

# Transport Statistics Great Britain 2006 Edition



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# Contents

	Page		Page
<b>Transport Statistics Contacts</b>	<b>2</b>	<b>Section 6 - Public transport</b>	<b>97</b>
		Notes and Definitions	
<b>Introduction</b>	<b>3</b>	Tables	
<b>Symbols and conventions</b>	<b>4</b>	<b>Section 7 - Roads and traffic</b>	<b>113</b>
		Notes and Definitions	
<b>List of tables and charts</b>	<b>5</b>	Tables	
<b>Section 1 - Modal comparisons</b>	<b>9</b>	<b>Section 8 - Transport accidents and casualties</b>	<b>135</b>
Notes and Definitions		Notes and Definitions	
Tables		Tables	
<b>Section 2 - Aviation</b>	<b>31</b>	<b>Section 9 - Vehicles</b>	<b>147</b>
Notes and Definitions		Notes and Definitions	
Tables		Tables	
<b>Section 3 - Energy and the environment</b>	<b>47</b>	<b>Section 10 - International comparisons</b>	<b>165</b>
Notes and Definitions		Notes and Definitions	
Tables		Tables	
<b>Section 4 - Freight</b>	<b>59</b>	<b>List of Abbreviations</b>	<b>179</b>
Notes and Definitions			
Tables		<b>Index</b>	<b>181</b>
<b>Section 5 - Maritime</b>	<b>73</b>	<b>Transport Statistics Liaison Group</b>	<b>188</b>
Notes and Definitions			
Tables		<b>Transport Statistics Users Group</b>	<b>Inside Back Cover</b>

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## Introduction

Welcome to the 32<sup>nd</sup> edition of *Transport Statistics Great Britain*.

*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.

All individual tables that make up TSGB are on the web-site in both PDF and EXCEL format, enabling users to manipulate the information to produce further tables or charts. The whole document is available as a PDF file (chapter by chapter) in a separate theme dedicated to TSGB (<http://www.dft.gov.uk/transtat/tsgb>).

The web-site also contains a great deal of other published statistical material, including (in PDF format) all of the recent bulletins produced by Transport Statistics. It also includes a list of forthcoming publications, their publication dates and a number of links to other useful (transport related) web-sites. In many cases, the bulletins produced during the course of the year provide the first release of data and these are subsequently consolidated into the TSGB tables.

I hope you find this publication useful and interesting. Any comments you may have on the contents and presentation would be welcome. Please send these to the address below or E-mail to [publicationgeneral.enq@dft.gov.uk](mailto:publicationgeneral.enq@dft.gov.uk)

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# Symbols and conventions

Unless otherwise stated, all tables refer to **Great Britain**.

**Metric units** are generally used.

<b>Conversion factors:</b>	1 kilometre	= 0.6214 mile
	1 tonne	= 0.9842 ton
	1 tonne-km	= 0.6116 ton-mile
	1 billion	= 1,000 million
	1 Gallon	= 4.546 litres
	1 litre	= 0.220 gallons

**Rounding of figures.** In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

**Symbols.** The symbols to the right have been used throughout.

..	= not available
.	= not applicable
-	= Negligible (less than half the final digit shown)
0	= Nil
*	= Sample size too small for reliable estimates.
<i>ow</i>	= of which
{	= subsequent data is disaggregated
}	= subsequent data is aggregated
	= break in the series
P	= provisional data
F	= forecast expenditure
e	= estimated outturn
n.e.s.	= not elsewhere specified
R	= Revised data



All statistics in this publication are National Statistics unless indicated otherwise on each table.

## List of tables and charts

### Section 1 - Modal comparisons

#### **Passenger transport**

- 1.1 14 Passenger transport: by mode
- 1.2 15 Passenger journeys on public transport vehicles
- 1.3 16 Average distance travelled per person per year by mode of travel
- 1.4 16 Trips per person per year by main mode and purpose
- 1.5 17 Trip distance per person per year by main mode and purpose
- 1.6 17 People entering central London during the morning peak
- 1.7 18 Passenger casualty rates by mode
- 1.8 19 Main mode of transport to work by Government Office Region of workplace and mean time taken
- 1.9 20 Time taken to travel to work by Government Office Region of workplace

#### **Overseas passenger travel**

- 1.10 21 Overseas travel: visits to and from the United Kingdom
- 1.11 21 Overseas travel by air: visits to and from the United Kingdom: by area and purpose
- 1.12 22 Overseas travel by sea: visits to and from the United Kingdom by area, purpose and type of vehicle on board

#### **Expenditure on transport**

- 1.13 23 Household expenditure on transport: United Kingdom
- 1.14 24 Investment in transport
- 1.15 25 Central and local government expenditure on transport

#### **Employment in transport**

- 1.16 27 People in employment in transport related occupations
- 1.17 27 Employee jobs in transport and related industries
- 1.18 28 Employee jobs in transport and related industries by sex and employment status

#### **Financial information**

- 1.19 28 Retail Price Index: transport components:
- 1.20 29 Gross domestic product and Retail Prices Index deflators

### Section 2 - Aviation

- 2.1 34 Activity at civil aerodromes: United Kingdom:
- 2.2 35 Traffic at United Kingdom airports: by type of service and operator
- 2.3 37 Punctuality at United Kingdom airports: percentage of flights on time (within 15 minutes)
- 2.4 38 Main outputs of United Kingdom airlines: by type of service
- 2.5 39 Forecasts of Air traffic demand
- 2.6 40 United Kingdom airline fleet
- 2.7 41 Activity at major airports

**Note:** *Page numbers are given in italics after the table number.*

- 2.8 42 United Kingdom international passenger movements by air: arrivals plus departures: by country of embarkation or landing
- 2.9 43 Casualties caused by aviation accidents:
- 2.10 44 Aircraft proximity (Airprox): number of incidents
- 2.11 45 Employment by United Kingdom airlines worldwide
- 2.12 45 Passenger traffic via major international airlines
- 2.13 46 Major Airports in Great Britain (map)

### Section 3 - Energy and the environment

#### **Consumption and prices**

- 3.1 52 Petroleum consumption: by transport mode and fuel type: United Kingdom
- 3.2 52 Energy consumption: by transport mode and source of energy: United Kingdom
- 3.3 53 Petrol and diesel prices and duties per litre
- 3.4 53 Average fuel consumption of cars: by age of car and type of fuel
- 3.5 54 Average new car fuel consumption: (chart)

#### **Emissions**

- 3.6 54 Emissions for road vehicles in urban conditions
- 3.7 55 Forecast of United Kingdom Carbon Dioxide emissions
- 3.8 55 Carbon dioxide emissions in the United Kingdom
- 3.9 56 Pollutant emissions from transport and other end users in the United Kingdom

#### **Aircraft noise**

- 3.10 58 Aircraft noise: population affected by noise around airports

### Section 4 - Freight

- 4.1 62 Domestic freight transport: by mode
- 4.2 63 Domestic freight moved by commodity
- 4.3 64 Domestic freight transport by mode
- 4.4 65 Freight transport by road: goods moved by goods vehicles over 3.5 tonnes
- 4.5 66 Freight transport by road: goods lifted by goods vehicles over 3.5 tonnes
- 4.6 67 Freight transport by road: length of haul by goods vehicles over 3.5 tonnes

#### **International road haulage**

- 4.7 68 International road haulage by United Kingdom registered powered vehicles over 3.5 tonnes gross vehicle weight: goods carried: by country of loading or unloading
- 4.8 69 International road haulage by United Kingdom registered powered vehicles over 3.5 tonnes gross weight: by type of transport and commodity
- 4.9 70 Bilateral traffic between the United Kingdom and

European Union countries in vehicles registered in the United Kingdom and the corresponding European Union country

4.10 70 National railways: freight

#### **Roll-on/Roll-off ferry traffic**

4.11 71 Roll-on/roll-off ferry and Channel Tunnel traffic: road goods vehicles outward to mainland Europe: by country of registration

4.12 72 Roll-on/roll-off ferry and Channel Tunnel traffic: road goods vehicles outward to mainland Europe

### **Section 5 - Maritime**

#### **Ports**

5.1 76 All ports of Great Britain, foreign, coastwise and one-port traffic

5.2 77 UK ports: foreign, coastwise and one-port traffic

5.3 79 UK ports: foreign and domestic traffic by port group

5.4 81 UK ports: foreign and domestic unitised traffic

5.5 82 UK ports: foreign and domestic main freight units by port group

#### **Accompanied passenger vehicles**

5.6 84 UK ports: accompanied passenger vehicles Foreign and coastwise routes

5.7 85 UK ports: accompanied passenger vehicles by port - Foreign and coastwise routes

#### **Domestic waterborne freight transport**

5.8 86 Waterborne transport within the United Kingdom

5.9 87 United Kingdom principal ports and port groups, rivers and other inland waterway routes used for freight (map)

5.10 88 Traffic on major rivers and other inland waterway routes

#### **Sea passengers**

5.11 89 United Kingdom international sea passenger movements: by country of embarkation or landing

5.12 90 United Kingdom international sea passenger movements: by seaport group

#### **Shipping**

5.13 91 United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over: summary of tonnage by type

5.14 92 Shipping: United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over: summary of tonnage by type of vessel

5.15 93 Shipping: United Kingdom owned trading vessels of 500 gross tons and over: summary of tonnage: by type of vessel

5.16 94 United Kingdom shipping industry: international revenue and expenditure

#### **Safety at sea**

5.17 95 Marine accident casualties

5.18 96 HM coastguard statistics: search and rescue operations

### **Section 6 - Public Transport**

#### **National rail**

6.1 102 Rail: length of national rail route, and passenger travel by national rail and London Underground

6.2 104 Railway systems summary

6.3 106 National railways: receipts

6.4 106 Passenger kilometres on national railways

6.5 106 National railways: route & stations open for traffic at end of year

6.6 106 National railways: passenger charter punctuality and reliability

6.7 107 London Underground

6.8 107 Channel Tunnel: traffic to and from Europe

6.9 108 Bus and coach services: vehicle kilometres

6.10 108 Bus and coach services: vehicle stock

6.11 109 Bus and coach services: passenger receipts (Including concessionary fare reimbursement)

6.12 109 Bus and coach services: staff employed

6.13 109 Local bus services: passenger journeys by area

6.14 110 Local bus services: Local authority support by area

6.15 110 Local bus services: fare indices by area

6.16 111 Local bus services: operating costs per vehicle kilometre

6.17 111 Taxis: vehicles, drivers and fares: England and Wales

### **Section 7 - Roads and traffic**

#### **Road traffic**

7.1 118 Road traffic by type of vehicle

7.2 119 Road traffic: by type of vehicle

7.3 119 Motor vehicle traffic: by road class

7.4 120 Road traffic: by type of vehicle and class of road

7.5 120 Forecasts of road traffic in England & vehicles in GB (illustrating the impact of *The Ten Year Plan*): 2010

#### **Road lengths**

7.6 121 Road lengths: Great Britain

#### **Motorway network**

7.7 122 Motorway and Trunk road network of England, Scotland and Wales (map)

#### **Road network**

7.8 123 Public road length: by road type

7.9 124 Public road length: by class of road and country

#### **Traffic speeds**

7.10 125 Vehicle speeds on non-urban roads by road type and vehicle type

7.11 126 Vehicle speeds on urban roads by speed limit and vehicle type

7.12 127 Average traffic speeds in London

#### **Expenditure on roads**

7.13 128 Regional expenditure on roads

7.14 128 Road construction tender price index

7.15 129 Road taxation revenue classified by

- vehicle taxation group
- 7.16 129 New road construction & improvement: motorway and trunk roads: England
- 7.17 130 Defects index of road condition: England and Wales (chart)
- 7.18 131 Percentage contribution of defects to defect index: England and Wales (chart)
- 7.19 132 Footways condition: England and Wales (chart)
- 7.20 133 Percentage of verge area and kerb lengths affected by deterioration: England and Wales (chart)

## **Section 8 - Transport accidents and casualties**

### **Road Accidents**

- 8.1 138 Road accidents and casualties
- 8.2 139 Road accident casualties by road user type and severity
- 8.3 140 Road accidents and accident rates: by road class and severity
- 8.4 141 Casualties by hour of day (chart) weekdays and weekends
- 8.5 141 Road accidents: breath tests performed on car drivers and motorcycle riders involved in injury accidents: Great Britain

### **Motor vehicle offences**

- 8.6 142 Motor vehicle offences: drinking and driving: summary of breath tests and blood or urine tests: England and Wales
- 8.7 142 Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings: by type of offence: England and Wales
- 8.8 143 Collation of motor insurance figures

### **Railway accidents**

- 8.9 144 Railway accidents: casualties: by type of accident
- 8.10 145 Railway movement accidents: passenger casualties and casualty rates
- 8.11 146 Railway accidents: train accidents

## **Section 9 - Vehicles**

- 9.1 152 Motor vehicles currently licensed
- 9.2 153 Motor vehicles registered for the first time
- 9.3 154 Motor vehicles currently licensed at end of year: by type of vehicle
- 9.4 154 Motor vehicles currently licensed by method of propulsion
- 9.5 155 Body type cars currently licensed: by Government Office Region

### **Goods vehicles**

- 9.6 155 Goods vehicles over 3.5 tonnes currently licensed
- 9.7 156 Goods vehicles over 3.5 tonnes currently licensed at end of year
- 9.8 156 Goods vehicles over 3.5 tonnes gross weight: by axle configuration
- 9.9 157 Trailer tests by axle type

### **Vehicle safety**

- 9.10 157 Road vehicle testing scheme (MOT): test results
- 9.11 158 Road passenger service vehicle testing scheme (MOT)
- 9.12 158 Goods vehicles over 3.5 tonnes testing scheme (MOT)
- 9.13 159 Road vehicle testing scheme (MOT): percentage of vehicles failing: by type of defect:

### **Private motoring**

- 9.14 160 Households with regular use of car(s)
- 9.15 161 Private motoring: households with regular use of cars
- 9.16 162 Private motoring: full car driving licence holders
- 9.17 163 Annual mileage of cars by type of car and trip purpose
- 9.18 163 Private motoring: driving tests

## **Section 10 - International comparisons**

- 10.1 167 General statistics
- 10.2 168 Road and rail infrastructure
- 10.3 169 Road vehicles by type: at end of year:
- 10.4 170 Road traffic on national territory
- 10.5 171 Freight moved by mode on national territory
- 10.6 172 Passenger transport by national vehicles on national territory
- 10.7 173 Road deaths: OECD 30 day standard
- 10.8 174 Petrol and diesel in the European Community: current retail prices
- 10.9 176 Principal trading fleets by type of vessel and flag at mid-year
- 10.10 177 Selected outputs of airlines
- 10.11 178 Carbon dioxide emissions from transport by sources

*Transport Statistics Great Britain* has been compiled by staff at DfT with contributions from the Scottish Executive, the Welsh Assembly and other Government Departments. Thanks go to those individuals and businesses who provided data for analysis in the tables.

Transport Statistics are able to provide considerably more statistics than those included in this annual compendium. Many of these are published separately in more specialised publications – these are listed on the inside front cover, (as well as being available via the DfT Internet site at: [www.dft.gov.uk/transtat](http://www.dft.gov.uk/transtat)). A great number of unpublished material is available on request, as is a service (subject to availability of resources) providing customised analyses for clients. Potential customers should note that we do charge for these services and there are strict guidelines for maintaining confidentiality. Information can be supplied in paper, CD-ROM, diskette or via e-mail. Contact points for further details are shown at the bottom of each table.



# 1 Modal Comparisons:

## Notes and Definitions

### Passenger transport: 1.1

*Buses and coaches:* Passenger kilometres are derived from other survey data such as receipts, vehicle kilometres and patronage. Changes are estimated by deflating passenger receipts by the most appropriate price indices available. Because this proxy method has to be used, the series gives only a broad guide to trends.

*Cars, vans, taxis, motor cycles and pedal cycles:*

Estimates for cars (which include taxis), motorcycles (which include mopeds and scooters), and pedal cycles are derived from the traffic series (vehicle kilometres) shown in Table 7.2 and average occupancy rates (persons per vehicle) from the National Travel Survey (NTS).

From the 2005 survey, NTS data has been weighted for the first time, and weights have now been applied to data from 1996 in this table. Results published here for 1996 onwards may differ slightly from previously published figures which were based on unweighted occupancy rates. As data prior to 1996 has not been weighted, this produces a discontinuity in the data. This does not affect the underlying rate of growth. Because of changes in methodology figures for the road traffic estimates, figures for 1993 have been shown calculated on the new and the old basis.

In 2004, the occupancy rates were 1.64 for cars and taxis and 1.08 for motorcycles. Estimates for personal use of light vans are derived from the NTS.

*Rail:* Rail figures include National Rail, London Underground, Glasgow Underground, public metro and light rail systems (see Table 6.2 for further details).

*Air:* The figures are revenue passenger kilometres on scheduled and non-scheduled services. They exclude air taxi services, private flying and passengers paying less than 25 per cent of the full fare on scheduled and non-scheduled services.

*All modes:* Figures exclude travel by water within the United Kingdom (including the Channel Islands).

### Passenger journeys on public transport: 1.2

The data in this table is derived from – Bus: Returns from operators to DfT; Rail: **Office of the Rail Regulator**; London Underground: Transport for London; light rail and trams: operators; Air: Civil Aviation Authority.

### Personal travel: 1.3, 1.4 and 1.5

These tables present some basic information from the National Travel Survey (NTS). The NTS records personal travel by residents of Great Britain along the public highway in Great Britain. It records the number of trips (a one-way course of travel for a single main purpose) and the distance travelled. All modes of transport are covered, including walking more than 50 yards. Excluded from the sample are foreign visitors and people living in communal establishments (eg students in halls of residence). Both of these groups are likely to make a large number of public transport trips.

In Tables 1.4 and 1.5, escort trips are those where the traveller has no purpose of his/her own, other than to escort or accompany another person, e.g. take a child to school.

From the 2005 survey, NTS data has been weighted for the first time, and weights have now been applied to data from 1995. Results published here for 1995 onwards may differ from previously published figures which were based on unweighted data. As data prior to 1995 has not been weighted, this produces a discontinuity in the data.

In 2002, the drawn sample size for the NTS was nearly trebled compared with previous years, enabling key results to be presented on a single year basis for the first time since the survey became continuous. Changes to the methodology in 2002 mean that there are some inconsistencies with data for earlier years.

### People entering Central London during the morning peak: 1.6

The area defined as Central London approximates to that defined as the Greater London Conurbation Centre in the Population Censuses. It is bounded by South Kensington and Paddington in the West, Marylebone Road/Euston Road in the North, Shoreditch and Aldgate in the East, Elephant and Castle and Vauxhall in the South, and includes all the main railway termini.

The survey is a count of the number of vehicle occupants (other than goods vehicles) on each road crossing the Central London cordon. The cordon is situated outside the Inner Ring Road and encloses a slightly larger area than the Central London Congestion Charging Zone. Counts are conducted for one day at each of the survey points during October/November.

## Transport Statistics Great Britain 2006

Results for London Underground are derived from exit counts of people leaving the Underground stations within the Central area. Since 1996, these have been taken from automatic ticket gate data. Rail passengers are counted by observers at their last station stop before the Central London cordon. InterCity passengers are counted on arrival at Central London rail termini. Figures for Underground exclude people transferring from surface rail.

### Casualty rates: 1.7

There have been a number of small revisions to this table but these have had little effect on the comparisons of the different modes.

For rail, figures for 2000 to 2003 have been revised to calendar years.

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes.

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included.

Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

*Air:* Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

*Rail:* Train accidents and accidents occurring through movement of railway vehicles in Great Britain. As well as national rail the figures include accidents on underground and tram systems, Eurotunnel and minor railways.

*Water:* Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

*Road:* Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is

involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

*Bus or coach:* Figures for work buses are included. From 1 January 1994, the casualty definition was revised to include only those vehicles equipped to carry 17 or more passengers regardless of use. Prior to 1994 these vehicles were coded according to construction, whether or not they were being used for carrying passengers. Vehicles constructed as buses that were privately licensed were included under 'bus and coach' but PSV licensed minibuses were included under cars.

*Car:* Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

*Van:* Vans mainly include vehicles of the van type constructed on a car chassis. From 1 January 1994 these are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight. Prior to 1994 the weight definition was not over 1.524 tonnes unladen.

*Two-wheeled motor vehicle:* Mopeds, motor scooters and motor cycles (including motor cycle combinations).

*Pedal cycle:* Includes tandems, tricycles and toy cycles ridden on the carriageway.

*Pedestrian:* Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

### Travel to work: 1.8-1.9

Tables 1.8 and 1.9 use data from the Autumn (September to November) 2005 Labour Force Survey (LFS). The table is based on those people who are employed, and excludes those on Government New Deal schemes, those working from home or using their home as a working base, and those whose workplace or mode of travel to work were not known.

The questions on usual method of travel to work and usual time have been asked in each Autumn survey since 1992. Table 1.8b gives a time series of the results from these surveys for Great Britain. The LFS is a survey of households living at private addresses in Great Britain. In spite of its large sample size (55 thousand responding households), data for some cells in Tables 1.8 and 1.9 are not

shown because they fall below the 10 thousand LFS reliability threshold.

### **Overseas travel and tourism, and international passenger movements: 1.10-1.12**

Tables 1.10-1.12 are derived from the International Passenger Survey (IPS). In this survey, which is carried out by the Office for National Statistics, a large sample of passengers are interviewed as they enter or leave the United Kingdom by the principal air and sea routes and via the Channel Tunnel. These tables are based on IPS 'main flow' interviews, i.e. United Kingdom residents returning to, and overseas residents leaving the United Kingdom. The unit of measurement is therefore the visit and not the journey, and the mode of travel for the unit is that used by a United Kingdom resident returning or by an overseas resident departing (fly cruises are an exception to this rule as they are counted as 'sea' even though United Kingdom resident interviewed will have returned by air).

Up to 1998 the results of the IPS have been supplemented with estimates of travel between the United Kingdom and the Irish Republic provided by the Irish Central Statistics Office. In Table 1.10, estimates of road and rail visits across the land border with the Irish Republic have been included with sea trips. Since 1999, IPS interviewing has been expanded to cover trips between the United Kingdom and the Irish Republic and therefore these estimates have not been necessary. The figures given here are annual totals, but quarterly as well as annual analyses are published in *Business Monitor MQ6 (Overseas Travel and Tourism)* and *Travel Trends (A report on the IPS)*, with detailed notes and definitions.

These publications are available from TSO, or through the National Statistics website. More details can be found at:

[www.statistics.gov.uk/ssd/surveys/international\\_passenger\\_survey.asp](http://www.statistics.gov.uk/ssd/surveys/international_passenger_survey.asp)

The "European Union" category in Tables 1.11 and 1.12 includes all 25 member states. "Other Europe" in Tables 1.11 and 1.12 includes other central and eastern Europe, North Cyprus, Faroe Islands, Gibraltar, Iceland, Norway, Switzerland (including Lichtenstein), Turkey, the former USSR and the states of former Yugoslavia. "Other areas" figures in Table 1.12 are mostly non-Europeans travelling from Europe.

### **Household Expenditure on Transport: 1.13**

Data is shown to the nearest ten pence in line with usual Expenditure and Food Survey (EFS) practice. Data to the nearest penny may be obtained from the EFS contact point, ☎020-7533 5756 or from [www.statistics.gov.uk](http://www.statistics.gov.uk)

For part (i) the coding framework was changed for the 2001/02 survey onwards. The table has been amended to present data on the new European Standard Classification of Individual Consumption by Purpose (COICOP) basis.

In part (ii) the main totals are shown on the old basis for comparison with previously published data. The Retail Price Index (RPI) deflator has been taken as the measure of general inflation by which to adjust the figures in this table to 2003/04 prices. These data are not directly comparable to part (i) due to the differences in the definitions of classification headings - for example, 'Motoring' in the old EFS classification includes vehicle insurance whereas the 'Transport' heading under COICOP excludes this expenditure item.

### **Investment in transport: 1.14**

The table attempts to define investment in a consistent manner for each mode but because of differences in the ways data are collected this is not always possible. Therefore, for some modes estimates have been made on the basis of limited or partial information. Some figures are subject to revision.

#### *Roads*

Sources for expenditure on road infrastructure include the Highways Agency, the Scottish Executive, the National Assembly for Wales, local authorities and DBFO contractors. Figures for public investment in road infrastructure are for gross capital expenditure on national roads (i.e. motorways and trunk roads). Private investment in road infrastructure includes investment under Design, Build, Finance and Operate (DBFO) contracts. Expenditure on bus garages, stops, etc is not included. The source for expenditure on road vehicles is the Office for National Statistics.

#### *Rail*

The source for National Rail expenditure is the Office of Rail Regulation, investment in rail infrastructure includes track renewals, new routes and electrification, signalling, buildings, and plant and equipment.

Other public investment in rail infrastructure and other rail rolling stock covers, and is sourced by, London Underground, Docklands Light Railway, Croydon Tramlink, Glasgow Underground, Manchester Metrolink light rail system, Midland Metro, Nottingham Express Transit, South Yorkshire Supertram and Tyne and Wear Metro. Eurotunnel PLC investment figures, including plant and materials, are included in other rail infrastructure. Similarly, Eurotunnel investment in rolling stock is included in other rail rolling stock.

## Transport Statistics Great Britain 2006

The figures for other rail rolling stock also include a tentative allowance for investment in privately owned wagons of £30 million per annum.

### Ports

The data are compiled from returns by individual port authorities.

### Airports

The data are compiled from returns from individual airports. Airport and air traffic control infrastructure investment covers private sector airports, local authority airports and Civil Aviation Authority investment in air traffic control including the National Air Traffic Control System. PFI investment in the Oceanic Flight Data Processing System is not included in the published figures.

The data were revised in 2003, largely as a result of revisions to data for London Underground and Docklands Light Railway from 1990/91, and to public road infrastructure investment from 1998/99.

### Central and local government expenditure on transport: 1.15

This table was revised in 2002, largely to account for a move to resource accounting for English central government expenditure from 1998/99. Further details of these and other revisions and reclassifications are provided in the footnotes to the table.

As the table shows local government expenditure on transport, the grants and other financial support provided to local government to fund this expenditure have been excluded from central government expenditure.

The figures shown are compiled from various government departments. Central government expenditure in England data is compiled by the Department for Transport. Local government expenditure in England is compiled by the Department for Communities and Local Government (DCLG). Expenditure in Wales comes from *Welsh Transport Statistics*, produced by the National Assembly for Wales. Expenditure in Scotland comes from *Scottish Transport Statistics*, a Scottish Executive publication.

### Transport related employment: 1.16-1.18

Details of transport-related employment by occupation are available from the Labour Force Survey (LFS). Data shown in Table 1.16 are from the Spring quarter (March to May) 2006. The LFS is a survey of households living at private addresses in Great Britain. In spite of its large sample size (55 thousand responding households), data for some cells in Table 1.16 are not shown because they fall below the 10 thousand LFS reliability threshold. Table 1.16 includes people

with both main and second jobs as an employee, the self-employed, those on Government employment and training programmes, and unpaid family workers. The industry totals include those working in the following industry classifications: transport via railways, other inland transport, water transport, air transport, supporting and auxiliary transport activities and the activities of travel agents, and exclude those whose occupation was not known.

By comparison, Table 6.22 relates to local bus services only, and incorporates revisions due to late returns.

The new Standard Occupational Classification (SOC2000) has been used instead of the previous 1990 classification for editions of *Transport Statistics Great Britain* from 2001 onwards. SOC2000 is not directly comparable with the 1990 classifications, and it is therefore not possible to make direct comparisons with earlier editions.

The data on the number of employee jobs in transport related industries (Tables 1.17 and 1.18) are based on information from The Annual Business Inquiry (ABI/1). The ABI/1 is a sample survey, which ran for the first time in 1998 and replaced the Annual Employment Survey and the Census of Employment. The ABI/1 is the only source of employment statistics for Great Britain analysed by local area and detailed industrial classification. The sample was drawn from the Inter-Departmental Business Register (IDBR) and in 1998 the ABI/1 sample size was approximately 78,500 enterprises. An enterprise is roughly defined as a combination of local units (i.e. individual workplaces with PAYE schemes or registered for VAT) under common ownership.

