Transport Statistics Great Britain 2016
Modal Comparisons

Passenger transport TSGB0101-0102
Passenger kilometres by mode: Great Britain 1952 to 2015

- **793 billion** passenger kilometres - the highest volume ever recorded.
- **5 billion** passenger journeys on local bus services - 60% lower than 1950.
- **252 million** passenger journeys on light rail systems - the highest volume ever recorded.
- **20.5 million** passengers on domestic flights - a 3% rise since 2014.

Mode share TSGB0104-0105
How we travelled, mode share of trips: England 2015

Mode and purpose share TSGB0104
Trips by main mode and purpose: England 2015

Most modes are used for a mixture of purposes, however over half (56%) of all trips by rail are for commuting/business purposes.

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: TSGB0101-07
- Transport related employment: TSGB0116

More detailed information on personal travel can be found in the National Travel Survey.
Modal Comparisons

Travel to work TSGB0110-0111
Travel time (minutes) to work by region: Great Britain Oct to Dec 2015

People working in London have the longest average commute.

<table>
<thead>
<tr>
<th>Region</th>
<th>Travel Time (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>London</td>
<td>46</td>
</tr>
<tr>
<td></td>
<td>People working in London have the longest average commute.</td>
</tr>
</tbody>
</table>

Travel to work TSGB0111
Travel time to work by mode: Great Britain Oct to Dec 2015

The average rail commute.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Travel Time (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train</td>
<td>59</td>
</tr>
<tr>
<td>Car/van</td>
<td>68%</td>
</tr>
<tr>
<td>Walk</td>
<td>10%</td>
</tr>
<tr>
<td>Rail</td>
<td>10%</td>
</tr>
<tr>
<td>Bus</td>
<td>7%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
</tr>
</tbody>
</table>

Travel to work TSGB0108-0109
Travel to work mode share: Great Britain 2015

Car/van: 68%
Walk: 10%
Rail: 10%
Bus: 7%
Other: 5%

Overseas travel TSGB0113
Visits abroad by residents by mode: UK 2015

65.7 million visits abroad by UK residents in 2015 - almost double the 36.1 million visits to the UK by overseas residents.

Further data are available, including:
- Travel to work by region of residence/workplace and method of travel: TSGB0108-12
- Overseas travel - visits to and from the UK: TSGB0113-15
- Passenger casualty rates by mode of travel: TSGB0107

Further information and detailed statistical tables: Modal comparisons statistics

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Trends in air traffic

Trend in air traffic at UK airports: 1991 to 2015

- **251 million** terminal passengers (arrivals and departures) - an increase of 5% from 2014 and 5% above the former peak in 2007.

- **2.3 million** tonnes of freight handled in 2015 - a decrease of less than 1% compared to 2014.

- **2.1 million** air transport movements (ATMs) (landings and take-offs) -11% lower than the peak in 2007.

Traffic at UK airports

Traffic at UK airports: 2015

- Heathrow is the largest airport in the UK, accounting for almost twice as many passengers as the next largest airport, Gatwick.

- The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 61% of passengers, 50% of ATMs and 79% of freight.

- East Midlands handles the most air freight (13%) after Heathrow.

Further data are available on air traffic at UK airports, including:

- Activity at UK airports, including punctuality and passenger characteristics: TSGB0201
- Activity of UK airlines: TSGB0202
- Major airports and airlines worldwide: TSGB0203
In 2015, nearly three-quarters (74%) 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%) and then Germany, Italy and Ireland, each at approximately 6%.

Mode of travel

Over half of terminating passengers at Stansted travelled to the airport by public transport in 2015, compared to 41%-42% at Heathrow and Gatwick, 17% at Manchester and 29% at Luton.

