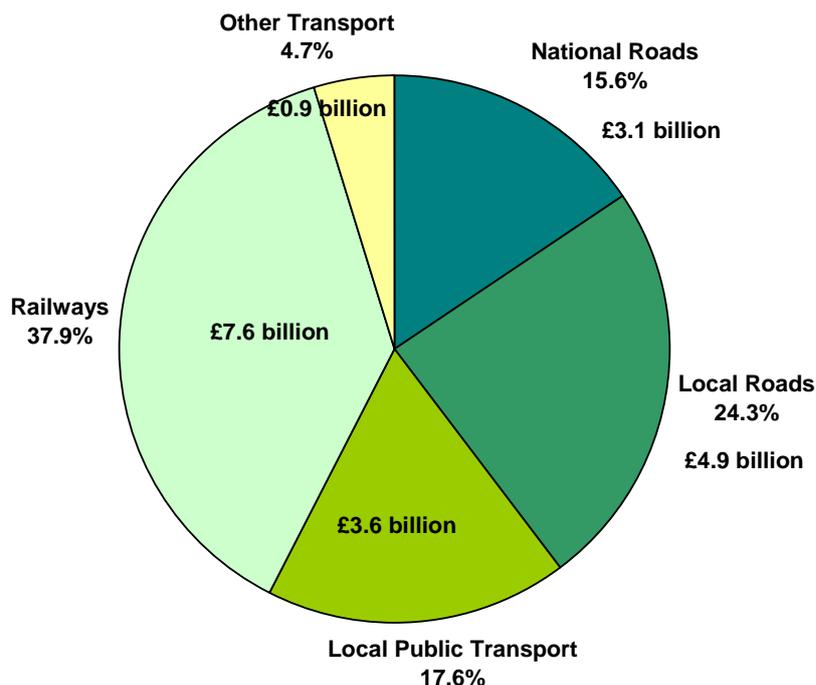
- Over the long term there has been an increase in the distance travelled by all modes driven mainly by an increase in the distance travelled by road, and in particular by cars, vans and taxis although there have been small falls since 2007.

- In addition, the proportion of travel by cars, vans and taxis rose from just over a quarter from 1952 to a peak of nearly ninety per cent in the early 1990s and has remained almost at those levels since then.

## Government Expenditure on Transport

### Breakdown of public sector expenditure on transport in the UK by mode in 2011/12

(Web tables TSGB0117 to TSGB0120)