The ABI/1 results are used to benchmark the monthly/quarterly employment surveys (STES) which measure 'movements' (by region and industrial group) between the annual survey dates. Self-employed people, armed forces personnel and government supported trainees, in transport related occupations, are not included.

The fall in railway workforce jobs in Tables 1.17 and 1.18, from 1995, has mainly been due to some parts of the old British Rail group being reclassified to other sectors. These sectors are generally SIC 63 (other transport), SIC 64 (telecommunications), SIC 45 (construction), SIC 31-35 (manufacturing) and SIC 74 (business services). In Table 1.18, part-time is defined as not more than normally 30 hours a week; figures are actual numbers working part-time, rather than full-time equivalents.



### **Retail: Prices Index: transport components: 1.19**

These indices are taken from the published *Retail Prices Index*, rebased to 1995=100 for convenience. The bus fares index includes fare changes on local and non-local buses and coaches.

### **Gross Domestic Product and Retail Prices Index deflators: 1.20**

Gross Domestic Product deflators (at market prices) are calculated by reference to column YBGB of table A1 of the *Quarterly National Accounts*. Retail Prices Index deflators have been calculated directly from the published 'All Items' *Retail Prices Index*.

# Transport Statistics Great Britain 2006

## 1.1 Passenger transport: by mode: 1952-2005

Year	Billion passenger kilometres/percentage															
	Road								All road	Rail <sup>1</sup>		Air		All modes <sup>2</sup>		
	Buses and coaches		Cars, vans and taxis		Motor cycles		Pedal cycles									
1952	92	42	58	27	7	3	23	11	180	82	38	18	0.2	0.1	218	100
1953	93	41	64	29	7	3	21	9	185	83	39	17	0.2	0.1	225	100
1954	92	40	72	31	8	3	19	8	191	83	39	17	0.3	0.1	230	100
1955	91	38	83	35	8	3	18	8	200	84	38	16	0.3	0.1	239	100
1956	89	36	91	37	8	3	16	7	204	83	40	16	0.5	0.2	245	100
1957	84	34	92	38	9	4	16	7	201	83	42	17	0.5	0.2	244	100
1958	80	31	113	44	9	4	14	5	216	84	41	16	0.5	0.2	258	100
1959	81	30	126	46	11	4	14	5	232	85	41	15	0.6	0.2	273	100
1960	79	28	139	49	11	4	12	4	241	86	40	14	0.8	0.3	282	100
1961	76	26	157	53	11	4	11	4	255	86	39	13	1.0	0.3	295	100
1962	74	25	171	57	10	3	9	3	264	87	37	12	1.1	0.4	302	100
1963	73	23	185	59	8	3	8	3	274	88	36	12	1.3	0.4	312	100
1964	71	21	214	63	8	2	8	2	301	89	37	11	1.5	0.4	340	100
1965	67	19	231	66	7	2	7	2	312	89	35	10	1.7	0.5	349	100
1966	67	18	252	68	7	2	6	2	332	90	35	9	1.8	0.5	369	100
1967	66	17	267	70	6	2	6	2	345	91	34	9	1.9	0.5	381	100
1968	64	16	279	72	5	1	5	1	353	91	33	9	1.9	0.5	389	100
1969	63	16	286	72	5	1	5	1	359	91	35	9	1.9	0.5	395	100
1970	60	15	297	74	4	1	4	1	365	91	36	9	2.0	0.5	403	100
1971	60	14	313	75	4	1	4	1	381	91	35	9	2.0	0.5	419	100
1972	60	14	327	76	4	1	4	1	395	91	34	8	2.2	0.5	431	100
1973	61	14	345	76	4	1	4	1	414	92	35	8	2.4	0.5	452	100
1974	61	14	333	76	5	1	4	1	403	91	36	8	2.1	0.5	441	100
1975	60	14	331	76	6	1	4	1	401	92	36	8	2.1	0.5	438	100
1976	58	13	348	77	7	2	5	1	418	92	33	7	2.4	0.5	452	100
1977	58	13	354	77	7	1	6	1	425	92	34	7	2.2	0.5	461	100
1978	56	12	368	78	7	1	5	1	436	92	35	7	2.7	0.6	474	100
1979	56	12	365	77	7	2	5	1	433	92	35	7	3.0	0.6	471	100
1980	52	11	388	79	8	2	5	1	453	92	35	7	3.0	0.6	491	100
1981	48	10	394	80	10	2	5	1	458	93	34	7	2.8	0.6	495	100
1982	48	10	406	81	10	2	6	1	470	93	31	6	2.9	1.0	504	100
1983	48	9	411	80	9	2	6	1	474	93	34	7	3.0	1.0	511	100
1984	48	9	432	80	9	2	6	1	495	93	35	7	3.0	1.0	534	100
1985	49	9	441	81	8	1	6	1	504	93	36	7	3.6	0.7	544	100
1986	47	8	465	82	8	1	6	1	525	93	37	7	3.7	0.7	566	100
1987	47	8	500	83	7	1	6	1	560	93	39	6	4.0	0.7	603	100
1988	46	7	536	84	6	1	5	1	595	93	41	6	4.5	0.7	640	100
1989	47	7	581	85	6	1	5	1	639	94	39	6	4.9	0.7	683	100
1990	46	7	588	85	6	1	5	1	645	93	40	6	5.2	0.8	690	100
1991	44	6	582	86	6	1	5	1	637	94	39	6	4.8	0.7	681	100
1992	43	6	583	86	5	1	5	1	635	94	38	6	4.8	0.7	678	100
1993	44	6	584	86	4	1	4	1	636	94	37	5	5.1	0.8	677	100
1993	44	6	607	87	4	1	4	1	659	94	37	5	5.1	0.7	701	100
1994	44	6	614	87	4	1	4	1	666	94	35	5	5.5	0.8	706	100
1995	43	6	618	87	4	1	4	1	669	94	37	5	5.9	0.8	712	100
1996	43	6	622	87	4	1	4	1	674	94	39	5	6.3	0.9	719	100
1997	44	6	632	86	4	1	4	1	685	93	42	6	6.8	0.9	733	100
1998	45	6	636	86	4	1	4	1	689	93	44	6	7.0	1.0	740	100
1999	46	6	642	86	5	1	4	1	697	93	46	6	7.3	1.0	751	100
2000	47	6	640	85	5	1	4	1	695	93	47	6	7.6	1.0	749	100
2001	47	6	654	85	5	1	4	1	710	93	47	6	7.7	1.0	765	100
2002	47	6	677	86	5	1	4	1	733	93	48	6	8.5	1.1	790	100
2003	47	6	673	85	6	1	5	1	731	93	49	6	9.1	1.2	789	100
2004	48	6	678	85	6	1	4	0	736	92	50	6	9.8	1.2	796	100
2005	48	6	678 <sup>P</sup>	85	6	1	4	1	735 <sup>P</sup>	92	52	6	9.9	1.2	797 <sup>P</sup>	100

1 Financial years. National Rail, urban metros and modern trams.

2 Excluding travel by water within the United Kingdom (including the Channel Islands).

Bus & coach: ☎020-7944 3076

Car, m/cycle & pedal cycle: ☎020-7944 3097

Rail: ☎020-7944 3076

Air: ☎020-7944 3088

NB: See Notes and Definitions in Section 1 for details of discontinuity in road passenger figures from 1993 and 1996 onwards.

The rail and air figures in this table are outside the scope of National Statistics Sources - Rail: ORR, formerly SRA; Air: CAA

1.2 Passenger journeys on public transport vehicles: 1950-2005/06

For greater detail of the years 1995/96-2005/06 see Table 6.2

Millions										
Year	All local services Bus, trolleybus, or tram	Street running public transport				Rail systems <sup>1</sup>			Passengers on domestic flights	Air <sup>2</sup>
		Local bus service	Non-local bus or coach	Trolley buses	Trams	National rail network	London Under- ground	Light rail, other rail & metros		
1950	16,445	12,734	260	1,961	1,750	1,010	695	..	..	
1951	16,340	12,985	282	1,876	1,479	1,030	702	..	..	
1952	16,039	13,049	297	1,783	1,207	1,017	670	..	0.7	
1953	15,765	13,026	318	1,726	1,013	1,015	672	..	0.8	
1954	15,597	13,059	293	1,663	875	1,020	671	..	1.0	
1955	15,592	13,225	337	1,598	769	994	676	..	1.2	
1956	15,169	13,059	341	1,503	607	1,029	678	..	1.4	
1957	14,404	12,491	332	1,437	476	1,101	666	..	1.6	
1958	13,513	11,879	337	1,257	377	1,090	692	..	1.5	
1959	13,592	12,152	345	1,193	247	1,069	669	..	1.7	
1960	13,313	12,166	367	990	157	1,037	674	..	2.2	
1961	13,019	12,159	384	756	104	1,025	675	..	2.8	
1962	12,648	12,045	382	557	46	965	668	..	3.3	
1963	12,352	11,860	381	476	16	938	673	26	3.7	
1964	11,881	11,497	386	368	16	928	674	27	4.2	
1965	11,239	10,938	413	286	15	865	657	24	4.7	
1966	10,609	10,407	419	188	14	835	667	24	5.1	
1967	10,166	10,047	450	106	13	837	661	23	5.3	
1968	9,779	9,699	455	68	12	831	655	21	5.0	
1969	9,365	9,303	458	50	12	806	676	20	5.2	
1970	8,687	8,643	467	34	10	824	672	18	5.4	
1971	8,153	8,128	486	15	10	816	654	17	5.4	
1972	7,912	7,901	512	1	10	754	655	16	5.9	
1973	7,877	7,866	577	.	11	728	644	16	6.5	
1974	7,716	7,706	597	.	10	733	636	15	6.1	
1975	7,533	7,524	635	.	9	730	601	15	5.8	
1976	7,149	7,141	648	.	8	702	546	11	6.1	
1977	6,864	6,856	641	.	8	702	545	5	5.5	
1978	6,625	6,617	680	.	8	724	568	3 <sup>3</sup>	6.4	
1979	6,472	6,463	628	.	9	748	594	3 <sup>3</sup>	7.2	
1980	6,224	6,216	559	.	8	760	559	13	7.2	
1981	5,694	5,688	584	.	6	719	541	28	6.6	
1982	5,518	5,512	579	.	6 <sup>e</sup>	630	498	51	7.0	
1983	5,587	5,581	622	.	6	694	563	62	7.0	
1984	5,650	5,644	587	.	6	702	672	70	8.0	
1985/86 <sup>4</sup>	5,819	5,813	537	.	6	686	732	72	8.6	
1986/87	5,500	5,494	572	.	6 <sup>e</sup>	738	769	60	9.3	
1987/88	5,439	5,434	592	.	5	798	798	59	10.3	
1988/89	5,357	5,352	563	.	5	822	815	66	11.6	
1989/90	5,214	5,208	594	.	6	812	765	69	12.6	
1990/91	4,980	4,974	619	.	6	809	775	66	13.1	
1991/92	4,790	4,785	..	.	5	792	751	63	12.0	
1992/93	4,599	4,594	..	.	5	770	728	68	12.0	
1993/94	4,500	4,494	..	.	5	740	735	72	12.4	
1994/95	4,533	4,528	..	.	5	735	764	78	13.3	
1995/96	4,494	4,489	..	.	5	761	784	82	14.3	
1996/97	4,460	4,455	..	.	5	801	772	87	15.3	
1997/98	4,435	4,430	..	.	5	846	832	93	16.2	
1998/99	4,354	4,350	..	.	4	892	866	100	16.9	
1999/00	4,380	4,376	..	.	4	931	927	109	17.4	
2000/01	4,424	4,420	..	.	4	957	970	134	18.2	
2001/02	4,460	4,455	..	.	5	960	953	141	18.5	
2002/03	4,555	4,550	..	.	4	976	942	150	20.2	
2003/04	4,685	4,681	..	.	4	1,012 <sup>R</sup>	948	156	21.0	
2004/05	4,722	4,718	..	.	4	1,045 <sup>R</sup>	976	168	22.1	
2005/06	4,723	4,719	..	.	4	1,082	970	171	25.1	

1 Light rail and metros shown here are Glasgow Subway, Nexus (opened 1980), Docklands Light Railway (1987), Manchester Metrolink (1992), Stagecoach Supertram (1994), West Midlands Metro (1999) Croydon Tramlink (2000) and Nottingham NET (2004).

2 UK airlines, domestic passengers uplifted on scheduled and non-scheduled flights. Figures are for calendar years.

3 Glasgow Subway was closed for refurbishment in 1978 and 1979.

4 Local bus series revised from 1985/86. See Public Transport Statistics Bulletin: 2006 for more details

## Transport Statistics Great Britain 2006

### 1.3 Average distance travelled per person per year by mode of travel and average trip length: 1995/97-2005<sup>1</sup>

	Miles/percentage						
	1995/1997	1998/2000	2002	2003	2004	2005	Percentage change from 1995/1997 to 2005
<b>By mode (miles per person per year):</b>							
Walking (including short walks) <sup>2</sup>	200	198	198	201	203	197	-1
Bicycle	43	40	36	37	39	36	-16
Private hire bus	106	111	124	135	132	122	15
Car/van driver	3,623	3,725	3,661	3,661	3,674	3,685	2
Car/van passenger	2,082	2,086	2,114	2,097	2,032	2,061	-1
Motorcycle/moped	35	33	35	41	38	35	-
Other private (including minibuses and motorcaravans, etc.) <sup>3</sup>	28	32	21	28	24	34	21
Bus in London	43	44	56	60	59	67	58
Other local bus	225	218	224	230	219	212	-6
Non-local bus <sup>3</sup>	94	100	59	87	70	75	-21
London Underground	60	65	81	68	68	67	13
Surface rail	321	401	413	384	433	461	44
Taxi/minicab	46	63	59	55	51	60	30
Other public (including air, ferries, light rail, etc.) <sup>3</sup>	75	46	55	108	61	97	28
<b>All modes</b>	<b>6,981</b>	<b>7,164</b>	<b>7,135</b>	<b>7,192</b>	<b>7,103</b>	<b>7,208</b>	<b>3</b>
Percentage of mileage accounted for by car (including van/lorry)	82	81	81	80	80	80	.
Average trip length (miles per trip)	6.4	6.7	6.8	7.0	6.9	6.9	7

1 All figures are based on weighted data and therefore differ from previously published figures which were based on unweighted data.

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Source: National Travel Survey, DfT

2 Short walks believed to be under-recorded in 2002 and 2003 compared with earlier years.

3 These estimates have a large sampling error because of the small samples involved.

### 1.4 Trips per person per year by main mode<sup>1</sup> and purpose: 2005<sup>2</sup>

	Trips									
	Walk	Bicycle	Car driver	Car passenger	Motor-cycle	Other private	Local bus	Surface rail/under ground	Other Public	All Modes
Commuting/business	20	5	122	19	2	1	14	12	3	198
Education/escort education	48	1	23	25	-	3	11	2	1	114
Shopping	51	2	87	44	-	1	17	2	2	206
Other escort	10	-	58	27	-	-	2	-	-	97
Personal business	26	1	46	26	-	1	7	1	1	109
Leisure	49	5	99	94	1	2	13	6	8	277
Other	41	-	-	-	-	-	-	-	-	42
<b>All purposes</b>	<b>245</b>	<b>14</b>	<b>435</b>	<b>236</b>	<b>4</b>	<b>9</b>	<b>63</b>	<b>23</b>	<b>15</b>	<b>1,044</b>

1 Main mode is that used for the longest part of the trip.

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2 All figures are based on weighted data and therefore differ from previously published figures which were based on unweighted data.

1.5 Trip distance per person per year by main mode<sup>1</sup> and purpose: 2005<sup>2</sup>

	Miles									
	Walk	Bicycle	Car driver	Car passenger	Motor-cycle	Other private	Local bus	Surface rail/under ground	Other Public	All Modes
Commuting/business	15	13	1,449	189	19	19	73	278	59	2,114
Education/escort education	28	2	82	73	-	37	51	27	5	305
Shopping	31	3	444	289	2	5	63	30	12	879
Other escort	6	-	314	160	-	3	6	3	3	495
Personal business	16	2	284	155	2	8	24	20	11	521
Leisure	33	15	1,096	1,187	12	85	59	212	147	2,848
Other	40	-	5	1	-	-	-	-	-	46
<b>All purposes</b>	<b>169</b>	<b>35</b>	<b>3,675</b>	<b>2,054</b>	<b>35</b>	<b>157</b>	<b>276</b>	<b>571</b>	<b>237</b>	<b>7,208</b>

1 Main mode is that used for the longest part of the trip.

☎020-7944 3097

2 All figures are based on weighted data and therefore differ from previously published figures which were based on unweighted data.

1.6 People entering central London during the morning peak:<sup>1</sup> 1995-2005

	People (thousands)										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Public transport:</b>											
Surface rail	395	399	435	448	460	465	468	451	455	452	473
London Underground & Docklands Light Railway <sup>2</sup>	348	333	341	360	362	383	377	380	339	344	342
Bus	63	68	68	68	68	73	81	88	104	116	115
Coach/minibus <sup>3</sup>	21	20	20	17	15	15	10	10	10	9	9
<b>All public transport</b>	<b>827</b>	<b>819</b>	<b>863</b>	<b>892</b>	<b>905</b>	<b>935</b>	<b>935</b>	<b>929</b>	<b>909</b>	<b>921</b>	<b>939</b>
<b>Private transport:</b>											
Private car	145	143	142	140	135	137	122	105	88	86	84
Motor cycle	11	11	11	13	15	17	16	15	16	16	16
Pedal cycle	10	10	10	10	12	12	12	12	12	14	17
<b>All private transport<sup>4</sup></b>	<b>166</b>	<b>164</b>	<b>163</b>	<b>163</b>	<b>162</b>	<b>165</b>	<b>150</b>	<b>132</b>	<b>113</b>	<b>115</b>	<b>118</b>
<b>All transport<sup>4</sup></b>	<b>993</b>	<b>983</b>	<b>1,026</b>	<b>1,055</b>	<b>1,066</b>	<b>1,100</b>	<b>1,086</b>	<b>1,061</b>	<b>1,022</b>	<b>1,036</b>	<b>1,057</b>

1 0700 - 1000 hours. Surveys are conducted in October/November.

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2 Excludes passengers transferring from surface rail services. Passengers transferring from surface rail services have been deducted from the gross Underground counts. The estimates of transferring passengers for 2003 and 2004 have been revised using results from London Underground passenger surveys.

The figures in this table are outside the scope of National Statistics  
Source - Transport for London

3 Includes commuter and tourist coaches.

4 Excludes commercial vehicles and taxis.

# Transport Statistics Great Britain 2006

## 1.7 Passenger casualty rates by mode: 1995-2004<sup>1</sup>

Per billion passenger kilometres											
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	1995-04 average
<b>Air<sup>2</sup></b>											
Killed	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI	0.05	0.01	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.01
All	0.07	0.01	0.03	0.07	0.18	0.04	0.00	0.00	0.00	0.01	0.04
<b>Rail<sup>3,4,7</sup></b>											
Killed	0.2	0.4	0.5	0.4	0.9	0.3	0.3	0.4	0.2	0.2	0.4
KSI	1.7	..	..	..	..	..	..	..	..	..	..
All	79.6	..	..	..	..	..	..	..	..	..	..
Injured		19.1	19.4	16.2	18.5	13.2	13.8	13.3	12.6	12.8	..
<b>Water<sup>5</sup></b>											
Killed	0.0	0.8	0.0	0.7	0.4	0.4	0.4	0.0	0.0	0.0	0.3
KSI	39	39	33	41	28	52	54	49	61	47	44
<b>Bus or coach</b>											
Killed	0.8	0.2	0.3	0.4	0.2	0.3	0.2	0.4	0.2	0.4	0.3
KSI	17	15	12	13	12	11	11	11	10	9	12
All	197	198	196	199	202	195	191	173	175	167	189
<b>Car<sup>6</sup></b>											
Killed	2.9	3.0	2.9	2.8	2.7	2.7	2.8	2.7	2.7	2.5	2.8
KSI	40	40	38	35	33	32	31	29	27	25	33
All	327	341	346	342	332	335	322	303	290	280	321
<b>Van<sup>6</sup></b>											
Killed	1.2	1.0	1.0	1.0	0.9	0.9	0.9	1.0	0.9	0.8	0.9
KSI	19	16	14	14	13	12	11	11	10	8	12
All	121	117	115	113	104	100	102	96	89	76	102
<b>Two wheeled motor vehicle<sup>6</sup></b>											
Killed	110	108	119	112	113	122	112	111	114	105	113
KSI	1634	1529	1507	1452	1423	1493	1405	1367	1264	1194	1412
All	5809	5697	5724	5546	5395	5712	5539	5168	4691	4606	5342
<b>Pedal cycle</b>											
Killed	51	50	45	40	42	31	33	29	25	35	38
KSI	958	929	880	838	779	666	632	555	534	597	733
All	6023	6031	6036	5798	5599	4953	4512	3874	3775	4309	5068
<b>Pedestrian</b>											
Killed	57	56	57	50	50	49	47	44	43	37	49
KSI	672	651	651	580	564	543	521	491	443	409	552
All	2572	2606	2693	2484	2464	2404	2332	2207	2035	1907	2368

Note: KSI = killed or seriously injured  
All = Killed, seriously and slightly injured

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- Figures have been revised from those published in previous years, see Notes and Definitions for more details.
- Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.
- Financial years.
- Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Reporting regulations changed on 1 April 1996. Since then figures are only available for passenger fatalities and injuries. The reporting trigger for an injury is the passenger being taken to hospital directly from the scene.
- Passenger casualties on UK registered merchant vessels.
- Driver and passenger casualties.
- Figures for 2000 to 2003 have been revised to be on a calendar year basis

1.8 Main mode of transport to work and mean time taken by Government Office Region and country of workplace

a) Autumn 2005										Percentage/thousands
Area of workplace	Car, van, minibus	Motor-cycle	Bicycle	Bus, coach	Rail			Walk	Number in employment <sup>2</sup>	
					ow: National Rail	ow: Other rail <sup>1</sup>	All Rail			
North East	71	*	2	11	*	2	3	12	960	
Tyne and Wear	67	*	*	15	*	3	5	10	452	
Rest of North East	75	*	*	7	*	*	*	14	508	
North West	77	1	2	7	2	*	2	10	2,816	
Greater Manchester	76	*	1	8	2	*	3	9	1,093	
Merseyside	74	*	*	11	4	*	4	8	501	
Rest of North West	80	1	2	4	*	*	*	11	1,222	
Yorkshire and the Humber	73	1	3	8	2	*	2	12	2,057	
South Yorkshire	73	*	*	10	*	*	*	12	507	
West Yorkshire	72	*	*	11	3	*	3	11	874	
Rest of Yorks and the Humber	75	*	6	4	*	*	*	13	676	
East Midlands	78	1	3	5	1	*	1	12	1,754	
West Midlands	77	1	2	7	2	*	2	10	2,200	
Metropolitan County	74	1	2	11	3	*	3	9	1,104	
Rest of West Midlands	81	1	2	4	*	*	*	11	1,096	
East of England	78	1	4	4	2	*	2	10	2,216	
London	40	2	3	14	20	14	34	7	3,263	
Central London	9	2	3	13	42	26	69	3	1,025	
Rest of inner London	34	2	5	15	17	16	33	11	846	
Outer London	65	1	2	13	5	4	9	9	1,392	
South East	78	1	3	4	3	*	3	10	3,436	
South West	75	2	3	5	1	*	1	13	2,156	
England	71	1	3	7	5	2	7	10	20,858	
Wales	79	*	1	5	2	*	2	11	1,145	
Scotland	68	1	2	12	4	*	4	13	2,166	
Strathclyde	68	*	1	13	6	*	7	10	890	
Rest of Scotland	68	*	2	11	2	*	2	15	1,276	
Great Britain	71	1	3	8	4	2	7	11	24,169	

b) Great Britain: Autumn 1995 - Autumn 2005										Percentage/minutes
	Car, van, minibus	Motor-cycle	Bicycle	Bus, coach	Rail			Walk	Mean time (minutes)	
					ow: National Rail	ow: Other rail <sup>1</sup>	All Rail			
Autumn 1995	68	1	4	8	4	2	6	12	23.8	
Autumn 1996	70	1	4	8	3	2	5	12	23.8	
Autumn 1997	71	1	4	8	3	2	6	11	24.4	
Autumn 1998	71	1	3	8	4	2	6	11	24.6	
Autumn 1999	70	1	3	8	4	2	6	11	24.9	
Autumn 2000	70	1	3	8	4	2	6	11	25.3	
Autumn 2001	70	1	3	8	4	3	7	11	25.4	
Autumn 2002	71	1	3	8	4	2	6	11	25.4	
Autumn 2003	71	1	3	8	4	2	6	10	25.5	
Autumn 2004	71	1	3	8	4	2	6	11	25.9	
Autumn 2005	71	1	3	8	4	2	7	11	25.9	

1 Underground systems to 1995. From 1996 includes light railway systems and trams.

2 Employment figures reflect only those people using the transport modes detailed, not all employed. This results in potential variations from previous years

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Labour Force Survey Helpline: ☎020-7533 6094  
Source - Labour Force Survey, ONS

# Transport Statistics Great Britain 2006

## 1.9 Time taken to travel to work by Government Office Region of workplace: Autumn 2005

Area of workplace	cumulative percentage				Mean time (minutes)
	<20 minutes	<40 minutes	<60 minutes	<90 minutes	
North East	48	86	94	99	22
Tyne and Wear	39	81	92	98	25
Rest of North East	57	91	96	99	19
North West and Merseyside	46	82	92	98	24
Greater Manchester	40	77	90	97	27
Merseyside	44	83	94	99	24
Rest of North West	52	86	94	99	22
Yorkshire and the Humber	45	82	93	98	24
South Yorkshire	44	82	94	99	23
West Yorkshire	40	78	91	98	25
Rest of Yorks and the Humber	53	88	96	98	22
East Midlands	52	87	95	99	22
West Midlands	46	83	93	98	24
Metropolitan County	40	79	91	98	27
Rest of West Midlands	54	87	96	99	20
Eastern	48	83	93	98	23
London	20	49	69	90	42
Central London	5	26	50	84	55
Rest of Inner London	19	50	69	90	42
Outer London	33	69	83	94	32
South East	47	81	91	97	24
South West	50	85	94	98	22
England	43	78	89	97	26
Wales	53	87	95	99	20
Scotland	45	81	92	98	25
Strathclyde	40	79	91	98	26
Rest of Scotland	48	82	92	98	24
Great Britain	44	78	90	97	26

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Labour Force Survey Helpline: ☎ 020-7533 6094

Source - Labour Force Survey, ONS



## 1.10 Overseas travel: visits to and from the United Kingdom: 1995-2005

Thousands												
Year	Visits to the United Kingdom <sup>1</sup>						Visits abroad by United Kingdom residents <sup>2</sup>					
	Sea/Channel Tunnel						Sea/Channel Tunnel					
	Air	With car <sup>3</sup>	With coach	Other <sup>4</sup>	Irish sea	Total Sea/Channel Tunnel	Air	With car <sup>3</sup>	With coach	Other <sup>4</sup>	Irish sea	Total Sea/Channel Tunnel
1995	15,754	2,418	2,073	2,507	785	7,783	28,097	6,373	2,657	2,631	1,586	13,248
1996	16,279	2,709	2,431	3,067	676	8,884	27,907	7,196	2,509	2,726	1,713	14,144
1997	16,858	2,504	2,198	3,297	657	8,656	30,341	7,913	2,831	2,948	1,926	15,617
1998	17,479	2,324	2,047	3,207	688	8,266	34,283	8,575	2,751	3,202	2,061	16,589
1999 <sup>5</sup>	17,284	2,509	1,571	4,030	.	8,110	37,510	9,309	2,857	4,205	.	16,371
2000	17,831	1,902	1,411	4,065	.	7,378	41,392	8,453	2,627	4,364	.	15,445
2001	16,054	1,670	1,415	3,697	.	6,782	43,011	8,213	2,589	4,467	.	15,269
2002	17,098	1,901	1,336	3,845	.	7,082	43,990	7,999	3,049	4,339	.	15,387
2003	17,635	1,821	1,561	3,699	.	7,080	47,101	7,860	2,068	4,395	.	14,323
2004	20,002	1,967	1,720	4,067	.	7,753	50,435	7,125	2,290	4,344	.	13,759
2005	22,043	2,017	1,801	4,109	.	7,927	53,626	6,457	2,224	4,135	.	12,815

1 Mode shown is that for departure from the United Kingdom.

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2 Mode shown is that for return to the United Kingdom.