Further data are available on passenger characteristics, including:

- International passenger movements at UK airports: TSGB0205
- Type of passenger at selected UK airports: TSGB0206
- Mode of transport to selected UK airports: TSGB0207
- Purpose of travel at selected UK airports: TSGB0208
- International passenger movements at UK airports: TSGB0209

Further information and detailed statistical tables: Aviation statistics
UK greenhouse gas emissions **TSGB0306**
Domestic emissions from all sectors: 2014

514.4 million tonnes of CO\textsubscript{2} equivalent (MtCO\textsubscript{2} e) is the total net domestic emissions from all sources.

23% of UK domestic greenhouse gas emissions were from transport, up from 15% in 1990.

93% of total domestic transport greenhouse gas emissions were from road transport.

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UK transport greenhouse gas emissions **TSGB0306**
Emissions by transport mode: 1990 to 2014

58% of domestic transport greenhouse gas emissions were from cars and taxis, similar to the 60% in 1990.

There was not much change in Heavy Goods Vehicle emissions from 1990 to 2014 whereas emissions from vans have increased from 10% in 1990 to 15% in 2014.

In 2014, emissions from international aviation have more than doubled since 1990. International air transport movements have increased by 82% over the same period.

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Further data are available on energy and environment including:

- Petroleum consumption by transport mode and fuel type: **TSGB0301**
- Energy consumption by transport mode: **TSGB0302**
- Petrol and diesel prices and duties per litre at April: **TSGB0305**
**UK air pollution emissions from transport**

Total transport emissions: 1990 to 2014

On average, most air pollutants have more than halved since 1990, except particulate matter.

Lead emissions from transport now account for 4% in 2014 due to the ban of leaded petrol in 1999.

Sulphur dioxide emissions from transport decreased by 90% between 1990 and 2014. This was largely due to the removal of sulphur from road fuel.

**Supply of biofuels to the UK**

Top 5 countries: 2014/15

UK supply was dominated by biofuels of UK origin (30%) in 2014/15.

France contributed 17% of total supply to the UK.

**Average new car fuel consumption**

2000 to 2015 % change

- Petrol: -32%
- Diesel: -28%

There has been a long term decrease in new car fuel consumption due to more fuel efficient cars.

Further data are available on biofuels including:

- Volume of fuels by fuel type: TSGB0311

Further information and detailed statistical tables: Energy and environment statistics

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Domestic Freight TSBG0401
Domestic freight, goods moved by mode: 1990 to 2015

201 billion
tonne kilometres of domestic freight was moved within the UK in 2015 of which ...

152 billion
tonne kilometres moved by road (76%)

18 billion
tonne kilometres moved by rail (9%)

31 billion
tonne kilometres moved by water (15%)

Percentages not comparable with TSBG0403

Top 3 freight commodities (by weight) transported by road TSBG0430
Proportions of goods lifted 2015

► 395 million tonnes of agriculture, forestry and raw material products (24%)
► 297 million tonnes of metal, mineral and chemical products (18%)
► 284 million tonnes of food including beverages & tobacco products (17%)

Domestic and international road freight activity TSBG0433
Goods lifted by GB registered HGVs: 2005 to 2015

Domestic goods lifted: 1,650 million tonnes (-6% since 2005)
International goods lifted: 7.7 million tonnes (-3% since 2005)

Further data are available on freight, including:
► Domestic freight by mode: TSBG0401-0403
► Domestic road freight activity: TSBG0404-0407 and TSBG0429-0433
► International road freight activity: TSBG0411-0421
► Rail freight activity: TSBG0422-0424
► Road goods vehicles travelling to mainland Europe: TSBG0434-0435
► Notes and definitions are available
In 2015, a total of 3.0 million goods vehicles travelled from Great Britain to mainland Europe (+3% compared to 2014 and +3% on the 2007 pre-recession peak).

Of these goods vehicles, 2.3 million were powered vehicles (+2% compared to 2014) and 0.7 million were unaccompanied trailers.

The proportion of vehicles registered to countries such as the UK, Netherlands, Germany and France have fallen as a number of countries have increased their share since joining the EU.

Goods vehicles registered to Poland has increased from 5% in 2005 to 21% in 2015. This is a larger share than any other country.

In 2015/16, 17.8 billion net tonne kilometres of freight were moved by rail (down 19.8% compared with 2014/15).

