People travel on average over 6,500 miles per year

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

32.8 million visits to the UK by overseas residents

The UK relies on shipping for about 95% of its imports and exports in terms of tonnage

1.4 million people employed in the GB Transport and Storage sector
Passenger Transport

Passenger kms by mode: Great Britain 1952 to 2013

- Long-term increase in distance travelled across most modes - mainly due to increased travel by cars, vans and taxis.
- Rail passenger miles have increased by 51% since 2001.
- Overall distance travelled has slowed in recent years and seen small falls since 2007.

Proportion of distance travelled, Great Britain 1952 and 2013

Further information: Statistical tables on passenger transport are available from TSBG0101 to TSBG0102

Personal Travel: 2013

Trips by main mode and purpose: England 2013

How we travelled: England 2013, Mode share of trips:

- 64% Car or van
- 3% Rail
- 22% Walk
- 7% Bus
- 2% Bicycle
- 2% Other transport

Further information: Statistical tables on personal travel are available from: TSBG0103 to TSBG0105. More detailed information can be found in the National Travel Survey.

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: TSBG0101-07
- Travelling to work: TSBG0108-12
- Overseas travel: TSBG0113-15
- Transport related employment: TSBG0116
Travelling to work in Great Britain: October to December 2013

Usual method of travel to work: Great Britain

- 68 per cent of people travel to work by car.
- 1 in 10 people walk to work.
- The average rail trip to work took one hour.
- The average walk to work took 14 minutes.

Average time taken to travel to work: Great Britain

- Rail
- Other modes
- Bus / coach
- Car
- Motorcycle
- Bicycle
- Walk
- All modes

Passenger Casualty rates

Fatalities per billion passenger kilometres by mode: 2004 - 2013 average

- 89 motorcyclists
- 29 pedestrians
- 27 pedal cyclists
- 2 car occupants
- 1 van occupant

Overseas Travel

Visits to and from the United Kingdom by mode: 2003-2013

- 32.8 million visits to the UK in 2013 by overseas residents

Further information:

- Statistical tables on travelling to work from the Office for National Statistics, Labour Force Survey are available from: TSGB0108 to TSGB0112
- Statistical tables on passenger casualty rates are available from TSGB0107
- Statistical tables on overseas travel are available from TSGB0113 to TSGB0115
Trends in air traffic at UK airports

- There were 228 million terminal passengers (arrivals and departures) at UK airports in 2013, an increase of 3.5% compared to 2012.
- This was the highest level since 2008 but still around 5% below the peak in 2007.

Share of air traffic at UK airports: 2013

- Heathrow is easily the largest airport in the UK, accounting for twice as many passengers and air transport movements (ATMs) as the next largest airport, Gatwick. East Midlands handles the most air freight after Heathrow.
- Despite capacity constraints, the number of passengers at Heathrow increased by 2 million (3%) in 2013.
- The 5 London airports combined accounted for 48% of ATMs, 61% of passengers and 78% of freight tonnes in 2013.

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

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 2013, 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

Mode of travel to selected UK airports: 2013

- Over half of terminating passengers at Stansted travelled to the airport by public transport in 2013, compared to 41% at Heathrow and 16% at Manchester.
- At Heathrow, a similar proportion of passengers travel by car and taxi.

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

Further information and detailed statistical tables: Aviation statistics
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Devi Mylvaganam
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UK greenhouse gas emissions: 2012

- In 2012, 21% of UK domestic greenhouse gas (GHG) emissions were from transport at 118MtCO₂e. Total net domestic emissions from all sources was at 575.4 MtCO₂e.

- Transport comprises 26% of total GHG emissions when both domestic and international emissions are included.

In 2012, emissions from international aviation have more than doubled since 1990. Air transport movements have increased by 72% over the same period.

Further information:
Statistical tables on total greenhouse gas emissions from transport are available from: ENV0201

UK transport greenhouse gas emissions by mode: 2012

- In 2012, road transport was the largest contributor to total transport GHG emissions (68%).

- Cars and taxis contributed the most of any transport mode (40%). Emissions from cars and taxis have declined by 11% since 1990.

*other consists mainly of shipping, rail, buses and coaches and motorcycles/mopeds.

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

International aviation’s share of transport emissions

1990 11%

2012 20%

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
New car fuel consumption, Great Britain

![Graph showing average new car fuel consumption from 2000 to 2013 for petrol and diesel cars.]

- There has been a long term decrease in new car fuel consumption due to more fuel efficient cars.
- In 2013, new diesel cars consumed approximately 5 litres of fuel/100km compared to around 6 litres for petrol cars.