Source - International Passenger Survey, ONS

3 Includes motorcycles and scooters.

4 "Other" includes foot passengers, passengers with lorries and passengers with unknown vehicle type.

5 Prior to 1999, data for Irish Sea crossings were supplied separately by Irish Central Statistical Office. Since 1999, Irish Sea traffic is included in the IPS

 1.11 Overseas travel by air:<sup>1</sup> visits to and from the UK: by area and purpose: 2005

(a) Visits to the United Kingdom: overseas residents by area of residence						Thousands
	North America	European Union <sup>2</sup>	Other Europe	Other areas	All areas	
Business visit	856	3,884	504	774	6,018	
Holiday - Independent <sup>3</sup>	1,088	3,231	444	997	5,761	
Holiday - Inclusive tour <sup>4</sup>	189	363	57	127	735	
Visiting friends and relatives	1,186	4,087	452	1,339	7,064	
Miscellaneous	466	1,358	210	432	2,465	
<b>Total</b>	<b>3,784</b>	<b>12,922</b>	<b>1,668</b>	<b>3,669</b>	<b>22,043</b>	

(b) Visits abroad by United Kingdom residents: by area visited						Thousands
	North America	European Union <sup>2</sup>	Other Europe	Other areas	All areas	
Business visit	854	4,690	607	917	7,069	
Holiday - Independent <sup>3</sup>	1,927	14,873	936	2,285	20,022	
Holiday - Inclusive tour <sup>4</sup>	1,028	11,020	1,500	2,431	15,979	
Visiting friends and relatives	935	5,156	542	2,480	9,113	
Miscellaneous	120	909	119	294	1,442	
<b>Total</b>	<b>4,866</b>	<b>36,649</b>	<b>3,704</b>	<b>8,407</b>	<b>53,626</b>	

1 Excludes passengers changing planes at UK airports.

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2 "European Union" consists of 25 member states.

Source - International Passenger Survey, ONS

3 Not on a package holiday.

4 Excludes fly-cruise package holidays, which are included under 'other areas' in Table 1.12.

# Transport Statistics Great Britain 2006

## 1.12 Overseas travel by sea and Channel Tunnel: visits to and from the United Kingdom by area, purpose and type of vehicle on board: 2005

Thousands								
	(a) Visits to the United Kingdom: overseas residents by area of residence				(b) Visits abroad by United Kingdom residents: by country visited			
	European Union <sup>1</sup>	Other Europe	Other areas	All areas	European Union <sup>1</sup>	Other Europe	Other areas	All areas
<b>Business visit</b>								
Without vehicle	361	12	61	435	550	1	1	553
Vehicle type:								
Car	230	0	6	236	433	5	0	438
Coach	190	0	5	195	183	3	0	186
Lorry	1,203	72	3	1,278	300	10	0	310
Motorcycle	7	0	0	7	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
<b>All</b>	<b>1,991</b>	<b>85</b>	<b>74</b>	<b>2,150</b>	<b>1,466</b>	<b>18</b>	<b>1</b>	<b>1,486</b>
<b>Holiday - Independent <sup>2</sup></b>								
Without vehicle	589	81	363	1,033	1,432	36	3	1,471
Vehicle type:								
Car	611	21	33	664	3,184	59	4	3,246
Coach	287	5	43	335	383	4	4	390
Lorry	12	0	0	12	2	0	0	2
Motorcycle	19	5	3	27	44	1	1	46
Unknown	7	0	0	7	6	0	0	6
<b>All</b>	<b>1,525</b>	<b>111</b>	<b>442</b>	<b>2,078</b>	<b>5,050</b>	<b>99</b>	<b>11</b>	<b>5,160</b>
<b>Holiday Inclusive tour <sup>3</sup></b>								
Without vehicle	135	10	147	292	533	16	311	860
Vehicle type:								
Car	42	1	0	42	797	9	0	806
Coach	698	4	99	802	1,301	41	0	1,342
Lorry	0	0	0	0	0	0	0	0
Motorcycle	3	0	0	3	6	0	0	6
Unknown	0	0	0	0	0	0	0	0
<b>All</b>	<b>878</b>	<b>15</b>	<b>246</b>	<b>1,139</b>	<b>2,636</b>	<b>66</b>	<b>311</b>	<b>3,014</b>
<b>Visiting friends and relatives</b>								
Without vehicle	562	7	99	668	704	0	2	705
Vehicle type:								
Car	731	18	20	769	744	14	2	760
Coach	170	1	10	181	63	1	0	64
Lorry	1	0	0	1	0	0	0	0
Motorcycle	2	0	0	2	3	0	0	3
Unknown	2	0	0	2	2	0	0	2
<b>All</b>	<b>1,468</b>	<b>26</b>	<b>130</b>	<b>1,623</b>	<b>1,516</b>	<b>15</b>	<b>4</b>	<b>1,534</b>
<b>Miscellaneous</b>								
Without vehicle	254	31	46	331	216	0	1	218
Vehicle type:								
Car	260	4	3	266	1,138	4	0	1,143
Coach	277	0	10	287	239	4	0	242
Lorry	47	0	0	47	6	0	0	6
Motorcycle	0	0	0	0	9	0	0	9
Unknown	3	1	0	4	2	0	0	2
<b>All</b>	<b>842</b>	<b>35</b>	<b>59</b>	<b>936</b>	<b>1,611</b>	<b>8</b>	<b>1</b>	<b>1,621</b>
<b>Total</b>								
Without vehicle	1,901	141	717	2,759	3,435	53	319	3,807
Vehicle type:								
Car	1,874	43	61	1,978	6,296	91	6	6,393
Coach	1,622	10	168	1,801	2,168	52	4	2,224
Lorry	1,263	72	3	1,338	308	10	0	317
Motorcycle	31	5	3	39	62	1	1	64
Unknown	11	1	0	12	10	0	0	10
<b>All</b>	<b>6,704</b>	<b>271</b>	<b>952</b>	<b>7,927</b>	<b>12,280</b>	<b>206</b>	<b>329</b>	<b>12,815</b>

1 "European Union" consists of 25 member states.

2 Not on a package holiday.

3 Including UK residents on cruise and fly-cruise holidays under 'other areas'.

## 1.13 Household expenditure on transport: United Kingdom: 1996/97-2004/05

	£ Per week/percentage									
(i) Transport (COICOP categories <sup>1</sup> )	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	
<b>(a) Motoring and bicycle costs</b>										
Purchase of vehicles	16.20	20.20	23.90	23.00	23.20	25.80	26.60	28.10	25.10	
New cars and vans	4.70	5.80	7.40	7.90	10.60	10.70	11.30	11.40	10.10	
Second-hand cars and vans	10.90	13.40	15.90	14.30	11.80	14.40	14.50	16.00	14.10	
Motorcycles and scooters	0.30	0.60	0.40	0.50	0.60	0.50	0.70	0.60	0.50	
Other vehicles (mainly bicycles)	..	..	..	..	..	0.20	0.20	0.20	0.30	
Bicycle purchase	0.30	0.40	0.20	0.30	0.20	..	..	..	..	
Spares, accessories, repairs and servicing	5.90	6.30	6.40	6.40	6.40	7.00	7.30	6.90	7.80	
Car or van	5.60	5.90	6.10	6.20	6.00	6.80	6.90	6.60	7.50	
Motorcycle	0.20	0.20	0.10	0.10	0.20	0.10	0.20	0.20	0.10	
Bicycle	0.10	0.20	0.20	0.20	0.10	0.10	0.20	0.10	0.10	
Petrol, diesel and other motor oils:	11.80	12.60	13.00	14.40	15.80	14.80	14.80	15.00	16.20	
Petrol	10.60	11.30	11.50	12.80	14.00	12.70	12.70	12.40	13.40	
Diesel	1.00	1.20	1.30	1.40	1.80	2.00	2.10	2.50	2.80	
Other motor oils	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Other motoring costs	1.70	1.80	1.90	1.90	1.80	1.80	1.90	1.90	2.40	
All motoring and bicycle costs	35.70	40.90	45.20	45.70	47.20	49.40	50.70	51.90	51.40	
<b>(b) Transport services</b>										
Rail and tube fares:	1.30	1.40	1.90	1.80	2.00	1.90	1.80	1.90	2.00	
Season tickets	0.40	0.40	0.70	0.60	0.60	0.60	0.60	0.70	0.70	
Other tickets	0.90	1.00	1.20	1.20	1.40	1.30	1.20	1.20	1.30	
Bus and coach fares:	1.40	1.30	1.30	1.40	1.40	1.50	1.40	1.40	1.50	
Season tickets	0.30	0.30	0.30	0.30	0.30	0.30	0.40	0.40	0.40	
Other tickets	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Combined tickets	0.50	0.60	0.70	0.90	0.90	1.00	0.80	0.70	0.80	
Season tickets	0.40	0.40	0.60	0.70	0.70	0.80	0.60	0.50	0.60	
Other tickets	0.10	0.10	0.10	0.20	0.20	0.20	0.20	0.10	0.20	
Air and other travel and transport:	3.00	3.80	3.70	4.00	4.30	4.10	4.50	4.80	3.80	
Air fares <sup>2</sup>	0.70	1.30	1.00	1.00	1.30	1.20	1.50	1.90	1.00	
Other transport and travel	2.30	2.60	2.70	3.00	3.00	2.90	3.00	2.80	2.90	
All transport services	6.20	7.10	7.60	8.10	8.60	8.40	8.50	8.80	8.10	
All transport (excluding motor vehicle insurance and taxation and boat purchase and repairs - see below)	41.80	48.00	52.70	53.80	55.90	57.80	59.20	60.70	59.60	
All household expenditure	309.10	328.80	352.20	359.40	385.70	398.30	406.20	418.10	434.40	
Percentage of household expenditure on transport	13.5	14.6	15.0	15.0	14.5	14.5	14.6	14.5	13.7	
<b>(ii) Old FES categories</b>										
Included under transport and travel but excluded above:										
Motor vehicle insurance and taxation	6.00	6.30	7.00	7.30	8.20	9.20	11.00	10.40	11.00	
Vehicle taxation	2.10	2.20	2.40	2.40	2.50	2.40	2.40	2.50	2.60	
Vehicle insurance	3.90	4.10	4.50	4.90	5.70	6.80	8.60	7.90	8.40	
Boat purchase and repairs	0.80	0.50	0.30	0.60	0.50	0.40	0.60	0.30	0.40	
Other costs not included	..	..	..	..	..	0.60	0.60	0.50	1.10	
Key transport expenditure totals:										
Motoring costs	41.20	46.60	51.80	52.60	55.10	58.50	61.70	62.40	62.60	
Fares and other travel costs	7.50	8.10	8.30	9.20	9.50	9.50	9.70	9.60	9.50	
All transport and travel	48.70	54.80	60.00	61.70	64.50	68.00	71.40	72.00	72.10	
Adjusted for general inflation: 2004/05 prices										
Motoring costs <sup>3</sup>	51.60	56.00	59.40	59.50	60.50	62.70	65.40	64.40	62.60	
Fares and other travel costs	9.40	10.20	9.50	10.40	10.40	10.10	8.50	10.00	9.50	
All transport and travel	61.00	66.20	68.90	69.80	70.90	72.80	73.90	74.30	72.10	

1 Data for 1996/97-2000/01 are based on old FES categories which include some items excluded under COICOP, eg, motor caravans, audio equipment, helmets (See Notes and Definitions).

2 Excludes air fare component of package holidays abroad.

3 Includes expenditure on motorcycles, bicycles, boats and vehicle taxation and insurance (see Notes and Definitions).

For further details see *Family Spending: A Report on the 2004-2005 Expenditure and Food Survey*  
Available at: [www.statistics.gov.uk](http://www.statistics.gov.uk)

☎ 020 7944 3097  
Expenditure and Food Survey  
Helpline: ☎ 020 7533 5758

Source - Expenditure and Food Survey, ONS

# Transport Statistics Great Britain 2006

## 1.14 Investment in transport: 1994/95-2004/05 <sup>1</sup>

	£ Million (outturn prices)										
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
<b>Road infrastructure</b>											
Public <sup>2</sup>	4,675	4,228	3,583	3,267	2,957	3,071	3,344	3,643	4,108	4,191	4,660
Private	86	102	375	251	278	63	47	45	39	41	69
<b>Total</b>	<b>4,761</b>	<b>4,330</b>	<b>3,958</b>	<b>3,518</b>	<b>3,235</b>	<b>3,134</b>	<b>3,391</b>	<b>3,688</b>	<b>4,147</b>	<b>4,233</b>	<b>4,729</b>
<b>Road vehicles</b>											
Cars and motor cycles: household	11,700	12,100	13,300	16,100	15,800	15,100	15,400	17,400	18,300	19,800	19,000
Cars and motor cycles: other	12,600	13,900	15,700	17,900	18,600	18,900	17,600	18,900	19,500	20,500	21,800
Cars and motor cycles: total	24,200	26,000	29,100	34,000	34,400	34,000	33,000	36,300	37,800	40,300	40,800
Other vehicles	5,700	6,200	6,200	6,900	7,100	7,300	7,400	7,800	7,500	8,400	9,100
<b>Total</b>	<b>30,000</b>	<b>32,200</b>	<b>35,300</b>	<b>40,900</b>	<b>41,600</b>	<b>41,300</b>	<b>40,400</b>	<b>44,100</b>	<b>45,400</b>	<b>48,700</b>	<b>49,900</b>
<b>Rail infrastructure</b>											
National Rail	890	900	1,178	1,430	1,823	2,012	2,404	3,148	3,756	4,722	3,543
Other rail	1,108	1,101	1,047	898	821	1,163	386	504	485	464	729
<b>Total</b>	<b>1,998</b>	<b>2,001</b>	<b>2,225</b>	<b>2,328</b>	<b>2,644</b>	<b>3,175</b>	<b>2,790</b>	<b>3,652</b>	<b>4,241</b>	<b>5,186</b>	<b>4,272</b>
<b>Rail rolling stock</b>											
National Rail	360	200	47	114	176	236	554	922	566	774	1,923
Other rail	269	121	148	82	85	84	75	75	75	177	165
<b>Total</b>	<b>629</b>	<b>321</b>	<b>195</b>	<b>196</b>	<b>261</b>	<b>320</b>	<b>629</b>	<b>997</b>	<b>641</b>	<b>951</b>	<b>2,088</b>
<b>Ports infrastructure <sup>3</sup></b>	<b>120</b>	<b>165</b>	<b>150</b>	<b>200</b>	<b>240</b>	<b>250</b>	<b>205</b>	<b>233</b>	<b>236</b>	<b>310</b>	<b>202</b>
<b>Airports and air traffic control</b>											
Public <sup>3</sup>	205	140	171	216	140	161	163	57	71	70	63
Private <sup>3</sup>	434	443	463	565	542	511	566	630	784	1,373	1,432
<b>Total</b>	<b>639</b>	<b>583</b>	<b>634</b>	<b>781</b>	<b>682</b>	<b>673</b>	<b>729</b>	<b>687</b>	<b>854</b>	<b>1,443</b>	<b>1,495</b>

1 Some revisions have been made to the data since last year

2 Investment in road infrastructure includes all 'patching' but excludes local authority capital expenditure on car parks.

3 Partly based on figures for calendar years.

020-7944 3088

The figures in this table are outside the scope of National Statistics

Source - see Notes and Definitions

1.15 Central and local government expenditure on transport<sup>1</sup>: 2001/02-2005/06

	£ million (outturn prices)				
	2001/02	2002/03	2003/04	2004/05	2005/06 <sup>2</sup>
<b>England</b>	<b>6,990</b>	<b>8,428</b>	<b>8,604</b>	<b>9,351</b>	<b>10,707</b>
<b>Central government expenditure</b> <sup>3,4</sup>	<b>2,112</b>	<b>2,571</b>	<b>1,630</b>	<b>1,801</b>	<b>2,089</b>
<b>Capital</b>	<b>1,090</b>	<b>1,508</b>	<b>438</b>	<b>609</b>	<b>754</b>
Strategic roads <sup>5</sup>	607	736	438	609	754
London Regional Transport <sup>6</sup>	483	772	0	0	0
<b>Current / resource</b>	<b>1,022</b>	<b>1,063</b>	<b>1,192</b>	<b>1,192</b>	<b>1,335</b>
Strategic roads <sup>5</sup>	1,022	1,063	1,192	1,192	1,335
London Regional Transport <sup>6</sup>	0	0	0	0	0
<b>Local government expenditure</b> <sup>7</sup>	<b>4,879</b>	<b>5,857</b>	<b>6,974</b>	<b>7,550</b>	<b>8,618</b>
<b>Capital</b>	<b>1,858</b>	<b>2,450</b>	<b>2,540</b>	<b>2,877</b>	<b>3,632</b>
Roads	1,557	2,050	1,919	2,107	..
Car Parks	57	68	77	105	..
Public transport	229	320	534	654	..
Ports	12	9	7	4	..
Airport companies	3	3	2	7	..
<b>Current / resource</b>	<b>3,021</b>	<b>3,407</b>	<b>4,434</b>	<b>4,673</b>	<b>4,986</b>
Roads	1,969	1,948	2,212	2,336	2,394
Car Parks	-343	-380	-439	-456	-503
Revenue support to public transport	907	1,352	2,151	2,254	2,537
Concessionary fares	487	487	510	539	558
<b>Scotland</b>	<b>910</b>	<b>1,178</b>	<b>1,497</b>	<b>1,633</b>	<b>1,834</b>
<b>Central government expenditure</b> <sup>4</sup>	<b>388</b>	<b>574</b>	<b>773</b>	<b>857</b>	<b>951</b>
<b>Capital - strategic roads</b>	<b>53</b>	<b>107</b>	<b>139</b>	<b>152</b>	<b>163</b>
<b>Current / resource</b>	<b>335</b>	<b>467</b>	<b>634</b>	<b>705</b>	<b>788</b>
Strategic roads	99	139	160	173	149
Subsidies to transport industries	236	328	474	532	639
<b>Local government expenditure</b> <sup>7</sup>	<b>522</b>	<b>604</b>	<b>724</b>	<b>776</b>	<b>883</b>
<b>Capital</b>	<b>165</b>	<b>200</b>	<b>262</b>	<b>301</b>	<b>386</b>
Roads	127	140	165	213	271
Public transport	38	60	97	88	115
<b>Current / resource</b>	<b>357</b>	<b>404</b>	<b>462</b>	<b>475</b>	<b>497</b>
Roads	279	299	297	291	306
Car Parks	-23	-27	-26	-25	-25
Revenue support to public transport	62	67	99	115	115
Concessionary fares	39	65	91	94	101
<b>Wales</b>	<b>412</b>	<b>478</b>	<b>500</b>	<b>549</b>	<b>626</b>
<b>Central government expenditure</b> <sup>8</sup>	<b>137</b>	<b>162</b>	<b>156</b>	<b>177</b>	<b>191</b>
<b>Capital - strategic roads</b>	<b>78</b>	<b>100</b>	<b>89</b>	<b>98</b>	<b>112</b>
<b>Current / resource - strategic roads</b>	<b>58</b>	<b>63</b>	<b>67</b>	<b>79</b>	<b>79</b>
<b>Local government expenditure</b> <sup>7</sup>	<b>275</b>	<b>316</b>	<b>344</b>	<b>372</b>	<b>435</b>
<b>Capital</b>	<b>100</b>	<b>107</b>	<b>120</b>	<b>135</b>	<b>196</b>
Roads	86	88	98	111	..
Car Parks	2	5	5	3	..
Public transport	12	14	17	20	..
<b>Current / resource</b>	<b>175</b>	<b>209</b>	<b>224</b>	<b>237</b>	<b>239</b>
Roads	150	166	170	178	179
Car Parks	-8	-8	-8	-9	-10
Revenue support to public transport	20	21	25	27	27
Concessionary fares	13	30	37	41	43

# Transport Statistics Great Britain 2006

## 1.15 (continued) Central and local government expenditure on transport<sup>1</sup>: 2001/02 - 2005/06

	£ million (outturn prices)				
	2001/02	2002/03	2003/04	2004/05	2005/06 <sup>2</sup>
<b>Great Britain<sup>9</sup></b>	<b>10,767</b>	<b>13,318</b>	<b>14,726</b>	<b>15,928</b>	<b>17,798</b>
<b>Central government expenditure</b>	<b>5,091</b>	<b>6,540</b>	<b>6,685</b>	<b>7,230</b>	<b>7,862</b>
<b>Capital</b>	<b>2,219</b>	<b>3,187</b>	<b>3,406</b>	<b>3,620</b>	<b>4,455</b>
<b>Allocated to individual countries</b>	<b>1,221</b>	<b>1,715</b>	<b>666</b>	<b>858</b>	<b>1,028</b>
Strategic roads <sup>5</sup>	738	943	666	858	1,028
Transport in London <sup>6</sup>	483	772	0	0	0
<b>Not allocated to individual countries<sup>4</sup></b>	<b>997</b>	<b>1,472</b>	<b>2,740</b>	<b>2,762</b>	<b>3,427</b>
Rail	939	1,347	2,650	2,688	3,355
Other roads and traffic	28	29	59	21	44
Air and water transport	26	86	17	28	13
Other expenditure	4	11	14	25	15
<b>Current / resource</b>	<b>2,873</b>	<b>3,353</b>	<b>3,279</b>	<b>3,610</b>	<b>3,407</b>
<b>Allocated to individual countries</b>	<b>1,415</b>	<b>1,592</b>	<b>1,893</b>	<b>1,976</b>	<b>2,203</b>
Strategic roads <sup>5</sup>	1,179	1,264	1,419	1,445	1,564
Transport in London <sup>6</sup>	0	0	0	0	0
Subsidies in Scotland	236	328	474	531	639
<b>Not allocated to individual countries<sup>4</sup></b>	<b>1,458</b>	<b>1,761</b>	<b>1,386</b>	<b>1,634</b>	<b>1,204</b>
Bus fuel duty rebates	304	317	342	361	377
Rail <sup>10</sup>	799	1,090	725	1,007	516
Other roads and traffic	88	132	110	62	73
Air and water transport	190	132	136	128	162
Other expenditure	76	91	74	75	75
<b>Local government expenditure<sup>7</sup></b>	<b>5,676</b>	<b>6,778</b>	<b>8,041</b>	<b>8,698</b>	<b>9,936</b>
<b>Capital</b>	<b>2,123</b>	<b>2,757</b>	<b>2,922</b>	<b>3,313</b>	<b>4,214</b>
Roads	1,770	2,279	2,182	2,431	..
Car Parks	59	73	82	108	..
Public transport	279	394	648	762	..
Ports	12	9	7	4	..
Airport companies	3	3	2	7	..
<b>Current / resource</b>	<b>3,553</b>	<b>4,020</b>	<b>5,119</b>	<b>5,386</b>	<b>5,722</b>
Roads	2,398	2,413	2,679	2,806	2,879
Car Parks	-374	-415	-473	-489	-538
Revenue support to public transport	989	1,440	2,275	2,396	2,678
Concessionary fares	539	582	638	673	702

1 Some revisions have been made to the figures since last year

2 Includes provisional estimates.

3 Based on Departmental Expenditure Limits. Figures exclude grants to local authorities and credit approvals for roads, local transport, airports and ports.

4 Figures are on a resource accounting basis.

5 As part of the SR2002 Settlement, renewals maintenance on Strategic Roads was re-classified from Capital to Resource bringing it into line with the treatment in the Resource Accounts

6 LRT was the public corporation responsible for London Underground and bus services in London; TfL gained responsibility for bus services in July 2000 and Underground services in May 2003. From 2003/04, included with GLA transport grant under local government expenditure

7 Figures are on an accruals basis.

8 Figures are on a cash plan basis.

9 Great Britain total expenditure is not the sum of total expenditure for England, Scotland and Wales since it includes expenditure not allocated to individual countries.

10 Rail figures reflect transfers out to Devolved Administrations in respect of the changes in franchising and network grant responsibilities.

020-7944 3088

The figures in this table are outside the scope of National Statistics  
Sources - DfT; DCLG; Scottish Executive; National Assembly for Wales

## 1.16 People in employment in transport related occupations: Spring 2006

		Thousands		
SOC2000 <sup>1</sup> code	Occupation	Transport industries <sup>2</sup>	Other industries	All industries
1161	Transport and distribution managers	48	46	94
4134	Transport and distribution clerks	24	38	62
1232	Garage managers and proprietors	*	38	40
1226, 6212, 6219	Travel agencies and service occupations	58	12	70
3511, 3512, 8218	Air traffic controllers, pilots, operatives, etc	37	*	45
3513, 8217, 9141	Ship officers, seafarers, stevedores, dockers, etc	17	*	25
6213	Travel and tour guides	*	*	*
6214	Air travel assistants	43	*	43
6215, 8216, 3514	Rail travel assistants, operatives and train drivers	45	*	48
8213	Bus and coach drivers	116	12	128
8211	Heavy goods vehicle drivers	169	137	307
8212	Van drivers	24	187	211
8214	Taxi, cab drivers and chauffeurs	161	37	198
5231, 5233	Motor mechanics, auto engineers and electricians	17	187	203
5232, 5234	Vehicle body builders, painters and repairers	*	45	47
8135	Tyre, exhaust and windscreen fitters	*	20	20
8215	Driving instructors	*	39	41
8219	Other transport operatives	*	11	17
	<b>Transport related occupations</b>	<b>777</b>	<b>832</b>	<b>1,609</b>
	<b>All in employment</b>	<b>1,308</b>	<b>27,146</b>	<b>28,455</b>

1 Standard Occupation Classification 2000, see Notes and Definitions.

2 Based on 1992 Standard Industrial Classification (SIC92)

Transport, storage & communication:

60.1 Transport via Railway

60.2 Other inland transport

61 Water Transport

62 Air transport

63 Supporting and auxiliary transport activities; activities of travel agencies.

NB: Data for some cells are not shown because they fall below the 10 thousand LFS reliability threshold.

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Labour Force Survey Helpline: ☎020 7533 6094

Source - Labour Force Survey, ONS

 1.17 Employee jobs in transport and related industries: March 1995-2006 <sup>1</sup>

		Thousands											
SIC 1992 code	Industry	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
60.1	Railways <sup>2</sup>	90	85	55	46	49	50	49	50	48	50	54	54
60.2, 60.3	Other land transport	422	399	435	443	459	455	454	460	450	457	460	463
61	Water transport	27	25	23	20	18	17	15	16	16	15	19	20
62	Air transport	56	59	68	78	85	93	90	85	88	90	85	91
63.1, 63.2, 63.4	Cargo handling, storage & other supporting	222	219	230	234	226	245	260	263	279	290	319	325
63.3	Travel agencies & tour operators	86	85	97	97	110	116	129	122	126	129	127	117
	<b>Total: transport industries</b>	<b>902</b>	<b>872</b>	<b>908</b>	<b>918</b>	<b>947</b>	<b>975</b>	<b>997</b>	<b>996</b>	<b>1,008</b>	<b>1,032</b>	<b>1,064</b>	<b>1,070</b>
	<b>Manufacture of transport equipment:</b>												
34	motor vehicles, trailers	209	228	229	236	227	221	212	206	201	196	186	171
35	other transport equipment	143	146	148	154	162	167	171	159	150	141	138	135
50.1, 50.3-50.5	Retail distribution & filling stations	392	397	413	407	411	390	384	390	386	375	368	372
50.2	Maintenance and repair of motor vehicles	167	172	170	150	155	164	161	171	165	168	167	168
	<b>Total: transport related industries</b>	<b>911</b>	<b>942</b>	<b>961</b>	<b>947</b>	<b>955</b>	<b>942</b>	<b>928</b>	<b>926</b>	<b>902</b>	<b>880</b>	<b>859</b>	<b>846</b>
	<b>All transport and related industries and services</b>	<b>1,814</b>	<b>1,814</b>	<b>1,869</b>	<b>1,864</b>	<b>1,902</b>	<b>1,918</b>	<b>1,925</b>	<b>1,922</b>	<b>1,909</b>	<b>1,911</b>	<b>1,923</b>	<b>1,916</b>

1 The data in this table differ from those previously published. This is due to benchmarking the Annual Business Enquiry (ABI/1).