In 2015/16, domestic intermodal commodities accounted for the largest percentage share of goods moved by rail, at 36%.
**Port freight** TSGB0501
UK port freight tonnage: 2015

**Total traffic:**
497 million tonnes

- **Imports:** 249 mt
- **Exports:** 133 mt

The UK imports twice as much as it exports.

**Import** tonnage has decreased by 6% since 2014.

**Export** tonnage has remained stable since 2014.

**Domestic** tonnage has increased by 10% since 2014.

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**Port freight cargo types** TSGB0502
UK major port traffic by cargo type: 1995 to 2015 (million tonnes)

- **Bulk Freight**
  - 1995: 381.5
  - 2000: 298.4
  - 2015: 298.4

- **Unitised Traffic**
  - 1995: 105.8
  - 2000: 167.0
  - 2015: 167.0

- **Other general cargo**
  - 1995: 23.1
  - 2000: 20.3
  - 2015: 20.3

98% of all port traffic was handled by major ports. 2% is handled by minor ports.

**Bulk freight** (liquid and dry bulk cargo categories) fell to its lowest level in 2015, due to large decreases in coal and ores imports and exports, reflecting changes in steel production and a lower dependency on food imports.

**Unitised traffic** (Lo-Lo and Ro-Ro cargo categories) now accounts for one-third of all UK major port freight traffic. UK major ports have imported 1 million more trade vehicles in 2015 (2.9 million) than in 2000 (also exported 0.3 million more).

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**UK shipping fleet** TSGB0513-0515
UK shipping (million deadweight tonnes): 1997 to 2015

At the end of 2015, the UK registered trading fleet grew for the first time in four years, and is still five times the size it was at the end of 1999.

The UK remained the 19th largest trading fleet in the world. Panama, Liberia, the Marshall Islands, Hong Kong and Singapore account for leading shares (just over half) in world ship registration.

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Further data are available on maritime and shipping, including:

- **Port Freight**: TSGB0501-TSGB0510
- **UK Shipping fleet**: TSGB0513-TSGB0515
In 2015, there were 21.0 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.

The port of Dover handled 62% of all international short sea passengers.

In 2015, there were 41.7 million passengers travelling on domestic routes, Cairnryan - Belfast remained the most popular route with 1.1 million passengers.

There were 9 times more UK cruise passengers in 2015 than 20 years ago.

In 2015, 4 out of every 5 UK cruise passengers began or ended their cruise at Southampton.

All eleven UK bases were fully operational after January 2016. There were 1,680 civilian search and rescue helicopter taskings in the UK during the year to end March 2016.

In 2015, there were 23,380 UK seafarers active at sea - an increase of 2 per cent compared to 2014 (22,910).

There were 1,920 officer trainees active at sea in 2015 - a 90 per cent increase compared to 2002 (1,010).

Further data are available on Maritime and shipping, including:

- Sea Passengers: TSGB0501-TSGB0510
- Seafarers: TSGB0513-TSGB0515
- Accompanied Passenger Vehicles: TSGB0506-TSGB0507

Further information and detailed statistical tables: Maritime statistics

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Passenger journeys on public transport
Passenger journeys by mode (billion): Great Britain 1985/86 to 2015/16

5.04 billion local bus passenger journeys in Great Britain in 2015/16, 60% of all public transport journeys

▲ 57%
Increase in National Rail passenger journeys in Great Britain since 2005/06

257 million passenger journeys on light rail and tram systems in Great Britain, a record level since comparable records began in 1983

Passenger kilometres on public transport
Passenger kilometres by mode (billion): Great Britain 1985/86 to 2015/16

Growth in passenger kilometres for all public transport modes apart from buses, which have remained broadly flat.