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

- On average, most air pollutants have more than halved since 1990 (except particulate matter, which is measured by PM10 (less than 10 micrometres in diameter) and PM2.5 (less than 2.5 micrometres)).
- Sulphur dioxide emissions from transport decreased by 88% between 1990 and 2012.
- 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.

In 1990 transport made up 76% of total UK lead emissions. Due to the ban on the sale of leaded petrol in 1999 it accounted for only 3% in 2012.

Further information and detailed statistical tables: Energy and Environment statistics
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environment.stats@dft.gsi.gov.uk
Domestic freight

Domestic freight: goods moved, 2010

- 22 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

Proportion of freight goods moved by mode, 2010

Further information:
Statistical tables on domestic freight mode are available from TSGB0401

Road freight activity

GB registered vehicles operating in the UK, 2010

In 2010:
- 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 TSGB0404 - TSGB0433

Further information and detailed statistical tables: Road freight statistics
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Darren Williams
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EU-27 registered vehicles operating in the UK: 2010
31.5 million tonnes loaded and unloaded (similar to 2009)
In 2013, a total of 2.7 million goods vehicles travelled from GB to mainland Europe (+11% compared to 2012 and -7% on 2007 peak).

Of these good vehicles, 2 million were powered vehicles (+13% compared to 2012, +181% compared to 1990).

0.7 million were unaccompanied trailers (+5% compared to 2012 and +12% since 1990).

In 2013/14, 22.7 billion net tonne kilometres of freight were moved by rail (+5% on 2012/13)

In 2013/14, coal accounted for 36% of goods moved by rail and domestic intermodal commodities 27%
Port freight

- In 2013 4 out of every 5 tonnes of freight handled by UK ports were imported or exported.

UK port freight: 2013

503 million tonnes...

- Major ports handle 98% of total port traffic.
- Liquid bulk (40%) has been steadily declining due to large decreases in crude oil.
- Dry bulk (25%) has been steadily increasing largely due to increases seen in coal.

Further information:
Statistical tables on port freight are available from TSGB0501-TSGB0510

Shipping fleet

Top 10 nations: registered trading vessels

- In 2013 the top 10 nations held 77% of the total deadweight tonnage.
- The UK’s deadweight tonnage, excluding Crown Dependencies, decreased by 12%.
- The UK’s top 10 position relies heavily on the vessels registered to Crown Dependencies.

Further information: Statistical tables on shipping fleet are available from TSGB0513 – TSGB0515

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
Sea Passengers

- In 2013, there were 20.5 million international short sea passenger journeys to and from the UK...
- ...journeys to and from France accounted for 3 out of every 4 of these.

Cruise passengers

- In 2013, there were over 15 times more passengers starting or ending a cruise at UK ports than 30 years previously.

1983 1,906 thousand
124 thousand

Domestic passengers

- There were 43.3 million domestic passengers in 2013, around half were on river ferries.

<table>
<thead>
<tr>
<th>Number of passengers (millions)</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inter-Island</td>
<td>18.5</td>
</tr>
<tr>
<td>43%</td>
<td></td>
</tr>
<tr>
<td>River ferries</td>
<td>21.1</td>
</tr>
<tr>
<td>49%</td>
<td></td>
</tr>
<tr>
<td>Domestic sea crossings</td>
<td>3.6</td>
</tr>
<tr>
<td>8%</td>
<td></td>
</tr>
</tbody>
</table>

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

Seafarers

UK Seafarers active at sea, 2013

- The UK has an ageing seafarer population.
- Over 60% of certified officers are over 40.
- There are significantly more men than women in both the officer and ratings professions.

Further information: Statistical tables on Seafarers are available from TSGB0519

Further information and detailed statistical tables: Maritime

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Passenger journeys

- Rail passenger journeys have more than doubled since privatisation in 1994/95.
- In 2013/14 bus passenger journeys increased both inside and outside London.
- Light rail and underground passenger journeys were both at the highest levels ever recorded in 2013/14.

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

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:
- Rail: TSGB0601 (length of national railway), TSGB0603 (timetabled train kms)
- TSGB0606 (age of rolling stock), TSGB0608 (Channel Tunnel Traffic),
- Bus: TSGB0624 (public service vehicle stock), TSGB0619 (vehicle miles)
- Light rail: TSGB0615 (passenger carriages/tram cars), TSGB0613 (vehicle miles)
Buses account for the majority of passenger journeys but rail accounts for the majority of passenger kilometres.

Revenue and government support

Rail fares continue to increase at a rate greater than the cost of living (RPI) but bus and coach fares by less

- 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, TSGB1308 and RAI03.

Further data available on public transport:

There were 9.7 million concessionary travel pass holders in England, making an average of 104 trips a year in 2013/14.