See the note on Tables 1.17 and 1.18 in the Notes and Definitions of Section 1.

2 See Notes and Definitions.

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Source - Employment, Earnings & Productivity Division, ONS

# Transport Statistics Great Britain 2006

## 1.18 Employee jobs in transport and related industries: by sex and employment status: March 1990-2006

		Thousands											
SIC 1992 code	Industry	March 1990 <sup>1</sup>			March 1995			March 2005 <sup>1</sup>			March 2006		
		Female		Part- time	Female		Part- time	Female		Part- time	Female		Part- time
		Male	All time		Male	All time		Male	All time		Male	All time	
60.1	Railways <sup>2</sup>	155	7	1	67	23	1	42	12	2	42	12	2
60.2, 60.3	Other land transport, and via pipelines	389	27	7	406	16	6	379	80	25	386	76	25
61	Water transport	42	4	0	23	3	0	13	6	1	14	6	1
62	Air transport	36	21	2	31	25	3	47	38	10	50	41	9
63	Miscellaneous transport and storage	216	84	8	219	89	8	280	165	39	285	157	43
Total: transport industries		838	143	18	746	156	18	761	301	77	777	292	80
Manufacture of transport equipment:													
34	motor vehicles, trailers	235	12	1	198	12	1	162	24	4	149	22	4
35	other transport equipment	211	18	1	133	10	1	124	15	2	122	13	2
50.1, 50.3-50.5	Retail distribution & filling stations	237	44	13	356	35	14	271	97	35	271	101	41
50.2	Maintenance & repair of motor vehicles	163	18	6	144	23	4	131	36	15	129	39	16
Total: Transport related industries		846	92	21	831	80	20	688	172	56	671	175	63
All transport and related industries and services		1,684	236	39	1,577	236	39	1,449	473	133	1,448	467	143

1 The data in this table differ from those previously published. This is due to benchmarking the Annual Business Enquiry (ABI/1).

See the note on Tables 1.18 and 1.19 in the Notes and Definitions of Section 1.

2 See Notes and Definitions.

☎01633 812079

Source - Employment, Earnings & Productivity Division, ONS

## 1.19 Retail Prices Index: transport components: 1995-2005

1995=100									
Motor vehicles									
	All items	Purchase	Maintenance	Petrol and oil	Tax and insurance	All motor	Rail fares	Bus fares	Fares & other travel costs
1995	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1996	102.4	103.3	104.6	105.1	96.7	103.0	103.7	103.8	103.0
1997	105.7	105.7	110.2	115.5	100.7	108.5	106.2	107.4	106.5
1998	109.3	104.6	114.7	121.2	109.5	111.9	110.5	111.0	108.8
1999	111.0	100.1	119.2	131.5	118.5	114.6	114.6	115.0	112.2
2000	114.2	94.7	124.2	148.8	131.1	119.0	116.5	119.7	115.9
2001	116.3	93.4	130.3	141.2	138.0	118.3	121.0	124.7	119.6
2002	118.2	91.5	137.0	136.7	140.1	117.4	123.8	128.5	123.0
2003	121.6	89.0	145.2	141.6	146.2	118.9	125.9	133.9	131.7
2004	125.2	86.2	154.0	149.5	146.9	120.1	130.7	140.7	136.3
2005	128.8	81.7	163.4	162.7	144.9	120.8	136.0	150.0	141.9

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Source - Consumer Prices and Inflation Division, ONS



1.20 Gross Domestic Product and Retail Price Index deflators: 1995-2005

Calendar years to 2005 price level			Fiscal years to 2005/06 price level			Calendar years to 2005/06 price level		
Year	GDP Factor	RPI Factor	Year	GDP Factor	RPI Factor	Year	GDP Factor	RPI Factor
1995	1.316	1.288	1995/96	1.314	1.286	1995	1.324	1.295
1996	1.281	1.257	1996/97	1.280	1.256	1996	1.288	1.265
1997	1.242	1.219	1997/98	1.239	1.216	1997	1.249	1.226
1998	1.203	1.179	1998/99	1.201	1.179	1998	1.210	1.186
1999	1.168	1.161	1999/00	1.162	1.161	1999	1.174	1.167
2000	1.123	1.128	2000/01	1.121	1.127	2000	1.129	1.134
2001	1.098	1.107	2001/02	1.099	1.110	2001	1.104	1.114
2002	1.077	1.090	2002/03	1.077	1.088	2002	1.083	1.096
2003	1.050	1.059	2003/04	1.047	1.058	2003	1.056	1.065
2004	1.018	1.028	2004/05	1.019	1.026	2004	1.024	1.034
2005	1.000	1.000	2005/06	1.000	1.000	2005	1.006	1.006

020-7944 4442

Sources - GDP: National Expenditure and Income Division, ONS



## 2 Aviation:

### Notes and Definitions

Tables 2.2a - 2.2c, and 2.8 are derived from the Civil Aviation Authority (CAA) publication *United Kingdom Airports* (annual), thus;

<u>TSGB table</u>	<u>CAA publication table N°</u>
2.2a	4.1 and 5
2.2b	8, 10.1 and 10.2
2.2c	13.1 and 14
2.8	12.1

Table 2.3 is derived from the CAA *Punctuality Statistics*.

Tables 2.4, 2.6 and 2.11 are derived from the CAA publication *United Kingdom Airlines* (annual) and earlier volumes. Thus;

<u>TSGB table</u>	<u>CAA publication table N°</u>
2.4	1.7.1/2/3 and 1.8.1/2/3
2.6	1.11.2
2.11	1.14

CAA compiles the statistics from returns submitted by United Kingdom airlines.

Tables 2.7 and 2.12 are derived from the International Civil Aviation Organisation (ICAO) publication *Civil Aviation Statistics of the World* and from data supplied by ICAO.

Table 2.9 is derived from the CAA publication *Reportable Accidents to United Kingdom Registered Aircraft and to Foreign Registered Aircraft in United Kingdom Airspace* and from data supplied by the Civil Aviation Authority's Safety Data Unit. Table 2.10 is derived from the CAA publication *United Kingdom Airmisses Involving Commercial Air Transport* and from data supplied by the UK Airprox Board.

#### Traffic at United Kingdom airports: 2.2

The table shows air transport movements (landings and take-offs of aircraft engaged in commercial air transport), terminal passengers (arrivals and departures) and cargo handled (uplifted and set down).

Domestic traffic (movements, passengers and cargo) shown is half that published in the CAA Airport Annual Reports, to remove double counting at airport of arrival and departure. The figures for

individual airports have not, however, been adjusted to eliminate double counting of domestic traffic.

Terms used in table 2.2 are defined as follows:

*Air transport movements:* All scheduled movements (whether loaded or empty) and loaded charter movements, but excludes empty positioning flights by scheduled aircraft and empty charter movements.

*International services:* These services are flown between the United Kingdom, Isle of Man or Channel Islands and points in other countries.

*Scheduled services:* Those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

*Non-scheduled services:* Air transport movements other than scheduled services.

*Terminal passengers:* Passengers joining or leaving an aircraft at a United Kingdom airport (a passenger who changes from one aircraft to another, carrying the same flight number, is counted as a terminal passenger both on arrival and departure). Transit passengers who arrive and depart on the same aircraft are not included.

All revenue and non-revenue passengers (who pay less than 25 per cent of the normal applicable fare) are counted as terminal passengers. Cargo excludes mail and passengers' and crews' permitted baggage, but all other property carried on an aircraft is included. Thus excess baggage is included, as are diplomatic bags. Cargo in transit through an airport on the same aircraft is excluded.

#### Punctuality at United Kingdom Airports: 2.3

London airports include Heathrow, Gatwick, Stansted and Luton. London City also began reporting from April 1997. Regional airports include Manchester, Birmingham and Glasgow. Newcastle and Edinburgh airports also began reporting from July 1996; the resulting discontinuity in the series is very small.

#### Main outputs of United Kingdom airlines: 2.4

Table 2.4 shows the carriage of revenue passengers, cargo and mail on services flown by United Kingdom airlines, scheduled and non-scheduled (but excluding air-taxi operations and sub-charter

## Transport Statistics Great Britain 2006

operations performed on behalf of United Kingdom airlines). Passenger kilometres are calculated by multiplying the number of revenue passengers carried on each flight stage by the stage distance. Passenger seat occupancy is calculated as passenger kilometres as a percentage of seat kilometres available.

Cargo and mail uplifted are calculated by counting each tonne of revenue cargo or mail on a particular journey once only and not repeatedly on each individual stage of the flight. Cargo and mail tonne kilometres are calculated by multiplying the number of tonnes of revenue load on each stage flight by the stage distance.

Terms used in table 2.4 are defined as follows:

*Passengers:* Travellers are counted as revenue passengers if they pay at least 25 per cent of the normal applicable fare. They are counted only once on a particular flight (with one flight number) and not for each stage of that flight.

*International services:* These services are flown between the United Kingdom, Isle of Man or Channel Islands and points in other countries.

*Domestic services:* Those entirely within the United Kingdom, Isle of Man and Channel Islands.

*Scheduled services:* Those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

*Non-scheduled services:* Air transport movements other than scheduled services.

### Forecasts of air traffic demand: 2.5

These forecasts were published in June 2000 and supersede those published in 1997. They are the seventh set of forecasts produced by the Department of Transport, Local Government and the Regions (or predecessor Departments) since 1984.

The forecasts are for the demand for air travel by UK and foreign residents to and from UK airports up to year 2020, extending the forecast period five years beyond that in the 1997 forecasts. They are based on econometric equations, which specify a relationship between passenger traffic and a number of explanatory variables, which determine it. The key variables determining air traffic were found to be domestic and foreign economic growth (principally GDP); air fares; trade and exchange rates. The relationships derived from past years' data are applied to projections of future year values of the explanatory variables to calculate forecasts of air traffic. A range of forecasts is given in order to

reflect the uncertainties inherent in long term forecasting.

### United Kingdom airline fleet: 2.6

Table 2.6 gives information on the fleet size of selected larger United Kingdom airlines.

### Activity at major airports: 2.7

Table 2.7 gives a comparison of the activity at some of the world's major airports. Airports are selected such that the largest 25 (as reported to ICAO) by number of terminal passengers are included. The ranking is only a guide as 'non-reporting' airports are excluded. Some airports which did not report in previous years have entered the table. A substantial proportion of the figures are estimated by ICAO on the basis of part-year data; the table is therefore of use only as a guide.

### United Kingdom international passenger movements: 2.8

The table records the origin and destination of all revenue and non-revenue terminal passengers on air transport movement flights as reported to United Kingdom airport authorities by United Kingdom and foreign airlines. Passengers changing planes are recorded twice, on arrival and departure. Passengers carried in aircraft chartered by British government departments, HM and other armed forces travelling in the course of their duties, and oil rig traffic are excluded. Operators are required to report, in respect of each service operated, the points of uplift and discharge of each passenger. The figures record data for direct flights only, so they may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent the passenger's ultimate destination.

Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases, all passengers are allocated to the aircraft's origin or ultimate destination. All identifiable diversions are reallocated to the point of intended operation.

### Casualties: 2.9

The table includes deaths, serious and minor injuries where an aircraft was engaged in airline, air taxi, general aviation (including private flights) and other commercial (including training) operations.

Terms used in Table 2.9 are defined as follows:

*Airline:* Public transport flights, which are subject to a United Kingdom Air Transport Licence. Also public transport flights which are not subject to a

United Kingdom Air Transport Licence, but which utilise aircraft having a maximum take-off weight of 15 tonnes or more. Positioning flights are excluded. There are no rotary wing services by United Kingdom registered aircraft in foreign airspace, and no rotary wing or air taxi services by foreign registered aircraft in United Kingdom airspace.

*Air Taxi:* Public Transport flights which are not subject to a United Kingdom Air Transport Licence and which utilise aircraft having a maximum take-off weight of less than 15 tonnes. Positioning flights are excluded.

*General Aviation:* Includes executive, club and group, private and training flights, but does not include accidents to gliders, microlights, hang gliders or hot-air balloons.

### **Aircraft proximity: 2.10**

Table 2.10 reflects the Civil Aviation Authority's practice, introduced in 1990, of including controller-reported incidents. Further, the term "airmiss" has been replaced by AIRPROX, meaning aircraft proximity hazard.

An AIRPROX is a situation in which, in the opinion of a pilot or controller, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft was or may have been compromised. AIRPROX can occur between various combinations of commercial, military and private aircraft. The numbers of AIRPROX incidents involving commercial transport aircraft are shown separately in the table.

All AIRPROX reports are assessed and, following guidelines given by the International Civil Aviation Organisation, the degrees of risk involved are categorised as 'risk of collision', 'safety not assured', 'no risk of collision', and 'risk not determined'.

### **Employment: 2.11**

Table 2.11 shows the average number of personnel employed by United Kingdom airlines in the United Kingdom and overseas. Personnel employed by companies performing solely air-taxi operations are excluded.

### **Passenger traffic via major international airlines: 2.12**

Table 2.12 gives a comparison of the major international airlines. Airlines are selected such that the largest 25 (as reported to ICAO) by passengers uplifted are included. The ranking is only a guide as 'non reporting' airlines are excluded.

# Transport Statistics Great Britain 2006

## 2.1 Activity at civil aerodromes: United Kingdom:<sup>1</sup> 1950-2005

For greater detail of the years 1995-2005 see Table 2.2

Year	Air transport movements: aircraft landings or take-offs (thousands)	Terminal passengers (thousands)	Freight loaded plus unloaded (thousand tonnes)
1950	195	2,133	31
1951	187	2,471	44
1952	195	2,776	40
1953	214	3,419	64
1954	232	4,004	84
1955	259	4,831	113
1956	293	5,617	121
1957	329	6,600	139
1958	340	6,761	167
1959	358	7,867	226
1960	402	10,075	279
1961	447	12,249	313
1962	449	13,793	344
1963	458	15,506	360
1964	480	17,649	399
1965	508	19,918	418
1966	556	22,582	517
1967	566	24,003	488
1968	560	24,845	524
1969	591	28,064	585
1970	607	31,606	580
1971	630	34,934	532
1972	669	39,125	649
1973	719	43,125	699
1974	710	40,082	717
1975	701	41,846	638
1976	740	44,666	659
1977	759	45,927	705
1978	862	52,829	748
1979	924	56,992	797
1980	954	57,823	744
1981	927	57,771	724
1982	973	58,778	693
1983	1,019	61,109	726
1984	1,079	67,572	861
1985	1,097	70,434	850
1986	1,125	75,161	881
1987	1,193	86,041	976
1988	1,280	93,162	1,088
1989	1,375	98,913	1,151
1990	1,420	102,418	1,193
1991	1,369	95,770	1,126
1992	1,448	106,123	1,238
1993	1,484	112,277	1,376
1994	1,485	122,159	1,589
1995	1,551	129,369	1,703
1996	1,630	135,810	1,772
1997	1,703	146,657	1,943
1998	1,807	158,856	2,080
1999	1,899	168,363	2,189
2000	1,986	179,885	2,314
2001	2,028	181,229	2,146
2002	2,023	188,761	2,195
2003	2,088	199,952	2,208
2004	2,208	215,681	2,371
2005	2,333	228,214	2,363

1 Includes double counting of domestic traffic, unlike table 2.2

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The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority

## 2.2 Traffic at United Kingdom airports: by type of service and operator: 1995-2005

(a) Air transport movements (aircraft landings or take-offs)											Thousands	
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
International (incl. traffic to/from UK oil rigs):												
UK operators												
Scheduled	334	366	405	440	478	517	536	530	516	546	584	
Non-scheduled	211	204	215	225	219	221	214	223	215	203	204	
Total	545	570	620	665	697	738	750	753	731	749	788	
Foreign operators												
Scheduled	369	395	406	434	474	503	496	498	560	603	640	
Non-scheduled	37	39	40	46	42	44	56	45	44	47	48	
Total	406	434	446	480	516	547	552	543	604	650	688	
Domestic: <sup>1,2</sup>												
Scheduled	272	284	292	306	317	324	338	340	355	384	408	
Non-scheduled	28	29	27	25	26	26	26	24	21	21	21	
Total	300	313	319	331	343	350	364	364	376	405	429	
UK operators total: <sup>1,2</sup>												
Scheduled	606	650	697	746	795	841	874	870	871	930	992	
Non-scheduled	239	233	242	250	245	247	240	247	236	224	225	
Total	845	883	939	996	1,040	1,088	1,114	1,117	1,107	1,154	1,217	
Foreign operators	406	434	446	480	516	547	552	543	604	650	688	
All operators: <sup>1</sup>	1,251	1,317	1,385	1,476	1,556	1,635	1,666	1,660	1,711	1,804	1,905	
Selected airports: <sup>3</sup>												
Gatwick	190	209	227	240	245	251	244	234	234	241	252	
Heathrow	419	427	429	441	449	460	458	460	457	470	472	
Luton	19	28	37	44	51	56	56	55	58	64	75	
Stansted	63	75	82	102	132	144	151	152	169	177	178	
Birmingham	74	77	80	88	98	108	111	112	116	109	113	
Bristol	26	26	30	32	33	34	41	46	50	55	61	
Nottingham East Midlands	32	35	36	39	39	40	41	49	54	56	54	
Manchester	146	141	146	162	169	178	182	178	192	208	218	
Newcastle	35	39	41	41	42	43	46	44	42	50	55	
Aberdeen	73	78	82	85	78	78	83	80	77	81	89	
Edinburgh	60	66	69	72	81	86	98	105	105	112	116	
Glasgow	74	75	79	83	86	88	91	87	88	92	97	
Belfast International	37	33	32	37	43	41	46	38	40	43	48	

1 Adjusted to eliminate double counting.

2 Includes movements by foreign operators on domestic routes

3 Includes double counting.

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The figures in this table are outside the scope of National Statistics

Source - Civil Aviation Authority

# Transport Statistics Great Britain 2006

## 2.2 (continued) Traffic at United Kingdom airports: by type of service and operator: 1995-2005

(b) Terminal passengers (arrivals or departures)											Millions
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>International (incl. traffic to/from oil rigs)</b>											
<b>UK operators</b>											
Scheduled	34.8	37.8	41.8	46.8	50.1	54.5	53.6	54.4	56.5	63.2	69.1
Non-scheduled	27.9	26.3	28.7	31.6	32.6	33.2	34.0	33.9	33.4	32.2	30.2
<b>Total</b>	<b>62.7</b>	<b>64.1</b>	<b>70.5</b>	<b>78.4</b>	<b>82.7</b>	<b>87.7</b>	<b>87.6</b>	<b>88.3</b>	<b>89.9</b>	<b>95.4</b>	<b>99.3</b>
<b>Foreign operators</b>											
Scheduled	34.5	36.9	39.9	42.5	46.6	51.1	51.3	54.5	60.2	67.6	74.6
Non-scheduled	4.2	4.4	4.3	4.5	4.1	3.9	4.0	3.9	4.1	4.1	4.1
<b>Total</b>	<b>38.7</b>	<b>41.3</b>	<b>44.2</b>	<b>47.0</b>	<b>50.7</b>	<b>55.0</b>	<b>55.3</b>	<b>58.4</b>	<b>64.3</b>	<b>71.7</b>	<b>78.7</b>
<b>Domestic:<sup>1,2</sup></b>											
Scheduled	13.7	15.0	15.7	16.5	17.3	18.4	18.9	20.8	22.7	24.0	24.9
Non-scheduled	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
<b>Total</b>	<b>14.0</b>	<b>15.2</b>	<b>16.0</b>	<b>16.7</b>	<b>17.5</b>	<b>18.6</b>	<b>19.2</b>	<b>21.0</b>	<b>22.9</b>	<b>24.2</b>	<b>25.1</b>
<b>UK operators total:<sup>1,2</sup></b>											
Scheduled	48.4	52.8	57.5	63.3	67.4	72.9	72.5	75.2	79.2	87.2	94.0
Non-scheduled	28.2	26.5	29.0	31.8	32.8	33.4	34.2	34.1	33.6	32.4	30.4
<b>Total</b>	<b>76.6</b>	<b>79.3</b>	<b>86.5</b>	<b>95.1</b>	<b>100.2</b>	<b>106.3</b>	<b>106.8</b>	<b>109.3</b>	<b>112.8</b>	<b>119.6</b>	<b>124.4</b>
<b>Foreign operators</b>	<b>38.7</b>	<b>41.3</b>	<b>44.2</b>	<b>47.0</b>	<b>50.7</b>	<b>55.0</b>	<b>55.3</b>	<b>58.4</b>	<b>64.3</b>	<b>71.7</b>	<b>78.7</b>
<b>All traffic:<sup>1</sup></b>	<b>115.3</b>	<b>120.6</b>	<b>130.7</b>	<b>142.1</b>	<b>150.9</b>	<b>161.3</b>	<b>162.1</b>	<b>167.7</b>	<b>177.1</b>	<b>191.3</b>	<b>203.1</b>
<b>Selected airports:</b>											
<b>International:</b>											
Gatwick	20.6	22.0	24.4	26.3	27.6	29.0	28.1	26.1	26.0	27.5	28.8
Heathrow	46.8	48.3	50.6	53.2	54.8	56.9	53.8	56.4	56.6	60.2	61.0
Luton	1.7	2.0	2.5	3.3	3.9	4.4	4.8	4.7	5.1	5.9	7.5
Stansted	3.1	3.8	4.2	5.6	8.0	10.4	11.6	13.6	16.0	18.2	19.3
Birmingham	4.3	4.4	4.8	5.4	5.8	6.3	6.5	6.7	7.5	7.5	7.8
Bristol	1.1	1.1	1.2	1.4	1.6	1.7	2.1	2.5	2.8	3.3	3.8
Nottingham East Midlands	1.5	1.4	1.5	1.8	1.9	1.9	2.0	2.7	3.4	3.6	3.5
Manchester	12.1	12.0	13.3	14.6	14.7	15.5	16.3	15.9	16.4	17.7	18.7
Newcastle	1.7	1.6	1.8	2.0	2.0	2.2	2.4	2.2	2.5	3.0	3.3
Aberdeen	0.7	0.8	0.9	0.9	0.8	0.8	0.9	0.9	1.0	1.0	1.1
Edinburgh	0.7	0.8	0.9	1.0	1.3	1.5	1.8	1.8	2.0	2.2	2.3
Glasgow	2.6	2.4	2.8	3.0	3.3	3.4	3.4	3.5	3.5	3.9	4.2
Belfast International	0.7	0.7	0.7	0.8	1.0	0.9	1.0	0.9	1.0	1.2	1.4
<b>Domestic:<sup>3</sup></b>											
Gatwick	1.8	2.1	2.4	2.7	2.8	2.9	3.0	3.4	3.9	3.9	3.9
Heathrow	7.3	7.4	7.2	7.2	7.1	7.4	6.6	6.7	6.7	6.9	6.7
Luton	0.1	0.5	0.7	0.9	1.3	1.7	1.8	1.7	1.7	1.6	1.6
Stansted	0.8	1.0	1.2	1.2	1.5	1.4	2.0	2.5	2.7	2.7	2.7
Birmingham	0.9	1.0	1.0	1.2	1.1	1.2	1.2	1.2	1.4	1.3	1.5
Bristol	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.9	1.1	1.3	1.4
Nottingham East Midlands	0.3	0.4	0.4	0.4	0.4	0.3	0.3	0.5	0.8	0.8	0.7
Manchester	2.3	2.4	2.4	2.6	2.7	2.8	2.8	2.7	3.1	3.3	3.4
Newcastle	0.7	0.8	0.8	0.9	0.9	1.0	1.0	1.2	1.5	1.7	1.8
Aberdeen	1.3	1.4	1.5	1.6	1.5	1.5	1.7	1.6	1.5	1.5	1.7
Edinburgh	2.6	3.0	3.2	3.5	3.7	4.0	4.3	5.1	5.5	5.8	6.1
Glasgow	2.8	3.0	3.2	3.4	3.5	3.6	3.8	4.3	4.6	4.6	4.6
Belfast International	1.6	1.7	1.8	1.8	2.1	2.2	2.6	2.7	3.0	3.2	3.4
<b>All traffic:<sup>3</sup></b>											
Gatwick	22.4	24.1	26.8	29.0	30.4	31.9	31.1	29.5	29.9	31.3	32.7
Heathrow	54.1	55.7	57.8	60.4	61.9	64.3	60.4	63.0	63.2	67.1	67.7
Luton	1.8	2.5	3.2	4.2	5.2	6.1	6.6	6.5	6.8	7.5	9.1
Stansted	3.9	4.8	5.4	6.8	9.5	11.8	13.6	16.0	18.7	21.0	22.0
Birmingham	5.2	5.4	5.8	6.6	6.9	7.5	7.7	7.9	8.9	8.8	9.3
Bristol	1.4	1.4	1.6	1.8	2.0	2.1	2.7	3.4	3.9	4.6	5.2
Nottingham East Midlands	1.8	1.8	1.9	2.2	2.3	2.2	2.3	3.2	4.3	4.4	4.2
Manchester	14.4	14.4	15.7	17.2	17.4	18.3	19.1	18.6	19.5	21.0	22.1
Newcastle	2.4	2.4	2.6	2.9	2.9	3.2	3.4	3.4	3.9	4.7	5.2
Aberdeen	2.0	2.2	2.4	2.5	2.3	2.3	2.5	2.5	2.5	2.6	2.9
Edinburgh	3.3	3.8	4.1	4.5	5.0	5.5	6.0	6.9	7.5	8.0	8.4
Glasgow	5.4	5.4	6.0	6.4	6.8	7.0	7.2	7.8	8.1	8.6	8.8
Belfast International	2.3	2.4	2.5	2.6	3.0	3.1	3.6	3.6	4.0	4.4	4.8