Share of passenger journeys and kilometres by public transport mode
Percentage share of passenger journeys and kilometres by mode: 2015/16

Local bus and rail fares
Local bus fares in Great Britain in the 12 months to March 2016
Rail fares in Great Britain in the 12 months to January 2016

▲ 1.9% ▲ 0.7%

Further data are available for each of the public transport modes, including:

► National Rail: TSB0601-TSB0608
► Underground: TSB0609-TSB0610
► Light Rail & Trams: TSB0611-TSB0617
► Local Bus Services: TSB0618-TSB0624
► Taxis: TSB0628
Bus revenue has increased since 2004/05, net government support has fallen since 2009/10. For rail, passenger revenue has increased year-on-year while total government support remains steady.

### Local bus concessionary travel TSGB0627
**England 2015/16**
- 9.9 million older and disabled concessionary travel passes
- 0.97 billion older and disabled concessionary bus journeys
- 98 concessionary bus journeys per pass

### Passengers in excess of capacity (PiXC)¹
**TSGB0607**
**PiXC for London & SE operators**

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### Taxis and Private Hire Vehicles TSGB0628
**Taxis and PHVs by area (thousand): England 2015**

### Light rail passenger journeys TSGB0611
**Passenger journeys (million): England 2015/16**

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**Further information and detailed statistical tables:**
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In 2015, total motor vehicle traffic in Great Britain reached a new record level: 317 billion vehicle miles travelled.

Of the 317 billion vehicle miles travelled:

- **Cars & Taxis**: 248 billion vehicle miles, 1% increase from 2014
- **Other motor vehicles**: 17 billion vehicle miles, 4% increase from 2014
- **Buses & coaches**: 3 billion vehicle miles, 4% increase from 2014
- **Motorcycle**: 3 billion vehicle miles, 0% change from 2014

In 2015, lorry traffic saw the largest year-on-year increase since the 1980s.

Van traffic has grown faster than any other vehicle type since 2005.

Key definitions:
- **Major roads**: Motorways and ‘A’ roads
- **Minor roads**: ‘B’ and ‘C’ classified roads, and unclassified roads.
The average delay on local ‘A’ roads in England in 2015 was:

- **44.6 seconds per vehicle per mile**
- **5.4% increase on previous year**

Vehicle speed compliance [TSGB0714 TSGB0715]
Free flowing vehicles exceeding the speed limit on roads: Great Britain 2015

<table>
<thead>
<tr>
<th>Road Type</th>
<th>2011</th>
<th>2015</th>
<th>2011</th>
<th>2015</th>
<th>2011</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorways</td>
<td>49%</td>
<td>46%</td>
<td>49%</td>
<td>46%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>National speed limit single carriageways</td>
<td>9%</td>
<td>8%</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>30 mph roads</td>
<td>54%</td>
<td>52%</td>
<td>58%</td>
<td>56%</td>
<td>47%</td>
<td>44%</td>
</tr>
<tr>
<td>20 mph roads</td>
<td>..</td>
<td>84%</td>
<td>..</td>
<td>83%</td>
<td>..</td>
<td>73%</td>
</tr>
</tbody>
</table>

Since 2011, average free flow speeds for all vehicle types across each road type monitored have remained broadly stable. The percentage of vehicles exceeding the speed limit for each type of vehicle has generally declined for nearly all vehicle types and road types.

Further data are available on roads and traffic, including:
- Road traffic and lengths: TSGB0701-13
- Road speeds: TSGB0714-15
- Road congestion: TSGB0721
- Road construction and expenditure TSGB0717-0720

Further information and detailed statistical tables: Roads and traffic statistics
- Road traffic and speed compliance
  - 020 7944 3095
  - roadtraff.stats@dft.gsi.gov.uk
- Road length
  - 020 7944 5032
  - road.length@dft.gsi.gov.uk
- Road congestion and travel times
  - 020 7944 5383
  - congestion.stats@dft.gsi.gov.uk
- Road maintenance
  - 020 7944 5032
  - roadmaintenance.stats@dft.gsi.gov.uk
1,730 fatalities
3% lower than 2014. However this was not statistically significant.

22,144 seriously injured
3% lower than 2014.

162,315 slightly injured
4% lower than 2014.