Peak overcrowding in London: 3.1% 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.

4.1 taxis and private hire vehicles per 1000 people in England and Wales.

Further information: tables on concessionary travel, peak overcrowding and taxis and private hire vehicles are available from BUS0821, RAI0210 and TAXI01 respectively

Further information and detailed statistical tables: Public transport
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Buses, Light Rail & Taxis
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In 2013, all motor vehicle traffic in Great Britain was 303.7 billion vehicle miles, a slight increase on 2012. Traffic volumes have remained relatively stable since 2010.

Further data are available on Roads and Traffic, including:
- Road traffic: TSB0701-06
- Road lengths: TSB0708-0713
- Road construction & expenditure: TSB0717-0720
- Road traffic forecasts: TSB0707
- Road speeds: TSB0714-15
- Road congestion: TSB0721
Road lengths, condition and expenditure

The total length of road in Great Britain in 2013 was estimated to be 245.7 thousand miles.

In 2012/13 £6.4 billion was spent on roads in England.

Of this total £4.6 billion was spent on the construction and maintenance of local roads.

And £1.8 billion was spent on the construction and improvement of trunk roads.

The proportion of the Highways Agency’s trunk motorway network likely to require planned maintenance within one year was 2% in 2013.

This is down from 6% in 2004

Further info: RDC0201

Congestion on local authority managed ‘A’ roads, England

The average speed during the weekday morning peak (7:00-10:00) on local authority-managed ‘A’ roads in England was 24.3mph in the year ending September 2014, a 2.4% decrease on the year ending September 2013. Average speeds have continued to fall over the last two and a half years.

Further information: Statistics on local ‘A’ road congestion and on reliability on Highways Agency roads, are both available on the DfT website

Note: In this chapter, figures have been rounded where appropriate. Percentages are based on unrounded figures.
Road accidents and casualties

Fatality in reported road accidents and motor traffic, GB: 1960 - 2013

- The number of reported road fatalities decreased by 2 per cent to 1,713 in 2013 compared to 1,754 in 2012.
- This was the lowest figure since records began in 1926.
- Vehicle traffic levels however remained broadly stable with a 0.4 per cent increase between 2012 and 2013.

Killed or seriously injured (KSI) casualties on urban and rural roads by road user type, GB: 2013

- Pedestrians account for around a third of KSIs on urban roads, with car occupants, motorcyclists and pedal cyclists compromising a fifth each.
- In contrast, on rural roads car occupants are the majority of KSI casualties (53 per cent in 2013) with pedal cyclists and pedestrians accounting for around 10 per cent each.
- Deaths are disproportionately likely to occur on rural roads. In 2013 they carried 53 per cent of traffic but accounted for 62 per cent of road deaths. In contrast serious and slight injuries are more likely to occur on urban roads. The difference is likely to relate to higher average speeds on rural roads.

Further information:
Statistical tables on reported road casualties are available from: RAS30

Further data are available on reported road accidents and casualties, including:
- Total number of reported road accidents and casualties by severity: TSGB0801
- 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: TSGB0804
Rail accidents and casualties

- There were 315 fatalities in 2013/14 on the national rail network, the majority of which were suicides (89 per cent).
- Trespassers accounted for 7 per cent and fatalities at level crossings accounted for 3 per cent.
- Since 2005/06, only one passenger has been killed in a train accident.

![Fatalities and casualties (excluding suicides*)](image)

**Signals passed at danger (SPADs)**

- The number of signals passed at danger has fallen gradually over the last decade, from 374 reported incidents in 2003/04 to 298 in 2013/14.
- 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 63% 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
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Rail accidents and safety
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Licensed Vehicles
Licensed vehicles in Great Britain 1950 - 2013

- The number of licensed vehicles in Great Britain has increased in every year since 1950, except for 1991.
- 2013 saw the largest annual increase (1.6%) since 2007.

- At the end of 2013, there were 35.2 million licensed vehicles, of which 29.1 million were cars.

New registrations
Vehicles registered for the first time, GB 1951 - 2013

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

Further information:
Statistical tables on vehicle licensing are available from TSBG0901 to TGBS0907
Many more vehicle licensing statistics can be found in the Vehicles statistics series

Further data are available on Vehicles, including:
- Licensed vehicles, by tax class, body type, engine type and region: TSBG0901-07
- MoT and other roadworthiness testing statistics: TSBG0908-12
- Personal motoring: Household car availability, driving licence holding, driving tests and annual mileages: TSBG0913-17
MOT tests in 2013/14
MOT tests conducted: 28 million
Final pass rate: 71%

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

Private motoring

- The proportion of the population aged 17+ holding a full driving licence rose from 48% in 1975/6 to 73% in 2013.
- In 2013, 80% of men and 66% of women held a licence.