1 Adjusted to eliminate double counting.

2 Includes passengers travelling with foreign operators on domestic routes

3 Includes double counting.

020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority



## 2.2 (continued) Traffic at United Kingdom airports: by type of service and operator: 1995-2005

(c) Cargo handled (excl. mail and passengers' luggage)											Thousand tonnes
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
International (incl. traffic to/from oil rigs)											
UK operators											
Scheduled	550	569	656	714	734	773	658	678	702	778	768
Non-scheduled	103	90	83	74	85	75	54	44	33	33	31
Total	653	659	739	788	819	848	712	722	735	811	799
Foreign operators											
Scheduled	818	855	954	997	1,053	1,091	1,043	1,090	1,115	1,210	1,107
Non-scheduled	106	138	148	200	216	265	279	275	240	226	320
Total	924	993	1,102	1,197	1,269	1,356	1,322	1,365	1,355	1,436	1,427
Domestic: <sup>1</sup>											
Scheduled	17	20	18	15	14	14	11	10	15	18	9
Non-scheduled	46	40	33	33	36	42	44	45	44	44	59
Total	63	59	50	47	50	56	55	55	59	62	68
UK operators total: <sup>1,2</sup>											
Scheduled	567	589	674	728	748	787	669	688	717	796	777
Non-scheduled	149	130	116	107	121	117	98	89	77	77	90
Total	716	718	789	835	869	904	767	777	794	873	867
Foreign operators	924	993	1,102	1,197	1,269	1,356	1,322	1,365	1,355	1,436	1,427
All operators: <sup>1</sup>	1,640	1,711	1,891	2,032	2,138	2,260	2,089	2,142	2,149	2,309	2,294
Selected airports: <sup>3</sup>											
Gatwick	229	267	265	274	294	319	280	243	223	218	223
Heathrow	1,032	1,040	1,156	1,209	1,265	1,307	1,180	1,235	1,223	1,325	1,306
Luton	12	16	21	26	23	33	23	20	23	26	23
Stansted	89	103	126	179	174	166	166	184	199	226	237
Birmingham	21	19	20	18	29	9	12	13	12	10	13
Nottingham East Midlands	81	104	126	123	128	178	195	219	227	253	267
Kent International	5	2	2	6	23	32	36	32	43	27	8
Liverpool	30	27	25	25	25	29	23	14	12	9	9
Manchester	80	79	94	101	108	117	106	113	123	149	147
Edinburgh	5	7	8	14	18	18	16	21	25	27	30
Glasgow	13	11	11	8	9	9	6	5	5	8	9
Prestwick	20	22	34	40	41	41	43	40	40	34	29
Belfast International	30	27	25	25	26	31	32	29	30	32	38

1 Adjusted to eliminate double counting.

2 Includes freight carried by foreign operators on domestic routes.

3 Includes double counting.

☎020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority

## 2.3 Punctuality at United Kingdom Airports: Percentage of flights on time (within 15 minutes): 1995-2005

	Percentage					
	All reporting London airports		All reporting regional airports		All reporting airports	
	Scheduled	Charter	Scheduled	Charter	Scheduled	Charter
1995	77	51	85	56	79	53
1996	74	47	83	57	77	52
1997	71	46	80	56	74	51
1998	69	50	78	56	72	53
1999	69	49	76	53	71	51
2000	70	52	77	55	72	53
2001	71	60	77	58	73	58
2002	69	68	76	68	72	68
2003	75	73	79	74	76	74
2004	73	69	78	71	75	70
2005	71	63	77	70	73	67

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The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority

# Transport Statistics Great Britain 2006

## 2.4 Main outputs of United Kingdom airlines: by type of service: 1995-2005

(a) Aircraft kilometres flown											Million kilometres
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>International:</b>											
Scheduled	579	630	698	789	827	895	920	921	965	1,059	1,178
Non-scheduled	363	359	370	403	427	447	437	412	431	423	414
<b>Total</b>	<b>942</b>	<b>988</b>	<b>1,068</b>	<b>1,192</b>	<b>1,254</b>	<b>1,342</b>	<b>1,357</b>	<b>1,333</b>	<b>1,396</b>	<b>1,483</b>	<b>1,592</b>
<b>Domestic:</b>											
Scheduled	101	106	111	118	120	121	128	126	123	138	147
Non-scheduled	8	8	8	7	7	7	8	9	8	8	7
<b>Total</b>	<b>109</b>	<b>114</b>	<b>119</b>	<b>125</b>	<b>127</b>	<b>129</b>	<b>136</b>	<b>135</b>	<b>131</b>	<b>146</b>	<b>154</b>
<b>All services:</b>											
Scheduled	680	735	809	886	947	1,016	1,048	1,047	1,088	1,198	1,326
Non-scheduled	371	367	378	410	434	455	445	421	440	431	421
<b>Total</b>	<b>1,051</b>	<b>1,102</b>	<b>1,187</b>	<b>1,297</b>	<b>1,381</b>	<b>1,471</b>	<b>1,493</b>	<b>1,468</b>	<b>1,528</b>	<b>1,629</b>	<b>1,746</b>
(b) Passengers uplifted											Millions
<b>International:</b>											
Scheduled	34	36	40	45	48	52	51	52	56	64	71
Non-scheduled	27	26	28	31	32	33	34	34	33	32	30
<b>Total</b>	<b>61</b>	<b>62</b>	<b>69</b>	<b>76</b>	<b>81</b>	<b>86</b>	<b>85</b>	<b>86</b>	<b>89</b>	<b>96</b>	<b>101</b>
<b>Domestic:</b>											
Scheduled	14.0	15.0	15.9	16.6	17.1	18.0	18.2	19.8	20.8	22.5	23.1
Non-scheduled	0.4	0.3	0.3	0.3	0.2	0.2	0.3	0.3	0.3	0.2	0.2
<b>Total</b>	<b>14.3</b>	<b>15.3</b>	<b>16.2</b>	<b>16.9</b>	<b>17.4</b>	<b>18.2</b>	<b>18.5</b>	<b>20.2</b>	<b>21.0</b>	<b>22.7</b>	<b>23.3</b>
<b>All services:</b>											
Scheduled	47	51	56	62	65	70	69	72	76	86	94
Non-scheduled	27	26	28	31	33	33	34	34	34	32	30
<b>Total</b>	<b>75</b>	<b>77</b>	<b>85</b>	<b>93</b>	<b>98</b>	<b>104</b>	<b>104</b>	<b>107</b>	<b>110</b>	<b>118</b>	<b>124</b>
(c) Passenger kilometres flown											Billion kilometres
<b>International:</b>											
Scheduled	110	119	130	145	153	163	151	148	156	173	191
Non-scheduled	70	72	77	84	87	90	90	88	89	90	87
<b>Total</b>	<b>179</b>	<b>191</b>	<b>206</b>	<b>229</b>	<b>240</b>	<b>253</b>	<b>241</b>	<b>236</b>	<b>245</b>	<b>263</b>	<b>278</b>
<b>Domestic:</b>											
Scheduled	5.8	6.2	6.6	6.9	7.2	7.5	7.6	8.3	8.9	9.5	9.8
Non-scheduled	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1
<b>Total</b>	<b>5.9</b>	<b>6.3</b>	<b>6.8</b>	<b>7.0</b>	<b>7.3</b>	<b>7.6</b>	<b>7.7</b>	<b>8.5</b>	<b>9.1</b>	<b>9.8</b>	<b>9.9</b>
<b>All services:</b>											
Scheduled	115	125	136	152	160	170	159	156	165	183	200
Non-scheduled	70	72	77	84	87	90	90	88	90	90	87
<b>Total</b>	<b>185</b>	<b>197</b>	<b>213</b>	<b>236</b>	<b>248</b>	<b>261</b>	<b>249</b>	<b>244</b>	<b>254</b>	<b>273</b>	<b>287</b>
(d) Passenger seat occupancy											Percentage
<b>International:</b>											
Scheduled	73.7	73.5	72.6	71.9	71.1	72.6	70.9	74.5	74.8	75.8	76.1
Non-scheduled	89.0	88.7	89.6	89.7	89.4	89.5	89.9	90.4	89.2	89.9	89.0
<b>Total</b>	<b>79.0</b>	<b>78.6</b>	<b>78.1</b>	<b>77.5</b>	<b>76.8</b>	<b>77.9</b>	<b>77.0</b>	<b>79.7</b>	<b>79.5</b>	<b>80.1</b>	<b>79.7</b>
<b>Domestic:</b>											
Scheduled	63.3	64.0	64.1	62.0	60.6	64.2	61.8	66.0	70.5	68.0	65.3
Non-scheduled	69.0	68.1	68.9	69.2	66.4	62.2	62.3	60.6	66.0	61.8	37.9
<b>Total</b>	<b>63.4</b>	<b>64.0</b>	<b>64.2</b>	<b>62.1</b>	<b>60.7</b>	<b>64.9</b>	<b>61.8</b>	<b>65.9</b>	<b>70.4</b>	<b>67.9</b>	<b>65.0</b>
<b>All services:</b>											
Scheduled	73.1	73.0	72.2	71.3	70.6	72.2	69.9	74.0	74.5	75.3	75.5
Non-scheduled	89.0	88.6	89.5	89.7	89.3	89.4	89.9	90.3	89.1	89.8	88.9
<b>Total</b>	<b>78.4</b>	<b>78.0</b>	<b>77.6</b>	<b>76.9</b>	<b>76.2</b>	<b>77.4</b>	<b>75.9</b>	<b>79.1</b>	<b>79.1</b>	<b>79.6</b>	<b>79.1</b>

## 2.4 (continued) Main outputs of United Kingdom airlines: by type of service: 1995-2005

(e) Cargo and mail uplifted											Thousand tonnes
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>International:</b>											
Scheduled	610	655	752	800	834	873	723	752	783	879	911
Non-scheduled	119	119	96	161	178	151	114	101	105	122	104
<b>Total</b>	<b>729</b>	<b>774</b>	<b>848</b>	<b>960</b>	<b>1,012</b>	<b>1,024</b>	<b>837</b>	<b>853</b>	<b>888</b>	<b>1,002</b>	<b>1,016</b>
<b>Domestic:</b>											
Scheduled	34	35	31	32	26	25	13	17	17	15	10
Non-scheduled	70	65	69	66	71	72	75	70	64	56	80
<b>Total</b>	<b>103</b>	<b>100</b>	<b>99</b>	<b>98</b>	<b>97</b>	<b>96</b>	<b>88</b>	<b>87</b>	<b>81</b>	<b>71</b>	<b>90</b>
<b>All services:</b>											
Scheduled	643	691	783	831	860	897	736	769	801	895	921
Non-scheduled	189	184	165	227	249	223	189	170	169	178	185
<b>Total</b>	<b>832</b>	<b>875</b>	<b>948</b>	<b>1,059</b>	<b>1,109</b>	<b>1,120</b>	<b>925</b>	<b>939</b>	<b>969</b>	<b>1,072</b>	<b>1,106</b>
(f) Cargo and mail tonne-kilometres flown											Millions
<b>International:</b>											
Scheduled	3,705	3,994	4,614	4,829	5,068	5,330	4,643	4,991	5,235	5,693	6,085
Non-scheduled	356	472	357	413	460	533	519	295	343	331	326
<b>Total</b>	<b>4,061</b>	<b>4,466</b>	<b>4,972</b>	<b>5,242</b>	<b>5,528</b>	<b>5,863</b>	<b>5,162</b>	<b>5,286</b>	<b>5,578</b>	<b>6,024</b>	<b>6,411</b>
<b>Domestic:</b>											
Scheduled	14	14	12	12	10	10	8	6	6	5	3
Non-scheduled	23	22	23	22	24	24	26	25	24	23	34
<b>Total</b>	<b>36</b>	<b>36</b>	<b>35</b>	<b>34</b>	<b>34</b>	<b>33</b>	<b>34</b>	<b>31</b>	<b>30</b>	<b>29</b>	<b>37</b>
<b>All services:</b>											
Scheduled	3,718	4,008	4,626	4,841	5,078	5,339	4,651	4,997	5,242	5,698	6,088
Non-scheduled	379	494	380	434	484	557	545	320	367	354	360
<b>Total</b>	<b>4,097</b>	<b>4,502</b>	<b>5,006</b>	<b>5,275</b>	<b>5,562</b>	<b>5,896</b>	<b>5,196</b>	<b>5,317</b>	<b>5,608</b>	<b>6,053</b>	<b>6,449</b>

020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority

2.5 Forecasts of air traffic demand:<sup>1</sup> 1998 - 2020

Million terminal passengers at UK airports					
	1998	2005	2010	2015	2020
<b>International:<sup>2</sup></b>					
Low	.	153	180	211	247
Mid	104	159	193	235	284
High	.	164	208	261	327
<b>Domestic:<sup>3</sup></b>					
Low	.	41	47	54	62
Mid	34	42	50	60	71
High	.	44	54	67	82
<b>Total:<sup>4</sup></b>					
Low	.	221	257	300	349
Mid	160	229	276	333	401
High	.	237	297	371	461

1 Published in June 2000.

020-7944 4276

2 Figures are on a different basis from those in Table 2.2(b) because they exclude airside interliners (passengers flying into and out of an airport without passing through passport control) and miscellaneous traffic, such as passengers to and from oil rigs. These passengers are included in the overall total.

The figures in this table are outside the scope of National Statistics  
Source - Economics, Aviation, Maritime and International Division: DfT

3 Figures are on a different basis from those in Table 2.2(b) because passengers are counted at the airports at both ends of the journey.

4 Forecasts have been rolled forward to 2030 for the Air Transport White Paper.  
Totals: Low=400m, Mid=500m, High=600m.

Further details on 2000 Air Traffic  
Forecasts, available at:  
<http://www.dft.gov.uk/aviation>

# Transport Statistics Great Britain 2006

## 2.6 United Kingdom airline fleet: 1995-2005

Aircraft in service (at end of year)	Number										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Total</b>	<b>700</b>	<b>722</b>	<b>758</b>	<b>837</b>	<b>850</b>	<b>889</b>	<b>928</b>	<b>903</b>	<b>921</b>	<b>945</b>	<b>952</b>
<i>OW:</i>											
Air Atlantique <sup>1</sup>	13	15	17	17	18	18	18	18	19	19	14
Aurigny Air Services	.	.	9	9	11	12	12	13	13	14	11
British Airways <sup>2</sup>	212	212	226	229	217	235	235	240	240	228	232
BA Connect Ltd <sup>3</sup>	9	9	11	19	19	22	22	21	68	63	56
BMI Group <sup>4</sup>	34	34	34	37	40	45	46	43	43	31	58
Jet2.Com Ltd <sup>5</sup>	15	14	13	15	15	14	14	15	21	26	23
City Flyer Express <sup>6</sup>	11	11	14	16	19	21	21	21	.	.	.
EasyJet Airline Company Ltd	.	.	6	9	15	17	22	32	69	94	98
Emerald Airways Ltd	8	10	11	16	15	15	16	16	26	28	29
European Air Charter	14	15	15	16	13	11	13	13	13	12	13
First Choice Airways Ltd <sup>7</sup>	18	17	16	22	25	27	29	31	32	30	32
Flybe Ltd <sup>8</sup>	16	17	18	24	28	31	31	31	33	35	35
GB Airways Ltd	.	.	7	9	9	10	10	11	13	13	15
KLM UK <sup>9</sup>	37	41	39	41	41	38	37	38	.	.	.
Loganair	14	13	6	11	12	14	15	16	15	16	19
Manx and British Regional <sup>10</sup>	23	29	39	37	43	49	50	45	.	.	.
Monarch	22	24	17	17	20	19	22	23	22	24	28
My Travel Airways UK <sup>11</sup>	19	18	20	21	24	31	31	34	35	31	29
Thomas Cook Airlines Ltd <sup>12</sup>	.	.	.	.	.	17	27	24	24	24	24
Thomsonfly Ltd <sup>13</sup>	29	28	27	28	28	32	31	32	32	37	42
Virgin Atlantic	12	15	20	25	29	32	34	35	38	35	32

1 Prior to September 2005 known as Atlantic Airlines.

2 BA Euro Ops became part of the BA mainline fleet from 28 March 2002.

3 Prior to January 2006 known as British Airways Citiexpress Ltd

4 Prior to 2005 data is for BMI British Midland.

From 2005 data also includes BMI Regional and BMI Baby.

5 Prior to January 2006 known as Channel Express.

6 Operations merged with those of British Airways Citiexpress Ltd since October 2003.

7 Prior to 2003 known as Air 2000.

8 Prior to December 2005 known as Flybe British European.

9 Company ceased trading April 2003.

10 Manx name changed to BA Citiexpress (IOM) Ltd in September 2002 and British Regional Airlines Ltd cease trade in October 2002.

11 Prior to 2002 known as Airtours Intl Airways Ltd.

12 Prior to April 2003 known as JMC Airlines Ltd.

13 Prior to January 2006 known as Britannia Airways.

☎ 020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority

## 2.7 Activity at major airports: 2005

Country	Location	Name	Terminal passengers		Freight loaded plus unloaded <sup>1</sup> Tonnes (thousands)	Commercial air transport movements	
			All (millions)	OW: International (millions)		All <sup>2</sup> (thousands)	OW: International (thousands)
USA	Atlanta	Hartsfield	85.5	6.7	768	968	47
USA	Chicago	O'Hare International	76.6	11.5	1,546	942	94
UK	London	Heathrow	67.7	61.0	1,389	472	409
Japan	Tokyo	Haneda	63.3	1.2	799	308	3
USA	Los Angeles	Los Angeles International	61.5	17.5	1,938	633	104
USA	Dallas	Dallas-Ft.Worth International	59.2	5.7	742	705	62
France	Paris	Charles De Gaulle	53.4	48.8	1,857	513	464
Germany	Frankfurt	Frankfurt International	51.9	44.8	1,947	482	405
USA	Las Vegas	Maccarran International	44.3	1.8	100	534	13
Netherlands	Amsterdam	Schiphol	44.1	44.0	1,496	405	400
USA	Denver	Denver International	43.3	1.6	310	548	12
USA	New York	J. F. Kennedy International	41.9	18.8	1,661	340	118
Spain	Madrid	Barajas	41.6	22.0	365	410	211
USA	Phoenix	Sky Harbor International	41.2	1.8	302	504	11
China	Beijing	Capital	41.0	9.4	782	335	72
China	Hong Kong	Hong Kong International	39.8	39.8	3,433	260	260
USA	Houston	G. Bush Intercontinental	39.7	6.9	388	547	52
USA	Minneapolis	Minneapolis-St Paul International	37.6	2.0	282	494	12
Thailand	Bangkok	Bangkok International	37.2	26.8	1,141	268	177
USA	Detroit	Wayne County	36.4	3.1	221	509	27
USA	Orlando	Orlando International	34.1	2.2	226	327	15
USA	New York	Newark International	34.0	9.4	950	421	76
USA	San Francisco	San Francisco International	32.8	8.1	591	331	47
UK	London	Gatwick	32.7	28.8	232	252	202
USA	Philadelphia	Philadelphia International	31.5	4.1	548	508	25

1 Includes mail.

2 All commercial movements including positioning and local movements.

☎020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - ICAO

# Transport Statistics Great Britain 2006

## 2.8 United Kingdom international passenger movements by air: arrivals plus departures: by country of embarkation or landing: 1995-2005 <sup>1</sup>

	Thousands										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>European Union:</b>											
Austria	1,173	1,160	1,151	1,191	1,201	1,257	1,278	1,443	1,508	1,749	1,796
Belgium	1,864	1,923	2,338	2,673	2,858	2,864	2,686	2,343	2,277	1,863	1,711
Denmark	1,386	1,593	1,668	1,691	1,780	1,965	1,988	2,070	2,013	2,186	2,255
France	6,556	6,385	6,428	7,059	7,580	8,235	8,435	9,657	10,232	10,941	10,993
Finland	493	618	603	604	666	770	753	659	702	813	796
Germany	6,536	6,937	7,123	7,454	8,107	8,717	8,432	8,651	9,571	10,283	10,937
Greece	4,578	3,589	3,773	4,435	5,248	5,912	6,410	6,246	6,204	5,840	5,473
Irish Republic	6,016	6,935	7,781	8,522	8,966	9,295	9,293	9,813	10,163	10,862	11,789
Italy	4,708	4,943	5,233	5,895	6,454	7,033	7,456	7,654	8,913	9,677	10,712
Luxembourg	161	161	190	215	224	224	203	184	159	173	182
Netherlands	4,277	4,933	5,766	6,477	6,777	7,096	7,313	7,804	7,780	7,933	7,888
Portugal & Madeira <sup>2</sup>	2,761	2,674	2,887	3,178	3,443	3,607	3,752	3,967	4,022	4,256	4,531
Spain & Canary Islands	18,265	17,793	19,559	22,089	23,803	25,923	27,576	28,952	32,230	33,478	34,491
Sweden	1,213	1,305	1,589	1,877	1,896	2,032	1,958	1,976	1,993	2,253	2,321
Cyprus	1,834	1,521	1,691	2,034	2,333	2,670	2,962	2,683	2,787	2,776	2,973
Czech Republic	335	425	490	520	541	654	736	916	1,296	2,069	2,355
Estonia	3	16	24	29	27	28	29	38	45	83	186
Hungary	273	314	325	357	398	403	383	360	375	701	1,119
Latvia	52	51	64	68	64	51	54	58	61	126	309
Lithuania	25	29	32	51	58	51	48	48	55	95	222
Malta	1,063	948	1,029	1,045	994	1,022	1,039	1,025	1,055	1,096	1,110
Poland	261	299	348	419	499	498	453	467	516	998	1,845
Slovak Republic	-	-	3	1	-	-	-	2	29	127	284
Slovenia	49	50	47	58	71	69	52	48	53	116	157
<b>Total EU-15</b>	<b>59,988</b>	<b>60,948</b>	<b>66,089</b>	<b>73,361</b>	<b>79,003</b>	<b>84,931</b>	<b>87,534</b>	<b>91,419</b>	<b>97,768</b>	<b>102,308</b>	<b>105,875</b>
<b>Total EU-25</b>	<b>63,881</b>	<b>64,602</b>	<b>70,142</b>	<b>77,942</b>	<b>83,989</b>	<b>90,377</b>	<b>93,289</b>	<b>97,064</b>	<b>104,040</b>	<b>110,495</b>	<b>116,435</b>
<b>Other Europe:</b>											
Norway	1,160	1,276	1,488	1,615	1,569	1,432	1,244	1,277	1,353	1,606	1,726
Switzerland	2,714	2,868	3,100	3,228	3,631	3,926	3,829	3,983	4,108	4,184	4,496
Gibraltar	167	158	166	183	197	208	215	227	264	309	346
Turkey	2,166	2,368	2,450	2,454	2,028	2,019	2,112	2,233	2,175	2,791	3,414
Former USSR <sup>3</sup>	496	533	583	603	576	667	727	816	911	1,030	1,097
Former Yugoslavia <sup>4</sup>	83	123	204	231	151	222	269	309	351	433	548
Rest of Europe	435	456	546	593	583	611	637	662	850	1,131	1,330
<b>Total Other Europe</b>	<b>7,220</b>	<b>7,782</b>	<b>8,536</b>	<b>8,907</b>	<b>8,735</b>	<b>9,086</b>	<b>9,033</b>	<b>9,506</b>	<b>10,011</b>	<b>11,485</b>	<b>12,958</b>
<b>Total Europe</b>	<b>71,101</b>	<b>72,384</b>	<b>78,678</b>	<b>86,849</b>	<b>92,724</b>	<b>99,463</b>	<b>102,321</b>	<b>106,570</b>	<b>114,051</b>	<b>121,980</b>	<b>129,393</b>
<b>Rest of World:</b>											
North Africa	1,149	1,149	1,296	1,140	1,322	1,554	1,598	1,511	1,506	2,016	2,760
Southern Africa	943	1,043	1,220	1,371	1,438	1,510	1,588	1,584	1,602	1,768	1,733
Rest of Africa	900	972	861	854	1,009	1,129	1,163	1,310	1,336	1,588	1,714
Israel	862	885	878	925	969	967	770	630	617	659	668
Persian Gulf States	362	364	344	377	382	404	390	431	481	534	568
Saudi Arabia	337	357	385	378	350	346	297	263	229	247	205
UAE	644	698	849	926	1,056	1,324	1,524	1,795	2,022	2,535	2,881
Rest of Near and Middle East	564	605	705	777	849	913	875	907	1,002	1,238	1,372
USA	13,248	14,403	15,652	17,153	18,251	19,208	17,060	16,879	16,584	18,004	18,286
Canada	2,292	2,543	2,868	3,140	3,249	3,301	3,133	2,961	2,894	3,308	3,606
South America	410	467	474	572	587	610	523	414	379	394	379
Central America	306	471	833	825	838	862	927	884	906	1,150	1,270
Caribbean	1,010	1,121	1,235	1,399	1,635	1,744	1,692	1,657	1,763	1,895	1,828
Australia	845	799	782	900	918	916	737	693	727	874	1,211
New Zealand	135	159	173	187	194	203	154	130	202	180	189
India	856	970	973	1,012	911	911	1,017	858	960	1,073	1,579
Pakistan	309	340	376	387	413	477	486	443	517	582	654
Rest of Indian sub-continent	424	449	503	536	635	713	681	682	770	856	827
Japan	1,241	1,348	1,462	1,440	1,325	1,416	1,131	1,209	1,046	1,189	1,184
Hong Kong	939	1,024	1,007	1,021	996	1,081	983	1,113	1,020	1,275	1,259
Singapore	604	765	828	863	1,011	1,144	1,209	1,203	1,150	1,169	1,158
Thailand	380	443	374	446	525	575	710	715	673	718	696
Rest of Asia	1,032	1,161	1,312	1,234	1,281	1,349	1,215	1,242	1,205	1,447	1,612
<b>Total Rest of World <sup>5</sup></b>	<b>29,790</b>	<b>32,536</b>	<b>35,388</b>	<b>37,862</b>	<b>40,146</b>	<b>42,655</b>	<b>39,866</b>	<b>39,512</b>	<b>39,594</b>	<b>44,701</b>	<b>47,640</b>
<b>All international air passenger movements</b>	<b>100,891</b>	<b>104,919</b>	<b>114,067</b>	<b>124,711</b>	<b>132,870</b>	<b>142,119</b>	<b>142,187</b>	<b>146,083</b>	<b>153,645</b>	<b>166,681</b>	<b>177,032</b>

1 Some revisions have been made to the figures since last year due to rounding and a change to the format of the table.

2 Includes Azores and Cape Verde Islands.

3 Or former constituent states, excluding Estonia, Latvia and Lithuania.

4 Or former constituent states, excluding Slovenia.

5 Includes Greenland.

☎020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority

## 2.9 Casualties caused by aviation accidents: 1995-2005

## (a) Casualties caused by accidents involving United Kingdom registered aircraft in United Kingdom airspace

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Airline and air taxi:</b>											
<b>Fixed-wing:</b>											
<b>Crew:</b>											
Fatal	3	1	0	0	2	1	2	0	0	0	1
Total	5	3	3	0	2	4	2	0	3	0	1
<b>Passengers:</b>											
Fatal	9	0	1	0	6	4	0	0	0	0	1
Total	14	2	3	1	10	4	0	0	0	0	1
<b>Total fixed-wing<sup>1</sup></b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>
<b>Rotary wing:</b>											
<b>Crew:</b>											
Fatal	0	1	1	1	0	0	0	2	0	0	0
Total	0	2	3	3	0	1	2	3	3	0	0
<b>Passengers:</b>											
Fatal	0	4	0	3	0	0	0	9	0	0	0
Total	0	6	0	5	0	2	3	11	0	0	0
<b>Total rotary-wing<sup>1</sup></b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>Other (general aviation, etc.):</b>											
<b>Crew:</b>											
Fatal	10	22	14	15	15	20	18	9	8	12	16
Total	32	49	44	37	53	40	50	42	46	41	51
<b>Passengers:</b>											
Fatal	7	7	4	6	11	7	5	3	7	7	7
Total	11	27	33	24	28	22	17	14	21	14	16
<b>Total other<sup>1</sup></b>	<b>44</b>	<b>78</b>	<b>79</b>	<b>61</b>	<b>82</b>	<b>63</b>	<b>68</b>	<b>58</b>	<b>68</b>	<b>55</b>	<b>68</b>
<b>Overall total<sup>1</sup></b>											
Fatal	29	35	20	25	34	32	25	23	15	19	25
Total	64	92	88	70	94	74	76	72	74	55	70

(b) Casualties caused by accidents involving United Kingdom registered aircraft in foreign airspace<sup>2</sup>

<b>Airline and air taxi:</b>											
<b>Fixed-wing:</b>											
<b>Crew:</b>											
Fatal	0	0	0	0	2	3	0	0	0	0	0
Total	4	0	2	0	3	5	0	3	4	1	0
<b>Passengers:</b>											
Fatal	0	0	0	0	1	0	0	0	0	0	0
Total	0	0	4	15	43	14	0	1	1	3	0
<b>Total fixed-wing<sup>1</sup></b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>15</b>	<b>46</b>	<b>19</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>
<b>Other (general aviation, etc.):</b>											
<b>Crew:</b>											
Fatal	1	4	0	2	4	2	4	1	1	1	0
Total	4	4	2	2	8	3	7	1	2	4	1
<b>Passengers:</b>											
Fatal	0	3	0	1	1	1	2	3	1	1	0
Total	2	3	0	3	6	1	3	3	2	3	0
<b>Total other<sup>1</sup></b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>1</b>
<b>Overall total<sup>1</sup></b>											
Fatal	1	8	0	3	8	6	7	4	2	2	0
Total	10	8	9	20	60	23	11	8	9	11	1

# Transport Statistics Great Britain 2006

## 2.9 (continued) Casualties caused by aviation accidents: 1995-2005

### (c) Casualties caused by accidents involving aircraft registered overseas in United Kingdom airspace

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Airline and air taxi:</b>											
<b>Fixed-wing:</b>											
<b>Crew:</b>											
Fatal	0	0	0	0	4	0	0	0	0	0	0
Total	0	2	0	0	5	0	0	0	0	0	1 <sup>3</sup>
<b>Passengers:</b>											
Fatal	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	1	1	0	0	0	0	0	24 <sup>3</sup>
Total fixed-wing <sup>1</sup>	1	4	1	1	6	0	0	0	0	0	25 <sup>3</sup>
<b>Other (general aviation, etc.):</b>											
<b>Crew:</b>											
Fatal	0	2	1	2	0	2	5	2	4	1	1
Total	0	2	1	10	2	4	9	6	5	4	5
<b>Passengers:</b>											
Fatal	0	0	1	2	0	4	0	3	2	0	1
Total	0	3	1	10	1	6	4	6	5	2	5
Total other <sup>1</sup>	0	5	2	20	3	10	13	13	11	6	10
<b>Overall total<sup>1</sup></b>											
Fatal	0	2	2	4	4	6	5	5	6	1	2
Total	1	9	3	21	9	10	13	13	11	6	35 <sup>3</sup>

1 These totals include 'third-party' casualties, not shown separately

2 Some figures have been revised since last year.

3 There were 25 minor injuries (1 crew and 24 passengers) in a single incident in March 2005 involving the evacuation of an aircraft.