317 billion vehicle miles
travelled by motor vehicles, 1.6% higher than 2014.

Further data are available on road accidents and casualties, including:
► Total number of reported road accidents and casualties by severity: TSGB0801
► Number of reported casualties by road user type: TSGB0802
► Reported accidents and accidents rates by road type: TSGB0803
► Breath tests and failures of drivers and riders in reported accidents: TSGB0804

More detailed information on reported road accidents can be found in the Reported Road Casualties: 2015.
Rail accidents and safety [TSGB0805-0807]

Fatalities on the national rail network: Great Britain 2001/02 to 2015/16

- 64.4 billion passenger kms 65% higher than in 2001/02.
- 252 suicides 31% higher than in 2001/02.
- 297 fatalities 9% higher than in 2001/02.
- 0 passengers killed in train accidents since 2007/08

National rail casualties by tvoe: Great Britain 2015/16

- Minor injuries 88%
- Major injuries 4%
- Shock / Trauma 7%
- Fatalities 2%

Total casualties: 14.4k

Signals passed at danger (SPADs) [TSGB0808]

SPADs on Network rail controlled infrastructure: Great Britain 2015/16

- 277 SPADs - 36% lower than the 433 in 2001/02.
- 72% of SPADs posed no significant risk compared with 31% in 2001/02.

Further data are available on rail accidents and casualties, including:
- Rail accidents and safety: TSGB0805-0807
- Signals passed at danger (SPADs) on Network Rail controlled infrastructure: TSGB0808

Further information are published by the Rail Safety and Standards Board.

Further information and detailed statistical tables: Accidents and casualties statistics

Road accidents and casualties

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Rail accidents and safety

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**Car driving tests** [TSGB0917]
Practical driving tests by gender: Great Britain 2015/16

- 1.5 million tests
- **47%** pass rate
- **44%** pass for men
- **51%** pass for women

**Full car driving licence holders** [TSGB0915]
Percentage holding a licence by age group: England

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Licence Holders</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-20 years</td>
<td>33</td>
</tr>
<tr>
<td>60-69 years</td>
<td>64</td>
</tr>
<tr>
<td>70+ years</td>
<td>81</td>
</tr>
</tbody>
</table>

**Household car availability** [TSGB0914]
Households with access to a car or van by rural/urban classifications: England 2014/15

**Road vehicle testing scheme (MOT)** [TSGB0908]
MOT pass rate by body type: Great Britain 2015/16

- **29.6 million** MOT tests
- **72%** Pass rate
- **89%** Motorcycle pass rate
- **72%** Car pass rate
- **63%** Van pass rate

**Licensed cars** [TSGB0906]
Cars per thousand head of population: Great Britain 2015/16

- **581** cars per thousand head of population, GB average

Further data are available on vehicles, including:
- Licensed vehicles: [TSGB0901-07]
- Road vehicle testing schemes: [TSGB0908-12]
- Car availability, drivers and use: [TSGB0913-17]

Further information and detailed statistical tables: Vehicles statistics

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- National Travel Survey
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22% of trips were made by walking in 2015

Walking and cycling trips have declined since 1995/97. The trend in cycling has been mixed since 2007.

184 miles

The average distance a person walked in 2015. This is the distance from London to Manchester.

53 miles

The average distance people cycled in 2015. This was 16% greater than in 1995/97.

42% of people in England aged 5 and over owned a bicycle over the years 2013-2015.

Further data are available on walking and cycling, including:

- Average trips and distance by age, gender and main mode, England: TSGB1107, TSGB1113
- Where people cycled, England: TSGB1104
- Walking and cycling by frequency, England: TSGB1111, TSGB1112
- Walking for recreational and utility purposes, England: TSGB1112
- Cycling for recreational and utility purposes, England: TSGB1111
- Accessibility to key services by cycling or walking, England: TSGB1118
15% of adults in England cycled at least once a month in 2014/15.

17% of adults in the East of England, South West and South East cycled at least once a month.

58% of adults in Cambridge cycled at least once a month - the highest rate in the country.