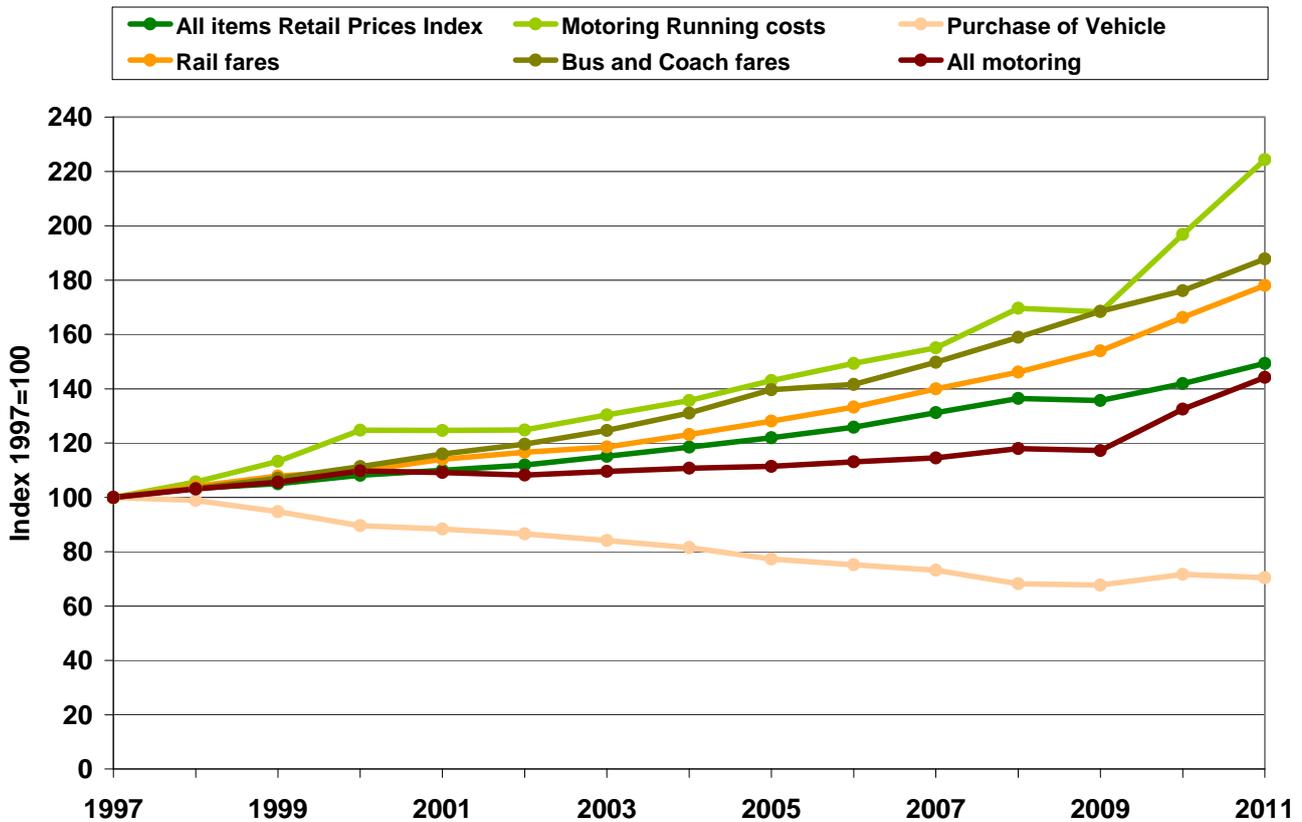
Source: HM Treasury

- Total public spending on transport in the United Kingdom, including capital spending by public corporations, in 2011/12 was £20.2 billion.
- Of this 38 per cent was on railways, including tubes, and 24 per cent on local roads. The spending on roads rises to 40 per cent when expenditure on both national and local roads is included.
- Of government expenditure attributed to Great Britain about 47 per cent is spent directly by central government (excluding grants to local government), 43 per cent by local government and 9 per cent by public corporations.

## General Indices

### Changes in the cost of living and in the cost of transport: 1997 to 2011

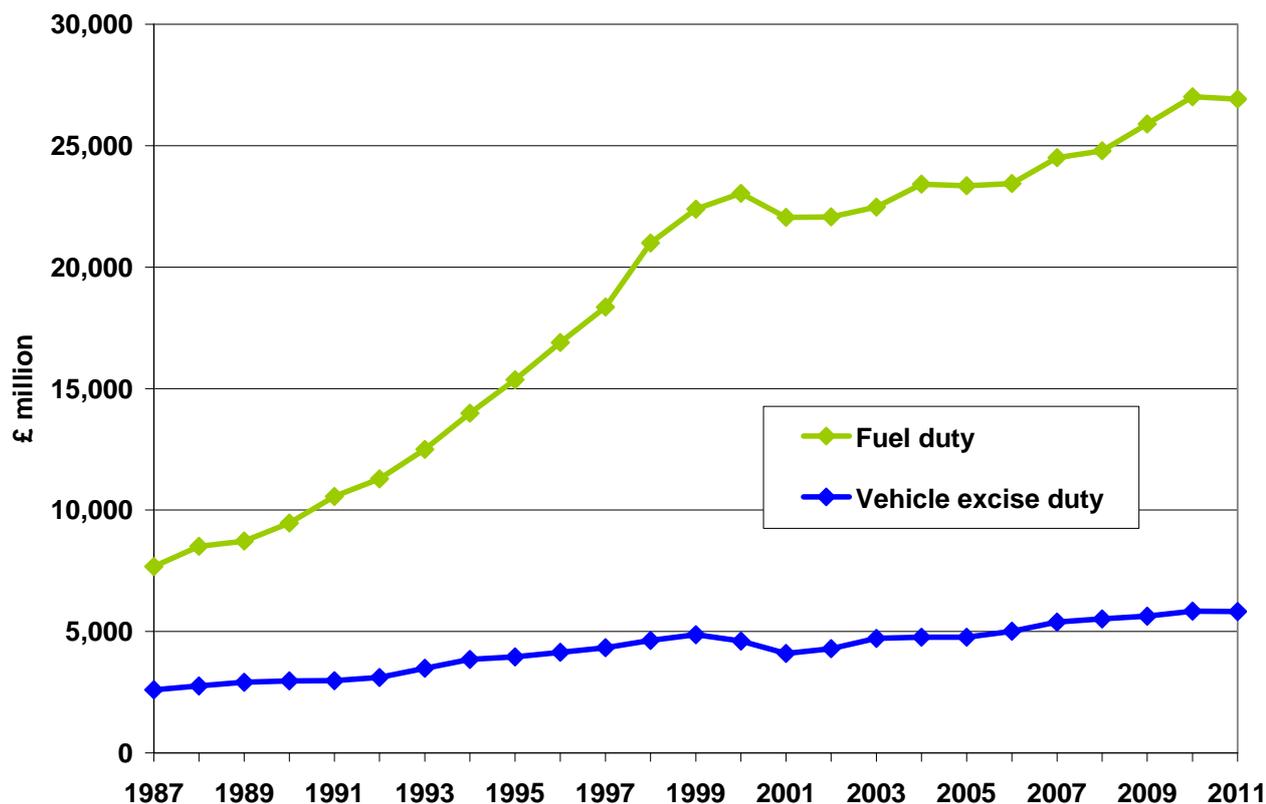
(Web tables TSGB0122, TSGB0123)



- The overall cost of motoring (including purchase, petrol & oil and tax & insurance) has risen more slowly than the increase in the cost of living as measured by the all items Retail Prices Index (RPI), although the gap has closed in 2011. However when the purchase of vehicle is removed, motoring running costs have risen faster than the RPI.
- Public transport fares have risen faster than the RPI.

## Government Revenues from Vehicle Excise Duty and Fuel Duty: 1987 to 2011

(Web table TSGB0125)



- Vehicle Excise Duty revenues have almost doubled between 1987 and 2011 whereas the increase in the revenue from fuel duty has more than tripled.
- As well as the £26.9 billion collected in fuel duty in 2011, there was an additional £5.4 billion collected in VAT on fuel duty.
- Over the same period the RPI has more than doubled.

Detailed statistics (tables and charts) on “modal comparisons” can be found on the Modal Comparisons chapter of the DfT [Transport Statistics Great Britain](#) web page.

### Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 1 - Modal Comparisons page](#).