☎020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - Civil Aviation Authority

## 2.10 Aircraft proximity (AIRPROX): number of incidents: 1995-2005<sup>1</sup>

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Total AIRPROX civil and military:</b>											
<b>Risk-bearing :</b>											
Risk of collision	17	37	36	23	23	28	33	17	14	15	19
Safety not assured	57	58	64	43	49	44	42	68	58	53	51
Total	74	95	100	66	72	72	75	85	72	68	70
No risk of collision	130	113	105	132	134	123	115	129	108	131	116
Risk not determined	4	3	3	3	2	3	5	7	1	8	2
Total AIRPROX	208	211	208	201	208	198	195	221	181	207	188
<i>ow:</i>											
<b>Commercial air transport:</b>											
<b>Risk-bearing:</b>											
Risk of collision	3	6	9	1	4	6	0	1	0	1	1
Safety not assured	21	24	20	14	12	8	14	7	12	7	7
Total	24	30	29	15	16	14	14	8	12	8	8
No risk of collision	64	75	67	82	83	84	65	70	54	67	78
Risk not determined	3	2	0	1	0	1	4	4	0	4	1
Total commercial air transport	91	107	96	98	99	99	83	82	66	79	87
Commercial air transport aircraft in risk-bearing AIRPROX per 100,000 hours flown in UK airspace	2.3	2.7	2.5	1.2	1.2	1.0	1.0	0.6	0.9	0.5	0.5

1 Some figures have been revised since last year

☎020-7944 3088

The figures in this table are outside the scope of National Statistics  
Source - UK Airprox Board



## 2.11 Employment by United Kingdom airlines: worldwide: 1995-2005

	Number										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Pilots and co-pilots	7,201	7,703	7,918	8,548	9,244	9,443	9,984	9,933	9,758	9,798	10,064
Other cockpit personnel	402	453	458	460	457	332	274	209	120	102	135
Cabin attendants	19,744	21,478	24,272	26,967	28,465	28,819	30,461	28,548	28,398	29,634	31,120
Maintenance and overhaul personnel	13,811	13,944	13,100	12,264	12,138	12,055	11,824	11,749	11,186	9,933	9,611
Tickets and sales personnel	7,004	7,644	8,369	8,929	9,643	9,100	10,062	9,074	8,168	7,706	7,312
All other personnel	27,148	28,320	29,355	30,663	32,755	31,764	31,279	27,921	27,265	26,399	26,141
<b>Total</b>	<b>75,310</b>	<b>79,542</b>	<b>83,472</b>	<b>87,831</b>	<b>92,702</b>	<b>91,513</b>	<b>93,884</b>	<b>87,433</b>	<b>84,895</b>	<b>83,572</b>	<b>84,383</b>

☎020-7944 3088

The figures in this table are outside the scope of National Statistics

Source - Civil Aviation Authority

## 2.12 Passenger traffic via major international airlines: 2005

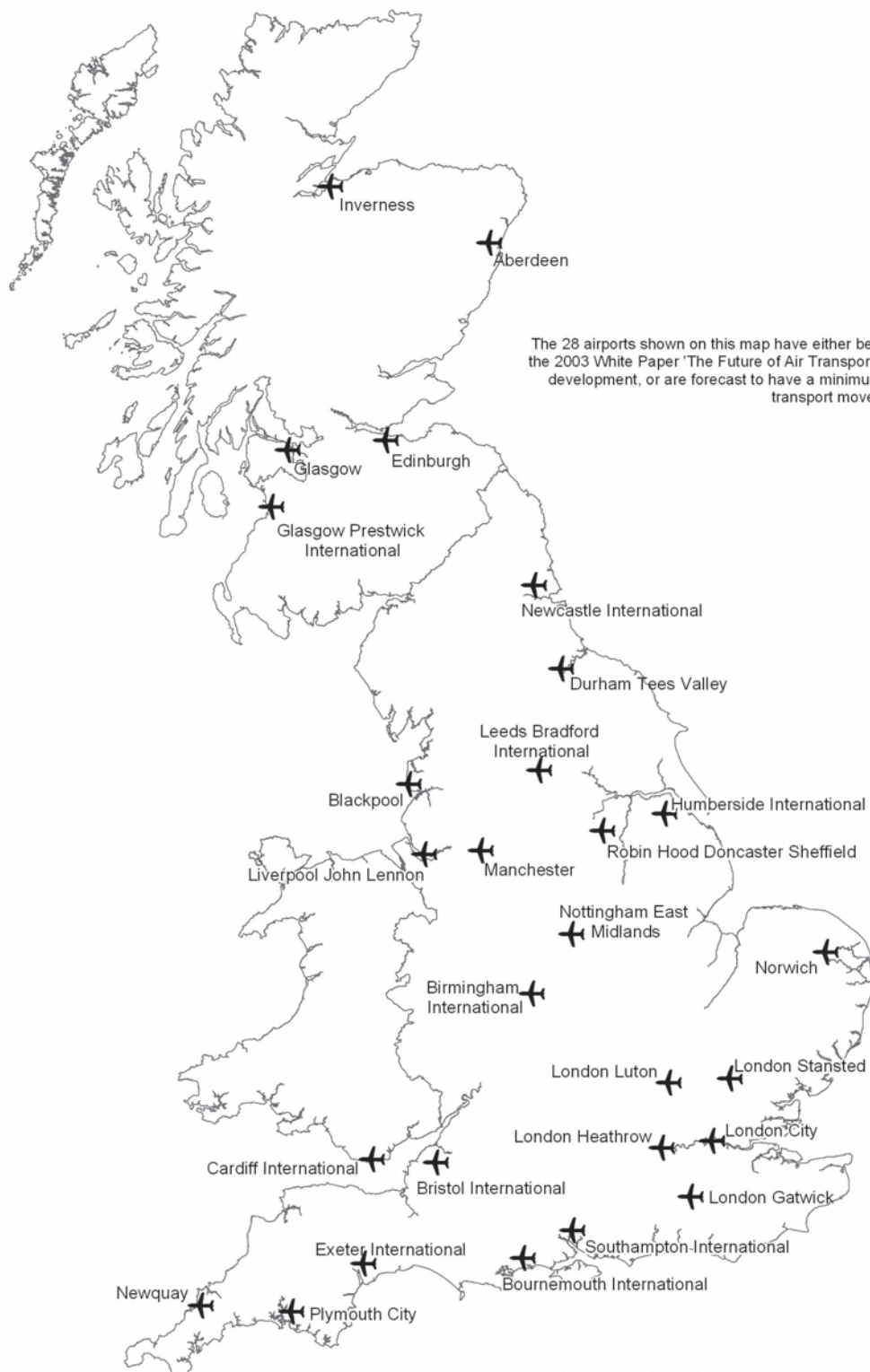
Country	Airline	All scheduled traffic		International scheduled traffic		Charter traffic	
		Passengers uplifted (millions)	Passenger kilometres (billions)	Passengers uplifted (millions)	Passenger kilometres (billions)	All passenger kilometres (billions)	<sup>OW:</sup> International passenger kilometres (billions)
United States	American	98.0	222.4	20.8	77.9	0.2	0.2
United States	Delta	86.0	166.6	8.5	45.3	0.3	0.1
United States	United	66.8	183.7	11.6	75.7	0.6	0.6
United States	Northwest	56.5	122.0	9.8	53.9	0.2	0.1
Japan	JAL	50.9	94.4	12.7	64.5	1.1	1.0
Germany	Lufthansa	49.0	112.8	35.7	107.4	0.1	0.1
Japan	All Nippon Airways	48.3	56.4	3.7	17.5	0.4	0.4
France	Air France	42.9	115.1	25.9	97.3	-	-
United States	Continental	42.8	109.8	9.8	44.8	0.2	0.1
United States	US Airways	41.9	64.6	4.8	16.9	-	0.0
China	China Southern Airlines	33.4	49.2	2.7	7.9	1.5	0.3
Ireland	Ryanair	33.4	31.2	33.4	31.2	0.0	0.0
United Kingdom	British Airways	31.8	108.3	26.8	106.0	-	-
China	China Eastern Airlines	29.2	42.8	4.1	13.3	0.3	0.2
China	Air China	27.5	52.1	4.6	21.6	0.3	0.2
Spain	Iberia	27.4	49.0	12.0	38.8	-	-
United Kingdom	Easyjet	26.1	24.9	19.8	22.1	0.0	0.0
Scandinavia	SAS	25.0	27.7	13.4	22.2	3.3	3.3
Italy	Alitalia	24.0	37.2	12.8	31.3	0.2	0.2
Canada	Air Canada	23.5	71.0	11.9	48.9	0.1	0.1
Australia	Qantas	23.5	74.4	8.0	52.6	0.1	-
United States	America West	22.1	39.0	1.3	2.6	-	-
Republic Of Korea	Korean Air	22.0	50.3	11.0	46.1	2.2	2.1
Netherlands	KLM	21.5	68.3	21.4	68.3	-	-
Malaysia	Malaysian Airlines	18.3	47.3	9.3	42.4	0.0	0.0

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The figures in this table are outside the scope of National Statistics

Source - ICAO

2.13 Major Airports in Great Britain



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## 3 Energy and the Environment:

### Notes and Definitions

#### Petroleum consumption by transport mode: 3.1

Motor spirit: One tonne = 298 gallons or 1,354 litres

Diesel: One tonne = 265 gallons or 1,203 litres

Figures for road vehicle classes are modelled by the National Environment Technology Centre (netcen) using the mileage data from the road traffic estimates and fuel efficiency data from experimental testing and surveys. These are not yet available for 2005 and so the 2004 proportions have been used to estimate the 2005 split. A small proportion of motor spirit (estimated to be approximately 0.2 million tonnes per year) is not used by road vehicles, which is included in the total DTI publish for motor spirit used.

Propane used by road vehicles is calculated by DTI using HMRC's clearance volumes (related to the excise duty collected).

For railways, gas/diesel oil, fuel oil and burning oil are now based on estimates produced by netcen as part of their work to produce the UK Greenhouse Gas Inventory.

Water transport covers fuel used for fishing vessels, UK oil and gas exploration and production, coastal and inland shipping and fuel used in ports and harbours. It excludes deliveries under international marine bunker contracts.

Air figures cover fuel uplifted in the UK by domestic and international airlines, British and foreign governments (including armed services) and private flying.

Total energy use includes use by refineries, power stations and gas works in addition to final users; non-energy use includes feedstock for chemicals, lubricating oils, bitumen and other.

#### Energy consumption by transport mode: 3.2

This is the energy content of fuels delivered to consumers. For electricity, it does not include the energy lost in generation and distribution. Detailed data for individual fuels are converted from original units to tonnes of oil equivalent using gross calorific values and conversion factors appropriate to each category of fuel.

1 tonne of oil equivalent (toe)  
=  $10^7$  kilocalories  
= 396.83 therms  
= 41.868 gigajoules  
= 11,630 kilowatt hours

This unit should be regarded as a measure of energy content rather than a physical quantity. There is no intention to represent an actual physical tonne of oil, and indeed actual tonnes of oil will normally have measurements in tonnes of oil equivalent which differ from unity. Gross calorific values are reviewed each year in collaboration with the fuel industries. Estimated gross calorific values for motor spirit and diesel are as follows:

47.0 GJ per tonne of motor spirit  
45.7 GJ per tonne of diesel

For railways, figures are now based on estimates produced by netcen as part of their work to produce the UK Greenhouse Gas Inventory

Water and aviation figures have the same coverage as for table 3.1. The total energy used by transport excludes international shipping; however, totals include some fuel for heating transport premises, data which are not included in the separate categories.

#### Petrol and diesel prices: 3.3

The price estimates are based on information provided by oil marketing companies and super/hypermarket chains and are representative of prices paid (inclusive of taxes) on or about the 15th of the month. Changes in fuel duty usually occur during the month in which a Budget is held. VAT is rebated to business users.

From 2005 the sale of Lead Replacement Petrol has been discontinued in the UK.

The figures in table 3.3 differ from those in table 10.8 because of the differences in availability and timing of data collection. The international comparisons in table 10.8 (supplied by DTI, and extracted from the IEA publication 'Energy Prices and Taxes'), are based on averages over the year, whereas table 3.3 attempts to be as up to date as reasonably possible. The use of the term Tax in part (b) of table 10.8 is necessary because some other European countries impose other taxes and fees on fuel. For the UK this includes just fuel duty and VAT.

## Transport Statistics Great Britain 2006

### Average fuel consumption: 3.4

*Passenger cars:* These figures are based upon fuel consumption as recorded by participants in the National Travel Survey (NTS). This is estimated by recording the start and finish points of both the fuel gauge and the milometer, and the amount of fuel put in the vehicle in the travel week.

From the 2005 survey, NTS data has been weighted for the first time, and weights have now been applied to data from 1995. Results published here for 1995 onwards may differ from previously published figures which were based on unweighted data.

In 2002 the drawn sample size for the NTS was nearly trebled compared with previous years, enabling key results to be presented on a single year basis for the first time since the survey became continuous. Changes to the methodology in 2002 mean that there are some inconsistencies with data for earlier years. Data for earlier years are shown for a three year time period because of the smaller sample sizes for individual years.

*HGVs:* These figures are based on fuel consumption as recorded by participants in the Continuing Survey of Road Goods Transport (CSRGT). Respondents report the amount of fuel purchased during the survey week, with the amount of fuel at the start and end of the week assumed to balance out across the sample as a whole.

Unlike the NTS, the sample size is sufficient to report fuel consumption on a yearly basis for the whole time series. The fuel consumption figures have not been re-weighted to the population, so the figures may not be fully representative of the HGV fleet.

### Registration-weighted new car fuel consumption: 3.5

Registrations have historically been recorded by engine size, not model. The registration-weighted new car fuel consumption figure is computed by grouping the models in the official new car fuel consumption list into 100cc engine size bands, calculating the average for each band, and then the overall average by applying a weighting based on the proportion of new cars registered in each band.

The figures are produced primarily to monitor trends in average petrol vehicle (excluding 4 wheel drives) fuel consumption from year to year. It is derived from figures obtained under carefully controlled conditions in order to ensure repeatability. The actual values achieved on the road will reflect many extraneous factors such as cold starts and different driving conditions. The data shown here represents fuel economy on the current standard of test (a drive cycle simulating urban and extra-urban driving).

### Emissions for road vehicles in urban conditions: 3.6

This table takes into account emission factors for cars, light goods vehicles, heavy goods vehicles, buses and coaches and motorcycles of different ages, and indexes them against a baseline emissions from a pre-1993 petrol car without a three-way catalyst (=100). The emission factors, in units of grammes of pollutant per kilometre travelled (g/km), are from the National Atmospheric Emissions Inventory, maintained by netcen on behalf of DEFRA, and are based on the latest compilation of equations derived by the Transport Research Laboratory (TRL) relating emission factor to average vehicle speed. The equations are derived from a database of emissions measured from actual in-service vehicles, the measurements being carried out by different laboratories in the UK and the rest of Europe over different drive cycles. Particulate emissions (these are fine particles less than 10 micrometres or 0.01 millimetres diameter) are much lower from vehicles with petrol engines than they are from vehicles with diesel engines. For this pollutant, the index is against emissions from a pre-1993 diesel car (=100). Measurements have been made of emissions from vehicles of different sizes within each vehicle category. The figures shown here reflect average values of emission factors at a typical urban speed, weighted by the mix of sizes of vehicles in the fleet.

Since January 1993, all new cars have had to meet new EC emission standards. This resulted in the use of three way catalysts for petrol cars to meet those standards (EC Directive 91/441/EEC).

### Projection of United Kingdom CO<sub>2</sub> emissions: 3.7

These projections are taken from the Department of Trade and Industry's *Updated Energy Projections* (UEP), published in July 2006. The future fossil fuel price assumptions used in this analysis are illustrative scenarios used to reflect uncertainty over the outturn of future prices in the modelling. They are not detailed forecasts or predictions of future prices.

These emissions are on the "by source" basis, in line with table 3.8 (a). Other transport includes railways, domestic aviation and shipping and other mobile sources and machinery.

These projections include the following Climate Change Programme measures: carbon savings from the fuel duty escalator to 1999, the effect of the *10 Year Plan for Transport*, Sustainable Distribution initiatives and European-level voluntary agreements with car manufacturers to improve the average fuel efficiency of new cars. They also include estimated savings from measures announced in the Climate Change Programme Review, i.e. Renewable Fuel Transport

Obligation and future voluntary agreements. The projections are without the impact of the EU ETS.

Further details on the projections and the assumptions are available in the UEP and supporting papers, which can be accessed on the DTI's website:

<http://www.dti.gov.uk/energy/environment/projections/index.html>

From next year we will publish CO<sub>2</sub> projections estimated by DfT's National Transport Model.

### **Emissions from greenhouse gases and other pollutants: 3.8 and 3.9**

Emission figures, including more detail about the estimates and additional data are published in the *Digest of Environmental Statistics*, by the Department for Environment, Food and Rural Affairs (DEFRA) at:

[www.defra.gov.uk/environment/statistics/Index.htm](http://www.defra.gov.uk/environment/statistics/Index.htm)

Further information on the UK atmospheric emissions estimates can be found at:

<http://www.naei.org.uk>

The carbon dioxide emissions figures shown in table 3.8 are based on the reporting guidelines of the Intergovernmental Panel on Climate Change (IPCC) and the air pollutant emission figures shown in table 3.9 are based on United Nations Economic Commission for Europe (UNECE) definitions - these are the guidelines used for international reporting of greenhouse gases and air pollutants respectively. The two systems have been largely harmonised and the only difference between them is that the IPCC includes a wider range of land use change emissions and removals. Both systems exclude international marine and aviation bunker fuels from national totals, but these are shown as memo items separately from the national total.

The tables include emissions from Crown Dependencies of Jersey, Guernsey and Isle of Man, and exclude emissions from Overseas Territories.

Emissions from road transport are calculated either from a combination of total fuel consumption data and fuel properties or from a combination of drive related emission factors and road traffic data. Work continues to improve the methodology.

Fishing fuel consumption can no longer be split from other domestic shipping, so this is now included (for all years) within the domestic shipping totals. Previously it had been included in the source category 'Agriculture, fishing and forestry'.

UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years, resulting in some changes to estimates. Emissions for carbon dioxide are presented by emissions source and by end user, while for other pollutants, emissions are given by source only.

*Carbon dioxide:* The data are expressed in terms of weight of carbon emitted. To convert the figures in the table to the weight of carbon dioxide emitted, the figures should be multiplied by 44/12.

Carbon dioxide is the most important greenhouse gas and is estimated to account for about two thirds of man made global warming. Although its global warming potential is much less per tonne than the other greenhouse gases it is present in the atmosphere in vastly greater quantities.

The main difference between source and end user emissions comes from the treatment of emissions from combustion of fossil fuels, the largest source of carbon dioxide in the UK. To derive emissions by end user, emissions from power stations and other fuel processing industries have been re-allocated to end users on an approximate basis according to their use of the fuel. Emissions by end user are subject to more uncertainty than emissions by source and should only be used to give a broad indication of emissions by sector.

Non-transport end users are composed of: industry, residential, commercial & public administration, agriculture, military, forest & grassland conversion, exports and other emissions. Exports are emissions arising from the production of secondary fuel which is then exported (including that which goes to international marine and aviation bunkers) and is therefore not within the scope of IPCC reporting for the UK when consumed. As there is no UK end user of this secondary fuel, these emissions are allocated to exports.

*Carbon monoxide:* Derived from the incomplete combustion of fuels containing carbon. It is one of the most directly toxic of substances, interfering with respiratory bio-chemistry and can affect the central nervous and cardiovascular systems. Other pollutants can exacerbate the effects. The fitting of catalytic converters to all new petrol engine vehicles made after 1992 has reduced emissions of carbon monoxide from the 1992 level.

*Nitrogen oxides* (expressed as nitrogen dioxide equivalent): A number of nitrogen compounds including nitrogen dioxide and nitric oxide are formed in the combustion of fossil fuel. Nitrogen dioxide is directly harmful to human health causing respiratory problems and can reduce lung function. Nitrogen

oxides also contribute to the formation of ozone which is a harmful secondary pollutant in the lower atmosphere and also an important greenhouse gas contributing to global warming (high levels of ozone increase susceptibility to respiratory disease and irritate the eyes, nose, throat and respiratory system). Oxides of nitrogen can also have adverse effects on plants, reducing growth. In addition they contribute to acid rain. Emissions of nitrogen oxides from petrol engine vehicles have been reduced from the 1992 level as new vehicles built from 1992 onwards must comply with EC standards (normally by the fitting of a suitable catalytic converter).

**Particulates (PM10):** Airborne particles may be measured in a number of ways. For quantifying the particles produced by transport (especially motor traffic), the most commonly used indicator relies on the use of a size-selective sampler which collects smaller particles preferentially, collecting more than 95 per cent of 5µm (0.005 millimetres) particles, 50 per cent of 10µm aerodynamic particles, and less than 5 per cent of 20µm particles. The resultant mass of material is known as PM10. The road transport figures include emissions from tyre and brake wear.

**Benzene:** A known human carcinogen, the main source of benzene is the combustion and distribution of petrol. Some benzene evaporates directly into the atmosphere. Benzene is also emitted in a number of industrial processes. The large reduction in benzene emissions in 2000 was due to a reduction in the benzene content of petrol.

**1,3-butadiene:** A suspected human carcinogen, the main source of 1,3-butadiene is motor vehicle exhausts where 1,3-butadiene is formed from the cracking of higher olefines. 1,3-butadiene is also used in the production of synthetic rubber for tyres.

**Lead:** Of concern because of its effects on health, particularly that of children. The main sources of lead in air are from lead in petrol, coal combustion, and metal works. The maximum amount of lead permitted in petrol was reduced from 0.45 grams per litre to 0.40 in 1981 and then again in December 1985 to 0.15. A further step to reduce lead emissions from petrol was taken in 1986 when unleaded petrol was first sold in the United Kingdom. There was a rapid increase in the uptake of unleaded petrol in the 1990s followed by a ban on the general sale of leaded petrol at the end of 1999.

**Sulphur dioxide:** An acid gas, sulphur dioxide can affect health and vegetation. It affects the lining of the nose, throat and airways of the lung, in particular, among those who suffer from asthma and chronic lung disease. The United Nations Economic Commission for Europe's (UNECE) Second Sulphur Protocol sets reduction targets for total SO<sub>2</sub> emissions of 50 per cent by the year 2000, 70 per cent by 2005 and 80 per cent

by 2010 from a 1980 baseline. By 2000, the UK had achieved a 75 per cent reduction from 1980 baseline levels, 25 per cent ahead of the UNECE target level for that year. Road transport emissions have fallen by over 87 per cent since 1998 following a reduction in the sulphur content of fuel.

### Aircraft noise: 3.10

The figures in this table up to 2004 are also published in the *Digest of Environmental Statistics*, produced by the Department for the Environment, Food and Rural Affairs.

Air transport movements are landings or take-offs of aircraft engaged in transport of passengers or cargo on commercial terms. All scheduled service movements (whether loaded or empty) are included, as well as charter movements transporting passengers or cargo. Air taxi movements are excluded.

The equivalent continuous sound level (Leq) is an index of aircraft noise exposure. It is a measure of the equivalent continuous sound level averaged over a 16 hour day from 0700 to 2300 hours BST and is calculated during the peak summer months mid-June to mid-September.

The contours referred to are broadly comparable with the previous Noise and Number Index (NNI) - The change was announced by the Minister for Aviation on 4 September 1990. 57dBA Leq represents the approximate onset of significant community disturbance (comparable with 35 NNI at the time), 63dBA Leq moderate disturbance and 69dBA Leq high disturbance. Leq is correlated with community response to aircraft noise, but it is recognised that the reactions of different individuals to aircraft noise can vary considerably. Changes in wind direction from year to year influence the area affected by aircraft noise.

The methodology underlying the calculation of the aircraft noise Leq contours is published in The CAA Leq Aircraft Noise Contour Model: ANCON Version 1 (DORA Report DR 9120).

Following studies by DSEE and consideration by the Aircraft Noise Monitoring Advisory Committee, it was decided to include reverse thrust noise in the 1990 and subsequent contours, using the methodology adopted by the Society of Automotive Engineers. This is described in *The Modelling of Reverse Thrust Noise to the Side of Runways* (CS Report 9310). The contours for Manchester Airport also include reverse thrust.

All four reports are available from Documedia Solutions, Cheltenham (☎ 01242 235151, or visit their website at [www.documedia.co.uk](http://www.documedia.co.uk)). Leq contours for 1990 to 2000 (transparent overlays scale 1:50000) for Heathrow, Gatwick and Stansted may be obtained from

DfT, subject to availability. Contours for later years are available in dxf format or printed to 1:50,000 scale. Enquiries should be directed to AED4, 1st Floor, Great Minster House, 76 Marsham Street, London, SW1P 4DR (☎020-7944 5494).

Population figures for Heathrow, Gatwick and Stansted are based on 1991 census data (updated for the years 1999-2002) and on 2001 Census data for 2003 onwards. Estimation errors for population increase proportionately with diminishing size of contour. Results are not given where the error is considered unacceptably large.