3,339 pedal cycle KSI
This was a 5% fall on the 2014 figure.

100 pedal cycle deaths
The number of deaths has remained between 100 and 118 since 2008.

5,348 pedestrian KSI
in reported road traffic accidents.
This was a decrease of 3% on the 2014 figure. 22% of all KSIs were pedestrians and 14%

Further data are available on pedestrian and pedal cyclist road accidents, including:
- Vehicle accident numbers and rates by severity, GB: TSBG1119
- Perception of roads being too dangerous to cycle on, GB: TSBG1120
- International comparisons of road deaths, UK: TSBG1121

Further information and detailed statistical tables: Walking and cycling statistics

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Travel by people with mobility difficulties

9% of adults reported having a mobility difficulty* in England in 2015.

38% fewer trips by individuals aged 16 and over with mobility difficulties.

474 trips per person per year were taken by those aged 70 and over with mobility difficulties - nearly half the number of trips undertaken by those with no mobility disability.

Travel by mobility status and main mode

A similar proportion of people with and without mobility difficulties use the car for trips. However, people with mobility difficulties do a higher proportion of car trips as a passenger.

Public transport: accessibility to disabled people

% fully accessible vehicles: England March 2015

Further data are available on transport and disability, including:

- Travel by people with mobility difficulties (National Travel Survey): TSGB1201-3
- Disability accessible buses and taxis: TSGB1206 (buses) and TSGB1207 (taxis)
- List of rail vehicles built or refurbished to modern accessibility standards
Disabled parking badges (Blue Badges) **TSGB1204**

Blue badges held: England annually since 1997

- **2.38 million** Blue Badges held in England in 2016
- **0.7%** decrease in the number of Blue Badges since 2015

**1.3 million** vehicles in the disabled tax class at the end of 2014 (email vehicles.stats@df.gsi.gov.uk for further details)

Blue Badges as proportion of the population **TSGB1205, TSGB1209**

- **4.3%** of population held a Blue Badge in 2016

Concessionary disabled bus passes **TSGB1208**

- **912,000** concessionary disabled bus passes issued in England in 2015/16

Further data are available on transport and disability, including:

- Disabled parking badges, England: **TSGB1204** (number), **TSGB1205** (per head) and **TSGB1209** (by local authority)
- Disabled concessionary bus passes issued, England: **TSGB1208**

Further information and detailed statistical tables: Transport and disability statistics

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**Local Transport Statistics**
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Transport Statistics Great Britain 2016
Transport Expenditure

UK public expenditure on transport **TSGB1301**
Transport expenditure: 1989-90 to 2015-16

- **£29.2 billion** spent on public transport expenditure in 2015-16. Includes National Rail for the first time.
- **£7.2 billion** increase on 2014-15, mainly due to National Rail being included (33%).
- 8% increase on 2014-15 excluding rail (£1.0 billion).

UK public expenditure on transport **TSGB1303**
Expenditure by transport function: 2015-16

- **£15 billion** spending on railways in 2015-16, accounting for 52% of total public expenditure on transport.
- **£5 billion** spending on local roads in 2015-16, accounting for 19% of total public expenditure on transport.

Further data are available on transport expenditure, including:
- Public expenditure on transport by country and spending authority: **TSGB1302**
- Total UK public corporation capital expenditure on transport: **TSGB1304**
- Public expenditure on specific transport areas: **TSGB1305**
The cost of travel has risen faster than the cost of living since 1997.

Increases in the cost of travelling by different surface modes are similar.

**Transport taxes TSBG1310**

Fuel duty and vehicle excise duty: 1987 to 2015

- Fuel duty revenue more than tripled between 1987 and 2010 but has remained around £27 billion since then.
- Vehicle excise duty generated around £6 billion in 2015, down 1% from 2014.

Further data are available on transport expenditure, including:

- Household expenditure on transport: TSBG1306
- Road taxation revenue: TSBG1310

Further information and detailed statistical tables: Transport expenditure statistics

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