Vehicles per 100 persons:

<table>
<thead>
<tr>
<th>Year</th>
<th>1950</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>No car / van</td>
<td>8%</td>
<td>25%</td>
</tr>
<tr>
<td>One car / van</td>
<td>13%</td>
<td>43%</td>
</tr>
<tr>
<td>Two or more cars / vans</td>
<td>1%</td>
<td>32%</td>
</tr>
</tbody>
</table>

Households with access to a car or van:

- The proportion of households with access to a car or van rose from 14% in 1951 to 75% in 2013.
- There are more households with access to 2 or more cars than without any access at all.

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

Driving tests in 2013/14
Practical car tests taken: 1.4 million
Pass rate: 47%
• 22% of trips were made by walking. Both walking and cycling trips have declined since 1995/97, but the trend in cycling trips has been mixed since 2007

• The average distance people cycle in a year has increased since 2005. In 2013, the distance was 49 miles per year (8% greater than in 1995/97)

Further information on trips or distance travelled:
Average number of trips by main mode NTS0303
Average distance travelled by mode NTS0305
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

Bicycle ownership by age, England, 2011/13

43% of people in England (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 CT0015EW)
• Accessibility to key services by cycling or walking ACS0101
Percentage of adults cycling at least once per week in 2012/13
- England average 10%

Outside London:
- Cambridge, 49%
- Oxford, 34%
- 5 LAs, more than 20%
- 14 LAs, fewer than 5%

London:
- Highest: Richmond, 21%
- Lowest: Bexley, 3%

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 hardly changes.
- 2% aged 16-74 cycle to work.

Road accidents
Reported killed or seriously injured casualties (KSI): Great Britain

- Numbers of cyclists KSI declined steadily from the mid 1980s, but have increased slightly in recent years. In 2013, the number of pedestrians KSI was at a record low.
- The UK had 6.7 pedestrian deaths per million population in 2012 (ranks 9th in OECD)

Further information on road safety:
Vehicle accident numbers and rates by severity, GB 2002-2013 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
International comparisons of road deaths RAS52001

Further information and detailed statistical tables: Walking and Cycling
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Travel by people with mobility difficulties

- Overall 9% of adults in England reported having a mobility difficulty* in 2013; this proportion was much higher for older people (31% for 70+ year olds)

- Those reporting mobility difficulties make fewer trips on average, across all age groups. This is largely due to fewer trips as a car/van driver or by walking

- People with mobility difficulties make fewer commuting, education or leisure trips on average, partly reflecting the age profile

- The proportion of disabled people experiencing difficulties using public transport has been falling but increased in 2012 (Office for Disability Issues indicator)

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

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
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 2013.
- This is broadly the same as in the previous year, but 2.1% below the 2011 peak.
- 5% of the English population held a valid Blue Badge.

Blue badges held: England, annually from 1997

- There were 1.3 million vehicles in the disabled tax class at end 2013 (email Vehicles.stats@dft.gsi.gov.uk for further details).

Public transport: accessibility to disabled people

% fully accessible vehicles

- 83% Mar 2014
- 82% Mar 2005
- Table BUS0603

- 58% Mar 2013
- 54% Mar 2005
- Table TAXI0102

- 53% Nov 2014
- 31% Dec 2008
- railwayvehicleaccess@dft.gsi.gov.uk

Further information

Concessionary travel bus passes
BUS0820

Disabled Transport notes and definitions

Further information and detailed statistical tables: TSGB Transport and Disability

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Disabled parking badges
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Buses, taxis and concessionary travel
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The peak in expenditure on transport was £23 billion in 2009/10, three times the £7.3 billion in 1989/90.


Railway spending was the highest around £7 billion, accounting for 34% of total public expenditure on transport.

The second highest contributor to public expenditure was local roads at £5 billion.

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

Further information: Statistical tables on public sector expenditure on transport are available from: [TSGB1301 to TSGB1305]
The cost of transport and living

Retail Price Index, transport components: 1987 - 2013

- Rail fares
- Bus & Coach fares
- All items Retail Prices Index
- All motoring

Further information:
Statistical tables on the costs of living and the costs of Transport are available from:
TSGB1307 to TSGB1308

Government revenues: Vehicle excise and fuel duty

Duty on hydrocarbon oils and Vehicle excise duty: 1987 - 2013

Fuel duty revenue has tripled since 1987, generating £26.7bn in 2013 alone.
This was 1% lower than the high of £27 billion in 2010.

Vehicle excise duty generated £6.1bn in 2013.
This was more than twice as high as in 1987.

Further information and detailed statistical tables: Transport Expenditure

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