## Transport Statistics Great Britain 2006

### 3.1 Petroleum Consumption: by transport mode and fuel type: United Kingdom: 1995-2005<sup>1</sup>

	Million tonnes										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005 <sup>2</sup>
<b>Road transport:</b>											
<b>Motor spirit</b>											
Cars & Taxis	20.20	20.72	20.66	20.33	20.44	20.18	19.83	19.81	19.00	18.64	17.91
Light goods	1.45	1.38	1.28	1.21	1.03	0.90	0.78	0.67	0.58	0.52	0.50
Motorcycles	0.11	0.12	0.12	0.12	0.13	0.13	0.13	0.14	0.15	0.14	0.13
<b>Diesel</b>											
Cars & Taxis	1.91	2.22	2.42	2.48	2.78	2.92	3.08	3.42	3.69	4.06	4.27
Light goods	2.70	2.91	3.17	3.27	3.48	3.65	3.93	4.16	4.51	4.54	4.77
Heavy goods	7.44	7.87	8.07	8.14	8.07	7.97	7.97	8.27	8.39	8.79	9.22
Buses & Coaches	1.41	1.37	1.32	1.25	1.18	1.09	1.07	1.07	1.12	1.12	1.18
Propane	-	-	-	-	0.01	0.02	0.05	0.09	0.10	0.11	0.12
All	35.22	36.59	37.04	36.80	37.12	36.87	36.86	37.63	37.54	37.92	38.10
<b>Railways:</b>											
Gas/diesel oil & fuel oil	0.58	0.61	0.64	0.68	0.71	0.71	0.74	0.74	0.75	0.78	0.78
Burning oil	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
All	0.59	0.62	0.66	0.69	0.72	0.73	0.76	0.75	0.76	0.80	0.80
<b>Water transport:</b>											
Gas/diesel oil	0.91	1.04	1.04	0.98	0.91	0.91	0.74	0.60	1.09	0.84	0.92
Fuel oil	0.20	0.16	0.13	0.10	0.07	0.04	0.03	0.04	0.05	0.27	0.36
All	1.11	1.20	1.16	1.09	0.98	0.95	0.78	0.65	1.14	1.11	1.27
<b>Air:</b>											
All aviation fuels	7.69	8.08	8.45	9.28	9.98	10.86	10.67	10.57	10.81	11.91	12.55
All petroleum used by transport	44.61	46.49	47.30	47.86	48.80	49.40	49.07	49.60	50.25	51.74	52.72
All petroleum use (energy and non-energy)	80.17	82.02	79.25	78.44	77.98	77.20	76.41	76.23	77.15	79.28	80.98
Transport as a percentage of all energy and non-energy use	56	57	60	61	63	64	64	65	65	65	65

1 There are revisions to some of the earlier data, for details see "Digest of UK Energy Statistics 2006" published by DTI.

020-7944 4276  
Source - DTI

2 Figures for 2005 for road transport mode are estimated on 2004 ratios.

### 3.2 Energy consumption: by transport mode and source of energy: United Kingdom: 1995-2005<sup>1</sup>

	Million tonnes of oil equivalent/percentage										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Road transport</b>											
Petroleum	39.27	40.78	41.26	41.02	41.40	41.07	41.10	41.94	41.82	42.22	42.39
<b>Railways</b>											
Petroleum	0.64	0.68	0.71	0.75	0.78	0.79	0.82	0.82	0.83	0.87	0.87
<b>Water transport</b>											
Petroleum	1.19	1.29	1.26	1.18	1.07	1.04	0.84	0.70	1.23	1.20	1.37
<b>Aviation</b>											
Petroleum	8.49	8.92	9.32	10.24	11.02	11.98	11.77	11.66	11.94	13.16	13.86
<b>All modes</b>											
Electricity <sup>2</sup>	0.64	0.64	0.72	0.73	0.74	0.74	0.76	0.73	0.73	0.73	0.74
All energy used by transport	50.22	52.30	53.27	53.92	55.00	55.61	55.30	55.84	56.52	58.17	59.23
All energy used by final users	150.40	157.34	154.37	155.92	157.24	159.21	160.93	156.48	158.03	159.91	159.53
Energy used by transport as a percentage of all energy used by final users	33	33	35	35	35	35	34	35	35	36	37

1 There are revisions to some of the earlier data, for details see "Digest of UK Energy Statistics 2006" published by DTI.

020-7944 4276  
Source - DTI

2 Includes consumption at transport premises.



## 3.3 Petrol and diesel prices and duties per litre: at April: 1996-2006

	Pence/percentage										
	April 1996	April 1997	April 1998	April 1999	April 2000	April 2001	April 2002	April 2003	April 2004	April 2005	April 2006
<b>Lead replacement petrol <sup>1</sup></b>											
Price	60.4	64.6	72.4	77.8	84.5	78.2	77.8	81.4	81.3	88.5	..
Duty	39.1	41.7	49.3	52.9	50.9	46.8	48.8	48.8	47.1	47.1	..
VAT	9.0	9.6	10.8	11.6	12.6	11.7	11.6	12.1	12.1	13.2	..
All tax	48.1	51.3	60.0	64.5	63.5	58.5	60.4	61.0	59.2	60.3	..
All tax as a percentage of price	80	79	83	83	75	75	78	75	73	68	..
<b>Unleaded petrol <sup>2</sup></b>											
Price	55.2	59.2	65.8	70.2	80.0	75.9	75.0	78.2	77.8	85.4	94.1
Duty	34.3	36.9	44.0	47.2	48.8	45.8	45.8	45.8	47.1	47.1	47.1
VAT	8.2	8.8	9.8	10.5	11.9	11.3	11.2	11.7	11.6	12.7	14.0
All tax	42.5	45.7	53.8	57.7	60.7	57.1	57.0	57.5	58.7	59.8	61.1
All tax as a percentage of price	77	77	82	82	76	75	76	73	75	70	65
<b>Ultra low sulphur diesel <sup>3</sup></b>											
Price	56.4	60.2	66.8	73.2	81.1	77.3	76.9	80.9	79.2	89.6	97.6
Duty	34.3	36.9	45.0	50.2	48.8	45.8	45.8	45.8	47.1	47.1	47.1
VAT	8.4	9.0	10.0	10.9	12.1	11.5	11.5	12.0	11.8	13.3	14.5
All tax	42.7	45.8	54.9	61.1	60.9	57.3	57.3	57.9	58.9	60.4	61.6
All tax as a percentage of price	76	76	82	83	75	74	74	72	74	67	63

1 Prices prior to 2000 were for four star petrol  
Pump prices are broadly the same.

020-7215 2722  
Source - DTI

2 From April 2001, Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP)  
Pump prices are broadly the same.

3 Prices prior to 2000 were for diesel engined road vehicle fuel (DERV)  
Pump prices are broadly the same.

.. not available - the LRP series has been discontinued as it is no longer marketed.

## 3.4 Average fuel consumption by age and type of vehicle and type of fuel: 1995/1997 to 2005

a) Passenger cars <sup>1</sup>	Miles per gallon/litres per 100 km					
	1995/1997	1998/2000	2002	2003	2004	2005
<b>Petrol cars</b>						
Up to 2 years	32	30	31	31	32	32
Over 2 to 6 years	31	30	31	31	31	31
Over 6 to 10 years	30	30	31	31	30	30
Over 10 years	29	28	28	29	29	30
All petrol cars	31	30	30	30	30	31
<b>Diesel cars<sup>2</sup></b>						
Up to 2 years	43	35	40	40	41	40
Over 2 years	44	39	38	38	39	38
All diesel cars	44	38	39	39	40	39
<b>Company cars<sup>2</sup></b>	34	30	35	34	36	36
Private cars	32	31	31	32	32	32
All cars (miles/gallon)	32	31	32	32	32	33
All cars (litres/100 km)	8.8	9.1	8.9	8.9	8.8	8.7
<b>b) HGVs</b>						
	1996	1999	2002	2003	2004	2005
Rigid vehicles	8.2	8.3	8.1	7.8	8.3	8.3
Articulated vehicles	7.3	7.7	7.6	7.5	7.9	8.1

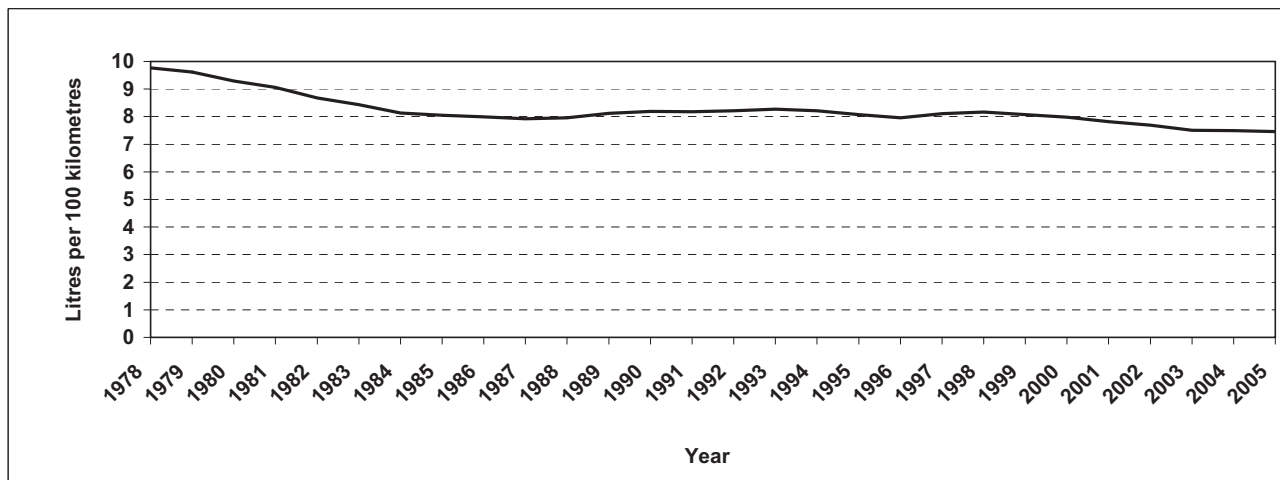
1 All figures are based on weighted data and therefore differ from previously published figures which were based on unweighted data

Cars: 020 7944 3097  
HGVs: 020 7944 4261

2 These estimates have a large sampling error because of the smaller sample sizes involved.

Sources - Passenger cars: National Travel Survey  
HGVs: Survey of Road Goods Transport

3.5 Average New Car Fuel Consumption 1978-2005  
(Registration-Weighted: petrol two wheel drive vehicles only)



020-7944 4276  
The figures in this graph are outside the scope of National Statistics  
Source - Cleaner Fuels and Vehicles Division, DfT

3.6 Emissions for road vehicles (per vehicle kilometre) in urban conditions

Index car without three-way catalyst: pre 1993 = 100<sup>1</sup>

		Carbon monoxide	Hydro-carbons <sup>2</sup>	Oxides of nitrogen	Particulates <sup>3</sup>	Carbon dioxide
Petrol car without three-way catalyst:	pre 1993	100	100	100	16	100
Petrol car with three-way catalyst:	1993-1996	10	2	13	2	98
Petrol car with three-way catalyst:	1997-2000	7	2	12	0	94
Petrol car with three-way catalyst:	2001-2004	6	1	5	0	89
Petrol car with three-way catalyst:	2005-	5	1	4	0	89
Diesel car:	pre 1993	6	10	38	100	97
Diesel car:	1993-1996	3	5	33	37	95
Diesel car:	1997-2000	2	4	33	33	92
Diesel car:	2001-	1	3	33	20	82
Petrol light goods vehicle without three way catalyst:	pre 1994	136	96	94	19	111
Petrol light goods vehicle with three way catalyst:	1994-1997	20	3	19	2	140
Petrol light goods vehicle with three way catalyst:	1998-2000	5	2	16	1	143
Petrol light goods vehicle with three way catalyst:	2001-	4	1	7	1	136
Diesel light goods vehicle:	pre 1994	10	19	81	187	143
Diesel light goods vehicle:	1994-1997	5	9	63	51	143
Diesel light goods vehicle:	1998-2001	5	9	60	53	143
Diesel light goods vehicle:	2002-	3	7	45	37	131
Heavy goods vehicle - Rigid:	pre 1993	25	118	349	277	361
Heavy goods vehicle - Rigid:	1993-1996	14	43	442	141	361
Heavy goods vehicle - Rigid:	1997-2001	12	34	377	86	361
Heavy goods vehicle - Rigid:	2002-	8	23	261	71	361
Heavy goods vehicle - Articulated:	pre 1993	29	101	981	407	591
Heavy goods vehicle - Articulated:	1993-1996	40	107	1,173	371	523
Heavy goods vehicle - Articulated:	1997-2001	31	88	809	224	483
Heavy goods vehicle - Articulated:	2002-	22	61	560	185	483
Buses:	pre 1993	82	96	838	399	580
Buses:	1993-1996	26	72	673	200	479
Buses:	1997-2001	21	52	602	114	433
Buses:	2002-	15	35	416	94	433
Motorcycle (less than 50cc) - two stroke:	pre 2000	236	854	2	26	37
Motorcycle (less than 50cc) - two stroke:	2000-	24	188	1	26	16
Motorcycle (greater than 50cc) - two stroke:	pre 2000	231	662	2	26	45
Motorcycle (greater than 50cc) - two stroke:	2000-	119	458	2	26	37
Motorcycle (greater than 50cc) - four stroke:	pre 2000	206	115	9	78	43
Motorcycle (greater than 50cc) - four stroke:	2000-	69	48	13	78	37

1 For diesel, particulates index is DERV car: pre 1993 =100.

2 Figures based on non-methane hydrocarbons.

3 Legislative standards exist only for diesel vehicles.

3.7 Projection of United Kingdom carbon dioxide emissions: by source: 1990-2020 <sup>1</sup>

	Million tonnes of carbon				
	1990	2000	2010	2015	2020
<b>Low fuel prices:</b>					
Road transport	30.1	32.0	33.1	34.0	33.5
Other transport	3.4	2.5	2.4	2.5	2.6
Rest of the economy	128	114	108	109	107
<b>Total</b>	<b>161</b>	<b>149</b>	<b>143</b>	<b>145</b>	<b>143</b>
<b>High fuel prices:</b>					
Road transport	30.1	32.0	32.1	32.3	31.7
Other transport	3.4	2.5	2.3	2.3	2.4
Rest of the economy	128	114	108	111	113
<b>Total</b>	<b>161</b>	<b>149</b>	<b>143</b>	<b>146</b>	<b>147</b>

1 See Notes and Definitions for details of which policies and measures are included in these projections.

020-7944 4276  
The figures in this table are outside the scope of National Statistics.  
Source - Updated Projections, DTI

3.8 Carbon dioxide emissions in the United Kingdom: 1994-2004<sup>1</sup>

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Per cent of total in 2004
<b>(a) By source category <sup>2</sup></b>												
												Million tonnes of carbon/percentage
<b>Transport:</b>												
<b>Road transport</b>												
Passenger cars	19.3	18.9	19.6	19.8	19.5	19.9	19.8	19.6	19.9	19.4	19.4	13
Light duty vehicles	3.5	3.5	3.6	3.7	3.7	3.7	3.7	3.9	4.0	4.2	4.4	3
Buses	1.3	1.2	1.2	1.1	1.1	1.0	1.0	0.9	1.0	1.0	1.0	1
HGVs	6.3	6.5	6.9	7.1	7.2	7.1	7.0	7.0	7.3	7.4	7.6	5
Mopeds & motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Railways	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	-
Civil aircraft	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.6	0.6	0.6	0.6	-
Shipping	1.0	1.0	1.1	1.0	1.0	0.9	0.9	0.6	0.6	1.0	1.0	1
<b>All domestic transport <sup>3</sup></b>	<b>32.5</b>	<b>32.2</b>	<b>33.6</b>	<b>34.0</b>	<b>33.8</b>	<b>34.0</b>	<b>33.8</b>	<b>33.6</b>	<b>34.3</b>	<b>34.6</b>	<b>35.0</b>	<b>23</b>
<b>Net emissions all sources</b>	<b>152</b>	<b>150</b>	<b>156</b>	<b>150</b>	<b>150</b>	<b>147</b>	<b>149</b>	<b>153</b>	<b>149</b>	<b>152</b>	<b>152</b>	<b>100</b>
<b>Memo items <sup>4</sup>:</b>												
International aviation	5.2	5.5	5.8	6.2	6.9	7.5	8.2	8.0	7.9	8.1	9.0	.
International shipping	1.7	1.8	2.0	2.2	2.4	1.8	1.6	1.8	1.5	1.4	1.6	.
<b>(b) By end user category <sup>5</sup></b>												
												Million tonnes of carbon/percentage
<b>Transport:</b>												
<b>Road transport</b>	<b>35.2</b>	<b>35.2</b>	<b>36.5</b>	<b>36.8</b>	<b>36.5</b>	<b>36.7</b>	<b>36.5</b>	<b>36.5</b>	<b>37.6</b>	<b>38.6</b>	<b>38.5</b>	<b>25</b>
Railways <sup>6</sup>	1.7	1.8	1.8	1.7	1.8	1.7	1.8	1.9	1.8	1.8	1.8	1
Civil aircraft	1.2	1.4	1.4	1.5	1.6	1.8	1.9	1.9	2.0	1.7	1.8	1
Shipping	1.2	1.1	1.2	1.2	1.1	1.0	1.0	0.7	0.7	1.1	1.1	1
<b>All domestic transport</b>	<b>39.3</b>	<b>39.4</b>	<b>40.9</b>	<b>41.2</b>	<b>41.0</b>	<b>41.2</b>	<b>41.2</b>	<b>41.1</b>	<b>42.1</b>	<b>43.2</b>	<b>43.2</b>	<b>28</b>
<b>Net emissions all end users</b>	<b>152</b>	<b>150</b>	<b>156</b>	<b>150</b>	<b>150</b>	<b>147</b>	<b>149</b>	<b>153</b>	<b>149</b>	<b>152</b>	<b>152</b>	<b>100</b>

1 UK national emission estimates are updated annually and any developments in methodology are applied retrospectively to earlier years.

020-7944 4276  
Source - netcen

2 Source categories relate directly to the vehicle or other piece of equipment producing the emission. See Notes and Definitions for further details.

3 Includes a small amount of emissions from other mobile sources and machinery.

4 Categories not included in the national total reported to the UNECE.

5 End user emissions for transport include a share of the emissions from combustion of fossil fuels at power stations and other fuel processing industries. See Notes and Definitions for further details.

6 Rail emissions include stationary as well as mobile sources and electricity consumption by non-rail transport sector as well as railways.

# Transport Statistics Great Britain 2006

## 3.9 Pollutant emissions from transport in the United Kingdom (by source): 1994-2004<sup>1</sup>

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Per cent of total in 2004
Thousand tonnes/percentage												
<b>(a) Carbon monoxide</b>												
Transport:												
Road transport												
Passenger cars	3,692	3,486	3,353	3,065	2,785	2,526	2,108	1,802	1,587	1,363	1,171	40
Light duty vehicles	542	487	445	400	359	283	218	166	121	90	69	2
Buses	62	47	41	35	29	23	18	14	12	10	8	-
HGVs	69	70	70	68	66	64	60	57	53	49	47	2
Mopeds & motorcycles	90	90	90	95	99	108	96	90	84	85	72	2
Railways	4.2	4.2	4.5	4.8	5.1	5.3	5.4	5.6	5.1	4.2	4.5	-
Civil aircraft	31	31	34	39	39	47	54	59	51	47	53	2
Shipping	9	8	9	9	8	7	7	5	5	8	8	-
All domestic transport <sup>2</sup>	4,501	4,224	4,048	3,717	3,391	3,065	2,568	2,199	1,918	1,658	1,435	49
All sources	6,867	6,350	6,200	5,734	5,338	5,021	4,293	4,119	3,625	3,110	2,930	100
Memo items <sup>3</sup>												
International aviation	13	14	14	15	16	17	18	17	17	17	18	.
International shipping	15	16	17	19	21	15	13	15	12	12	14	.
Thousand tonnes/percentage												
<b>(b) Nitrogen oxides</b>												
Transport:												
Road transport												
Passenger cars	671	628	596	550	502	458	397	347	311	273	245	15
Light duty vehicles	71	70	70	70	70	67	65	64	60	60	59	4
Buses	67	61	59	57	55	52	48	46	43	42	39	2
HGVs	331	337	342	336	332	322	307	292	275	257	251	15
Mopeds & motorcycles	0.7	0.7	0.7	0.8	0.8	0.9	0.9	1.0	1.1	1.2	1.2	-
Railways	15	16	17	18	20	20	21	21	21	18	19	1
Civil aircraft	4	4	5	5	6	6	7	7	7	8	8	1
Shipping	66	64	69	66	62	56	54	39	37	65	63	4
All domestic transport <sup>2</sup>	1,232	1,187	1,165	1,109	1,053	989	906	823	761	730	692	43
All sources	2,456	2,355	2,278	2,121	2,052	1,937	1,857	1,799	1,693	1,685	1,621	100
Memo items <sup>3</sup>												
International aviation	89	94	100	106	118	127	138	134	130	134	149	.
International shipping	112	120	132	147	160	116	102	114	95	91	104	.
Thousand tonnes/percentage												
<b>(c) Particulates (PM10)</b>												
Transport:												
Road transport												
Passenger cars	14.9	14.2	13.6	12.8	11.6	10.6	8.3	8.0	7.8	7.3	6.9	4
Light duty vehicles	9.8	9.8	9.9	10.1	10.5	11.0	10.3	10.8	11.0	11.3	11.3	7
Buses	7.0	5.5	4.7	3.6	2.9	2.2	1.7	1.4	1.2	1.1	0.9	1
HGVs	16.3	15.5	14.3	12.0	11.2	10.2	9.0	8.1	7.4	6.7	6.3	4
Mopeds & motorcycles	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6	-
Automobile tyre & brake wear	8.0	8.2	8.3	8.5	8.6	8.8	8.8	8.9	9.1	9.2	9.4	6
Railways	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.5	0.4	0.4	-
Civil aircraft	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Shipping	1.2	1.2	1.3	1.2	1.2	1.1	1.0	0.7	0.7	1.2	1.2	1
All domestic transport <sup>2</sup>	58.5	55.7	53.6	49.8	47.5	45.6	40.8	39.8	38.8	38.4	37.7	24
All sources	258	232	227	219	205	193	180	180	160	155	154	100
Memo items <sup>3</sup>												
International aviation	1.2	1.2	1.3	1.4	1.5	1.7	1.8	1.8	1.8	1.8	2.0	.
International shipping	2.1	2.2	2.4	2.7	2.9	2.1	1.9	2.1	1.8	1.7	1.9	.
Road transport resuspension <sup>4</sup>	17.4	17.8	18.2	18.6	19.0	19.3	19.4	19.7	20.2	20.4	20.7	.
Thousand tonnes/percentage												
<b>(d) Benzene</b>												
Transport:												
Road transport <sup>5</sup>												
Passenger cars	26.4	23.9	21.7	19.1	16.5	14.1	4.8	4.4	3.9	3.4	2.9	20
Light duty vehicles	2.0	1.8	1.6	1.4	1.3	1.0	0.3	0.3	0.2	0.2	0.2	1
Buses	-	-	-	-	-	-	-	-	-	-	-	-
HGVs	-	-	-	-	-	-	-	-	-	-	-	-
Mopeds & motorcycles	1.0	1.0	0.9	0.9	0.9	1.0	0.2	0.3	0.3	0.3	0.2	2
Gasoline evaporation	2.0	1.8	1.4	1.3	1.1	0.9	0.2	0.2	0.1	0.1	0.1	1
Railways	-	-	-	-	-	-	-	-	-	-	-	-
Civil aircraft	-	-	-	-	-	-	-	-	-	-	-	-
Shipping	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.5	0.5	3
All domestic transport <sup>2</sup>	31.9	28.9	26.2	23.3	20.2	17.4	6.0	5.5	4.9	4.5	3.9	27
All sources	47.4	43.8	40.5	37.2	33.2	30.0	17.5	16.7	15.5	14.7	14.4	100
Memo items <sup>3</sup>												
International aviation	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	.
International shipping	0.8	0.9	0.9	1.1	1.2	0.8	0.7	0.8	0.7	0.7	0.8	.

3.9 (Continued) Pollutant emissions from transport in the United Kingdom (by source): 1994-2004 <sup>1</sup>

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Per cent of total in 2004
(e) 1,3-butadiene												Thousand tonnes/percentage
Transport:												
Road transport												
Passenger cars	5.5	4.9	4.4	3.9	3.3	2.8	2.3	1.9	1.5	1.2	0.9	27
Light duty vehicles	0.4	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.1	0.1	0.1	3
Buses	0.6	0.5	0.4	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	3
HGVs	1.5	1.4	1.3	1.2	1.1	1.0	0.9	0.8	0.8	0.7	0.7	19
Mopeds & motorcycles	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	4
Railways	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	3
Civil aircraft	-	-	-	-	-	-	-	-	-	-	-	1
Shipping	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
All domestic transport <sup>2</sup>	8.4	7.5	6.8	6.0	5.3	4.6	3.9	3.3	2.8	2.4	2.0	60
All sources	10.5	9.4	8.6	7.8	7.0	6.5	5.5	4.8	4.2	3.7	3.4	100
Memo items <sup>3</sup>												
International aviation	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	.
International shipping	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	.
(f) Lead												Tonnes/percentage
Transport:												
Road transport												
Passenger cars	1,182	977	834	734	539	286	1.5	1.3	1.2	1.2	1.2	1
Light duty vehicles	93.2	70.4	55.7	45.7	32.2	14.5	0.2	0.2	0.2	0.2	0.3	-
Buses	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
HGVs	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	-
Mopeds & motorcycles	6.6	5.5	4.6	4.3	3.2	1.9	-	-	-	-	-	-
Railways	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	-
Civil aircraft	-	-	-	-	-	-	-	-	-	-	-	-
Shipping	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.2	0.2	0.3	0.4	-
All domestic transport <sup>2</sup>	1,283	1,053	896	785	576	303	2.7	2.4	2.4	2.5	2.6	2
All sources	1,860	1,550	1,315	1,152	850	495	163	158	145	131	134	100
Memo items <sup>3</sup>												
International aviation	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	.
International shipping	0.8	0.9	1.0	1.2	1.2	0.9	0.7	0.7	0.6	0.7	0.8	.
(g) Sulphur dioxide												Thousand tonnes/percentage
Transport:												
Road transport												
Passenger cars	24.0	20.7	15.7	17.4	12.7	12.0	5.4	3.0	2.6	2.6	2.4	-
Light duty vehicles	9.7	7.7	5.7	3.3	3.2	1.0	0.5	0.4	0.4	0.4	0.4	-
Buses	5.1	3.7	2.5	1.0	0.6	0.1	0.1	0.1	0.1	0.1	0.1	-
HGVs	25.0	19.7	14.4	6.6	6.9	1.2	0.7	0.7	0.7	0.7	0.6	-
Mopeds & motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-	-
Railways	2.0	1.6	1.7	1.8	1.9	1.9	1.9	1.8	2.1	2.3	2.3	-
Civil aircraft	0.4	0.3	0.4	0.5	0.5	0.4	0.5	0.5	0.4	0.5	0.6	-
Shipping	29.8	29.9	30.1	27.7	25.3	22.1	20.2	14.9	14.5	24.3	31.8	4
All domestic transport <sup>2</sup>	96.3	83.9	70.8	58.6	51.4	39.2	29.6	21.7	21.1	31.3	38.7	5
All sources	2,649	2,343	1,999	1,635	1,591	1,202	1,173	1,111	994	973	833	100
Memo items <sup>3</sup>												
International aviation	6.0	5.1	5.4	7.2	8.0	6.1	6.9	7.5	6.1	7.2	8.6	.
International shipping	79.4	91.1	98.8	116.9	116.8	83.1	69.4	70.0	60.8	63.1	73.0	.

1 UK national emission estimates are updated annually and any developments in methodology are applied retrospectively to earlier years.

2 Includes a small amount of emissions from other mobile sources and machinery.

3 Categories not included in the national total reported to the UNECE.

4 Resuspension of particles caused by the turbulence of passing vehicles. Not included in totals for PM10 to avoid double-counting, but is important in reconciling roadside concentration measurements.

5 Reduction in road transport benzene emissions in 2000 mainly due to reduction in benzene content of petrol.

# Transport Statistics Great Britain 2006

## 3.10 Aircraft noise: population affected by noise around airports: 1995-2005

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005 <sup>1</sup>
<b>(a) Heathrow</b>											
Air transport movements (thousands)	418.9	426.7	429.2	441.2	449.5	459.7	457.6	460.3	457.1	469.8	472.0
Area (sq kms) within:											
57 Leq contour	169.2	164.7	158.3	163.7	155.6	135.6	117.4	126.9	126.9	117.4	..
63 Leq contour	58.3	56.0	53.8	55.4	53.9	48.2	41.2	43.8	43.8	40.3	..
69 Leq contour	26.1	23.8	23.2	22.8	21.9	19.0	14.1	16.4	15.6	13.3	..
Population (thousands) within:											
57 Leq contour	323.5	299.0	300.0	341.0	331.6	275.2	240.4	258.3	263.7	239.7	..
63 Leq contour	105.2	87.6	84.2	82.2	91.2	71.9	54.9	64.2	64.6	55.9	..
69 Leq contour	19.2	14.4	13.8	15.5	13.8	11.5	6.8	8.6	8.0	5.7	..
<b>(b) Gatwick</b>											
Air transport movements (thousands)	190.0	209.1	227.3	240.2	244.7	251.2	244.0	233.6	234.4	241.2	252.0
Area (sq kms) within:											
57 Leq contour	87.0	90.6	85.9	76.8	71.4	71.9	55.9	45.2	46.1	48.0	..
63 Leq contour	31.1	31.8	30.4	28.2	26.4	26.4	19.6	15.8	16.5	16.7	..
69 Leq contour	10.4	10.7	10.3	9.7	8.9	9.0	6.0	4.6	4.8	4.8	..
Population (thousands) within:											
57 Leq contour	15.5	14.9	12.6	9.0	7.8	8.7	5.2	3.5	4.2	4.5	..
63 Leq contour	2.7	2.2	2.0	1.4	1.4	1.4	0.8	0.5	0.6	0.6	..
69 Leq contour	0.5	0.4	0.4	0.3	0.3	0.2	0.1	0.1	0.1	0.1	..
<b>(c) Stansted</b>											
Air transport movements (thousands)	63.3	75.0	82.2	102.2	132.3	143.6	150.6	152.4	169.2	176.8	178.0
Area (sq kms) within:											
57 Leq contour	41.6	42.7	52.1	64.5	52.3	52.4	32.1	31.7	33.3	29.9	..
63 Leq contour	15.5	15.4	17.7	22.3	20.5	20.4	11.6	11.3	11.7	9.9	..
69 Leq contour	5.8	5.9	6.6	8.7	7.9	7.6	3.6	3.4	3.5	2.8	..
Population (thousands) within:											
57 Leq contour	3.7	3.8	6.0	7.6	4.4	5.7	2.3	2.0	2.3	2.9	..
63 Leq contour	0.8	0.8	0.9	1.3	1.4	1.3	0.4	0.3	0.5	0.3	..
69 Leq contour	0.2	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	-	..
<b>(d) Manchester</b>											
Air transport movements (thousands)	146.1	141.1	145.7	161.8	169.3	177.6	182.1	177.5	191.5	208.5	218.0
Area (sq kms) within:											
57 Leq contour	57.3	56.5	51.6	53.5	48.5	46.4	43.4	40.3	39.1	39.6	40.2
63 Leq contour	19.6	18.3	17.2	16.9	17.6	15.8	14.6	12.8	13.3	13.7	14.3
69 Leq contour	7.7	6.8	6.5	6.1	5.9	5.0	4.8	4.2	4.4	4.6	4.8
Population (thousands) within:											
57 Leq contour	50.7	46.2	45.6	44.7	53.5	48.4	44.9	38.7	40.6	40.9	41.6
63 Leq contour	10.4	9.7	9.5	10.1	11.9	9.4	6.4	4.5	5.8	5.1	5.6
69 Leq contour	3.0	2.9	2.4	2.0	1.9	1.2	0.5	0.5	0.6	0.6	0.6
<b>(e) Birmingham</b>											
Air transport movements (thousands)	74.3	76.6	79.8	88.2	98.4	108.4	111.0	112.3	116.0	109.2	113.0
Area (sq kms) within:											
57 Leq contour	..	44.2	..	35.3	..	19.0	..	14.8	..	16.2	..
63 Leq contour	..	15.9	..	12.3	..	6.2	..	4.4	..	5.1	..
69 Leq contour	..	7.2	..	4.5	..	1.7	..	1.2	..	1.3	..
Population (thousands) within:											
57 Leq contour	..	88.9	..	65.6	..	33.7	..	23.7	..	26.2	..
63 Leq contour	..	25.2	..	16.5	..	5.5	..	2.6	..	3.8	..
69 Leq contour	..	8.3	..	2.5	..	0.1	..	-	..	-	..
<b>(f) Luton</b>											
Air transport movements (thousands)	18.6	28.2	36.9	43.6	50.8	55.5	56.0	55.0	58.4	64.2	75.4
Area (sq kms) within:											
57 Leq contour	15.0	24.2	17.8	15.8	19.4	17.6	10.6	10.9	12.2	12.8	13.5
63 Leq contour	5.9	9.3	6.9	5.5	7.4	6.6	3.5	3.6	4.0	4.2	4.2
69 Leq contour	2.1	3.8	2.5	2.0	2.6	2.4	1.2	1.2	1.3	1.3	1.3
Population (thousands) within:											
57 Leq contour	5.6	9.8	5.5	5.8	7.4	8.1	2.3	2.4	3.2	3.8	2.6
63 Leq contour	1.5	2.9	1.2	1.1	1.2	1.7	-	0.1	0.1	0.1	0.1
69 Leq contour	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

<sup>1</sup> The 2005 noise contour data for Heathrow, Gatwick and Stansted was not available at time of print. The web version of this table will be updated by the end of the year.

020-7944 4276

The figures in this table are outside the scope of National Statistics

Sources - Noise contour data: Major UK airports  
Air transport movements: Civil Aviation Authority

## 4 Freight:

### Notes and Definitions

#### Freight transport by mode: 4.1 – 4.3

*Road:* These figures include the activity of goods vehicles over 3.5 tonnes gross vehicle weight and light goods vehicles up to that weight. The estimates for heavy goods vehicles are derived from the Continuing Survey of Road Goods Transport (CSRGT) and, for light goods vehicles, from surveys carried out in 1976, 1987, 1992/93, and from 2003 to 2005 and interpolation for the intervening years. Figures from 1997 have been revised in the light of more recent survey evidence about light goods vehicles. All the activity of light goods vehicles has been assumed to be in 'other traffic' in Table 4.3 and in miscellaneous commodities (*Nomenclature Statistique de Transport* Chapter 9) in Table 4.2

*Rail:* Figures up to 1962 include free-hauled (Departmental *i.e.* goods carried by British Rail for its own purposes) traffic on revenue-earning trains (the inclusion of this traffic in 1962 would have increased the figure). Figures for rail from 1991 are for each financial year.

*Water:* Figures from 1972 onwards are not comparable with earlier years. From 1972, water includes all UK coastwise and one-port freight movements by sea, and inland waterway traffic. Earlier years include only GB coastwise traffic and internal traffic on waterways controlled by British Waterways.

*Pipeline:* Pipeline estimates are for oil pipelines only (excluding offshore pipelines); data differ from those in the International Comparisons section as the latter exclude pipelines less than 50 kilometres long. The increase between 1989 and 1990 is largely due to changes in coverage.

*Air:* Domestic air freight within the United Kingdom, while sometimes important in terms of speed of delivery, is insignificant in volume; in 2004, domestic air freight amounted to only 29 million tonne kilometres (see Table 2.4(f)).

#### Road freight transport by goods vehicles over 3.5 tonnes gross weight: 4.4-4.6

The data in these tables are derived from the Continuing Survey of Road Goods Transport.

Estimates are of domestic freight activity by GB-registered heavy goods vehicles over 3.5 tonnes gross vehicle weight. These vehicles pay the goods vehicle rates of Vehicle Excise Duty, are subject to goods vehicle 'plating' and annual testing, and require a goods operator's licence. They currently account for some 93 per cent of road freight activity, with the rest being carried by light goods vehicles up to 3.5 tonnes gross vehicle weight.

In Table 4.5, freight activity is measured in terms of the weight of goods (tonnes) handled, taking no account of the distance they are carried; this is termed 'goods lifted'. The measure in Table 4.4 is 'goods moved' (tonne kilometres) which does take account of distance. 'Goods moved', for each loaded journey, is the weight of the load multiplied by the distance it is carried. 'Goods moved' is therefore a better measure of the work done by heavy goods vehicles. In both tables activity is shown by 'mode of working', 'gross weight of vehicle' and 'commodity'.

In Tables 4.4 and 4.5 'Crude minerals' comprises *sand, gravel and clay* and other *crude minerals*. 'Building materials' comprises *cement* and *other building materials*.

The vehicle weight groups reflect some of the operating controls on goods vehicles. For rigid vehicles the maximum allowed gross vehicle weights are:

- 18 tonnes on 2 axles
- 26 tonnes on 3 axles
- 32 tonnes on 4 axles

For articulated vehicles the general limits are:

- 38 tonnes on 4 axles
- 40 tonnes on 5 axles
- 44 tonnes on 6 axles

'Mode of working' relates to whether goods are being carried on either a hire or reward or own account basis. The former relates to the carriage of goods owned by people other than the operator; the latter covers goods carried by operators in the course of their own trade or business.

The tonnes lifted and tonne kilometres estimates shown in these tables are not directly comparable to those of heavy goods vehicle kilometres derived from the traffic census in Table 7.2. Therefore, any analysis such as calculating average load (tonne kilometres/vehicle kilometres) should use estimates published in *Road Freight Statistics 2005* which is available from DfT, available at: <http://www.transtat.dft.gov.uk>

The estimates are derived from the Continuing Survey of Road Goods Transport (CSRGT) which in 2005 was based on an average weekly returned sample of some 330 heavy goods vehicles. The samples are drawn from the computerised vehicle licence records held by the Driver and Vehicle Licensing Agency (DVLA). Questionnaires are sent to the registered keepers of the sampled vehicles asking for a description of the vehicle and its activity during the survey week. The estimates are grossed to the vehicle population and, at the overall national level have a two per cent margin of error (at 95 per cent confidence level). Further details and results are published in *Road Freight Statistics 2005*, and previously in *Transport of Goods by Road in Great Britain*.

### Methodological changes

A key component of National Statistics outputs is a programme of quality reviews carried out at least every five years to ensure that such statistics are fit for purpose and that their quality and value continue to improve. A quality review of the Department for Transport's road freight surveys, including the CSRGT, was carried out in 2003. A copy of the report can be accessed at

[http://www.statistics.gov.uk/nsbase/methods\\_quality/quality\\_review/downloads/NSQR30FinalReport.doc](http://www.statistics.gov.uk/nsbase/methods_quality/quality_review/downloads/NSQR30FinalReport.doc)

The quality review made a number of recommendations about the CSRGT. The main methodological recommendation was that, to improve the accuracy of survey estimates, the sample strata should be amended to reflect current trends in vehicle type, weight and legislative groups. These new strata are described more fully in Appendix C of the

survey report. For practical and administrative reasons, changes were also made to the sample selection methodology (see Appendix B of the report). These changes have resulted in figures from 2004 not being fully comparable with those for 2003 and earlier years. Detailed comparisons should therefore be made with caution.

### International Roads Goods Transport: 4.7-4.9

These tables show the international activity of United Kingdom registered vehicles. The statistics for GB registered vehicles are derived from the International Road Haulage Survey (IRHS), which has been conducted by the Department for Transport (and its predecessors) since 1979 in order to comply with EC Regulation 1172/98 (which replaced EC Directive 78/546 and 89/462). The Regulation requires each member state to compile statistics of the international road haulage carried out by its own goods vehicles as well as national haulage (see Tables 4.4 and 4.5).

The IRHS is carried out by asking hauliers who undertake international work to report the details of recently completed international trips travelling to mainland Europe or the Irish Republic via roll-on/roll-off ferry services or through the Channel Tunnel. Details of the sampling scheme are available from DfT.

The sample is grossed up quarterly in stages: the results, by each ferry route, are grossed to total route traffic; figures are then re-grossed to the grand total of United Kingdom powered vehicles on all ferry routes and the Channel Tunnel, to allow for routes not sampled. The ferry totals are obtained from the associated 'quarterly ro-ro survey'. Vehicles registered to hauliers operating in Northern Ireland are covered by the CSRGT(NI). Since 2004, this survey has been expanded to cover international activity including that across the Irish land boundary. Details of this activity is shown in Table 4.9

A substantial amount of traffic goes by unaccompanied trailers (as well as in the foreign powered vehicles) for which statistics are not obtained in this survey. In particular, trade across the North Sea is mainly carried on unaccompanied trailers. Freight carried in foreign vehicles is not included in the IRHS (or CSRGT) tables. Other EU countries, being subject to the same Regulation, obtain comparable statistics which are published by Eurostat.



The goods classification, *Nomenclature Statistiques de Transport* (NST), the classification of commodities for transport statistics used in the European Union, is a hierarchical structure which divides the 176 headings of the classification into 10 chapters and 52 main groups. At present it is only practicable to disaggregate the IRHS data by 'chapter' - apart from showing separately the two main components of chapter 9.

In Table 4.9, only 'bilateral' traffic is shown, that is traffic between the United Kingdom and another country in either United Kingdom vehicles or in those registered in that other country. The figures exclude (a) 'cross trade', i.e. trade in vehicles registered other than in the country of loading or unloading and (b) cabotage where goods are both picked up and delivered in another country.

### **Freight Traffic: 4.10**

This table summarises the performance of the freight business in terms of freight 'lifted' (measured in tonnes) and freight 'moved' (measured in tonne-kilometres). Freight 'moved' takes account of the distance the goods are carried.

Freight data exclude all parcels traffic by coaching trains (but see below) and all departmental traffic (i.e. goods carried by Network Rail for its own purposes) whether carried on revenue-earning trains or on special departmental trains.

Following the move of BR's bulk freight operations to the private sector there have been some changes in the way estimates of freight traffic have been compiled. In particular, the method of estimating tonne kilometres is different with the result that recent estimates are not consistent with those for earlier periods. Some revisions have been made to the series. The freight moved series now has a full commodity breakdown with the inclusion of parcels. The freight lifted series has also been revised, in this case from 1999/00. Further details can be found in *National Rail Trends* published each quarter, by the Office of Rail Regulation (previously published by the Strategic Rail Authority).

### **Roll-on/roll-off: 4.11 and 4.12**

Statistics on the number of lorries and unaccompanied trailers travelling from Great Britain to mainland Europe and Ireland are compiled from quarterly returns provided by

roll-on/roll-off ferry operators and Eurotunnel. (Unaccompanied trailers are not carried on the freight shuttle.) The results are broken down by country of vehicle registration, by country of disembarkation and by GB port group. Separate figures are given for powered vehicles and unaccompanied trailers. The statistics presented in Tables 4.11 and 4.12 refer to vehicle travelling to mainland Europe only and exclude those to Ireland.

Powered vehicles comprise rigid vehicles, lorries with semi-trailers (articulated units) and lorries with drawbar trailers. (Some vehicles under 3.5 tonnes gross vehicle weight are also included.) Unaccompanied trailers are trailers and semi-trailers not accompanied on the ferry by a powered unit. Up to 1978 inward traffic was also recorded, but because it was similar to outward traffic the data requirement was discontinued to save respondent effort.

More detailed analyses are provided in the Department's quarterly publication *Road Goods Vehicles Travelling to Mainland Europe*, available on the Department's website: [www.dft.gov.uk/transtat](http://www.dft.gov.uk/transtat).

# Transport Statistics Great Britain 2006

## 4.1 Domestic freight transport: by mode: 1953-2005

For greater detail of the years 1995-2005 see Table 4.3

Year	Goods moved (billion tonne kilometres)					Goods lifted (million tonnes)				
	Road <sup>1</sup>	Rail <sup>2</sup>	Water	Pipe-line	All modes <sup>1</sup>	Road <sup>1</sup>	Rail <sup>2</sup>	Water	Pipe-line	All modes <sup>1</sup>
1953	32	37	20	0	89	889	294	52	2	1,237
1954	35	36	20	0	91	940	288	52	2	1,282
1955	38	35	20	0	93	1,013	279	50	2	1,344
1956	38	35	22	0	95	1,009	281	55	2	1,347
1957	37	34	21	0	92	985	279	55	2	1,321
1958	41	30	21	0	92	1,078	247	53	2	1,380
1959	46	29	21	0	96	1,164	238	53	3	1,458
1960	49	30	20	0	99 <sup>R</sup>	1,211	252	54	4	1,521
1961	53	29	22	1	105	1,260	242	56	6	1,564
1962	55	26	24	1	106	1,268	232	58	7	1,565
1963	57	25	25	1	108	1,407	239	60	15	1,721
1964	66	26	25	1	118	1,560	243	61	18	1,882
1965	69	25	25	1	120	1,590	232	62	26	1,910
1966	73	24	26	2	125	1,641	217	61	31	1,950
1967	75	21	25	2	123	1,651	204	57	32	1,944
1968	79	23	25	2	129	1,707	211	59	32	2,009
1969	83	23	24	3	133	1,658	211	59	36	1,964
1970	85	25	23	3	136	1,610	209	57	39	1,915
1971	86	22	22	4	134	1,582	198	52	49	1,881
1972	88	21	29 <sup>3</sup>	4	142	1,629	177	117 <sup>3</sup>	45	1,968
1973	90	23	31	5	149	1,660	196	122	50	2,028
1974	90	22	31	5	148	1,537	176	117	50	1,880
1975	92	21	28	6	147	1,511	175	108	52	1,846
1976	96	21	30	6	153	1,515	176	113	53	1,857
1977	98	20	41	9	168	1,429	171	122	75	1,797
1978	100	20	48	10	178	1,503	171	133	83	1,890
1979	103	20	56	10	189	1,499	169	140	85	1,893
1980	93	18	54	10	175	1,395	154	137	83	1,769
1981	94	18	53	9	174	1,299	154	129	75	1,657
1982	95	16	59	10	179	1,389	142	137	78	1,746
1983	96	17	60	10	183	1,358	145	143	82	1,728
1984	100	13	60	10	183	1,400	79	140	88	1,707
1985	103	15	58	11	187	1,452	122	142	89	1,805
1986	105	17	55	10	187	1,473	140	144	79	1,836
1987	113	17	54	11	195	1,542	141	142	83	1,908
1988	130	18	59	11	219	1,758	150	156	99	2,163
1989	138	17	58	10	223	1,812	146	155	93	2,206
1990	136	16	56	11 <sup>4</sup>	219	1,749	140	152	121 <sup>4</sup>	2,162
1991	130	15	58	11	214	1,600	136	144	105	1,985
1992	127	15	55	11	208	1,555	122	140	106	1,923
1993	135	14	51	12	211	1,615	103	134	125	1,977
1994	144	13	52	12	221	1,689	97	140	161	2,087
1995	150	13	53	11	227	1,701	101	143	168	2,113
1996	154	15	55	12	236	1,730	102	142	157	2,131
1997	157	17	48	11	234	1,740	105	142	148	2,135
1998	160	17 <sup>5</sup>	57	12	246	1,727	102	149	153	2,131
1999	158	18	59	12	246	1,664	92 <sup>5</sup>	144	155	2,055
2000	159	18	67	11	256	1,693	95	137	151	2,076
2001	159	19	59	12	248	1,682	94	131	151	2,058
2002	159	19	67	11	256	1,734	87	139	146	2,106
2003	162	19	61	11	252	1,753	89	133	141	2,116
2004	163 <sup>6</sup>	21	59	11	253	1,863 <sup>6</sup>	102 <sup>7</sup>	127	158	2,250
2005	163 <sup>6</sup>	22	..	11	..	1,868 <sup>6</sup>	104	..	168	..

1 Figures from 1997 have been revised. See Notes and Definitions.

2 From 1991 figures for rail are for financial years 1991/92 etc.

3 Figures from 1972 onwards are not comparable with earlier years. From 1972, water includes all UK coastwise and one-port freight movements by sea, and inland waterway traffic. Earlier years include only GB coastwise traffic and internal traffic on BWB waterways.

4 The increase compared to the corresponding figure for 1989 is largely due to changes in coverage.

5 Figures for goods moved by rail are on a new basis from 1998.

Figures for goods lifted by rail have a break in the series from 1999.

6 See footnote 2 Table 4.4.

7 Break in the series, increase largely due to changes in coverage

Rail: ☎020-7944 4977

Road & pipeline: ☎020-7944 4261

Water: ☎020-7944 4131

The rail figures in this table are outside the scope of National Statistics.

Sources - Rail: ORR

Pipeline: DTI

## 4.2 Domestic freight moved: by commodity: 2005

Billion tonne kilometres/percentage

Commodity group (NST Chapter)	NST <sup>2</sup> Chapter	Road <sup>1</sup>		Rail <sup>3</sup>		Pipeline	
		Billion tonne-kms	Percentage	Billion tonne-kms	Percentage	Billion tonne-kms	Percentage
<b>Agricultural products and live animals</b>	<b>0</b>	<b>13.5</b>	<b>8</b>	..	..	<b>0</b>	<b>0</b>
<b>Food stuffs and animal fodder</b>	<b>1</b>	<b>34.9</b>	<b>21</b>	..	..	<b>0</b>	<b>0</b>
<b>Solid mineral fuels</b>	<b>2</b>	<b>1.5</b>	<b>1</b>	<b>8.6</b>	<b>39</b>	<b>0</b>	<b>0</b>
<b>Petroleum products</b>	<b>3</b>	<b>5.4</b>	<b>3</b>	<b>1.3</b>	<b>6</b>	<b>10.8</b>	<b>100</b>
<b>Ores and metal waste</b>	<b>4</b>	<b>1.9</b>	<b>1</b>	..	..	<b>0</b>	<b>0</b>
<b>Metal products</b>	<b>5</b>	<b>6.7</b>	<b>4</b>	<b>2.2</b>	<b>10</b>	<b>0</b>	<b>0</b>
<b>Minerals and building materials</b>	<b>6</b>	<b>24.6</b>	<b>15</b>	<b>3.0</b>	<b>13</b>	<b>0</b>	<b>0</b>
<b>Fertilisers</b>	<b>7</b>	<b>1.6</b>	<b>1</b>	..	..	<b>0</b>	<b>0</b>
<b>Chemicals</b>	<b>8</b>	<b>8.9</b>	<b>5</b>	..	..	<b>0</b>	<b>0</b>
<b>Machinery, transport, equipment, manufactured articles and miscellaneous articles</b>	<b>9</b>	<b>64.2</b>	<b>39</b>	..	..	<b>0</b>	<b>0</b>
<b>All commodities</b>		<b>163.2</b>	<b>100</b>	<b>22.1</b>	<b>100</b>	<b>10.8</b>	<b>100</b>

1 All goods vehicles, including those up to 3.5 tonnes gross vehicle weight.

2 EC standard goods classification for transport statistics.

3 Figures for rail are for financial years e.g. 2005/06.

Rail categories do not all match those recorded by ORR,  
so the components do not sum to the total.

Rail: ☎020-7944 4977

Road & pipeline: ☎020-7944 4261

The rail figures in this table are outside the scope of National Statistics.

Sources - Rail: ORR: Pipeline: DTI

# Transport Statistics Great Britain 2006

## 4.3 Domestic freight transport: by mode: 1995-2005

(a) Goods moved	Billion tonne kilometres/percentage										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Petroleum products</b>											
Road <sup>1</sup>	5.7	6.1	5.8	5.2	5.0	6.4	5.8	5.2	5.5	5.7	5.5
Rail <sup>2</sup>	1.8	..	..	1.6	1.5	1.4	1.2	1.2	1.2	1.2	1.3
Water <sup>3</sup>	42.5	45.9	38.3	45.2	48.6	52.7	43.5	51.7	46.9	46.9	..
ow: coastwise	31.4	38.7	33.8	36.4	33.3	26.0	23.1	24.2	23.3	26.6	..
Pipeline	11.1	11.6	11.2	11.7	11.6	11.4	11.5	10.9	10.5	10.7	10.8
All modes	61.1	63.6 <sup>4</sup>	55.3 <sup>4</sup>	63.7 <sup>R</sup>	66.7 <sup>R</sup>	71.9	62.0	69.0 <sup>R</sup>	64.1	64.5	..
<b>Coal and coke</b>											
Road <sup>1</sup>	2.7	2.5	2.7	2.0	2.2	1.5	2.1	1.5	1.5	1.2	1.5
Rail <sup>2</sup>	3.6	3.8	4.4	4.5	4.8	4.8	6.2	5.7	5.8	7.0	8.6
Water <sup>3</sup>	2.3	0.6	0.6	0.5	0.5	0.2	0.5	0.3	0.5	0.3	..
All modes	8.6	6.9	7.7	7.0	7.5	6.5	8.8	7.5	7.9 <sup>R</sup>	8.5	..
<b>Other traffic</b>											
Road <sup>1</sup>	141.2	145.3	148.9	153.1	150.5	151.5	150.6	152.7	154.7	155.6	156.4
Rail <sup>2</sup>	7.9	11.3	12.5	11.2	11.9	11.9	12.0	11.7	11.9	12.4	12.3
Water <sup>3</sup>	8.3	8.7	9.2	11.2	9.6	14.6	14.8	15.2	13.5	12.3	..
All modes	157.4	165.3	170.6	175.5	172.0	178.0	177.4	179.6	180.0	180.3	..
<b>All traffic</b>											
Road <sup>1</sup>	149.6	153.9	157.4	160.3	157.7	159.4	158.5	159.4	161.7	162.5 <sup>5</sup>	163.4 <sup>5</sup>
Rail <sup>2</sup>	13.3	15.1	16.9	17.3	18.2	18.1	19.4	18.5	18.9	20.6	22.1
Water <sup>3</sup>	53.1	55.3	48.1	56.9	58.7	67.4	58.8	67.2	60.9	59.4	..
Pipeline	11.1	11.6	11.2	11.7	11.6	11.4	11.5	10.9	10.5	10.7	10.8
All modes	227.1	235.9	233.6	246.2	246.2	256.3	248.2	256.0	252.0	253.2	..
<b>Percentage of all traffic</b>											
Road <sup>1</sup>	66	65	67	65	64	62	64	62	64	64	..
Rail <sup>2</sup>	6	6	7	7	7	7	8	7	7	8	..
Water <sup>3</sup>	23	23	21	23	24	26	24	26	24	23	..
Pipeline	5	5	5	5	5	4	5	4	4	4	..
All modes	100	100	100	100	100	100	100	100	100	100	..
<b>(b) Goods lifted</b>											
Million tonnes/percentage											
<b>Petroleum products</b>											
Road <sup>1</sup>	71	75	73	61	61	75	74	59	64	67	70
Rail <sup>2</sup>	6	..	..	..	..	..	..	..	..	..	..
Water <sup>3</sup>	72	71	69	76	72	72	60	67	64	63	..
ow: coastwise	47	54	52	55	52	40	34	36	35	38	..
Pipeline	168	157	148	153	155	151	151	146	141	158	168
All modes	317	303 <sup>4</sup>	290 <sup>4</sup>	290 <sup>4</sup>	288 <sup>4</sup>	298 <sup>4</sup>	285 <sup>4</sup>	272 <sup>4</sup>	269 <sup>4</sup>	288 <sup>4</sup>	..
<b>Coal and coke</b>											
Road <sup>1</sup>	34	32	37	26	28	22	21	17	22	14	21
Rail <sup>2</sup>	45	52	50	45	44	46	46	41	42	52 <sup>6</sup>	55
Water <sup>3</sup>	4	3	4	3	3	3	3	2	2	1	..
All modes	83	87	91	70	75	71	70	60	66	67	..
<b>Other traffic</b>											
Road <sup>1</sup>	1,596	1,623	1,630	1,640	1,575	1,596	1,587	1,658	1,667	1,782	1,777
Rail <sup>2</sup>	50	50	55	57	48	50	48	46	47	50 <sup>6</sup>	49
Water <sup>3</sup>	67	67	69	70	70	62	68	70	67	63	..
All modes	1,713	1,740	1,754	1,767	1,693	1,708	1,703	1,774	1,781	1,895	..
<b>All traffic</b>											
Road <sup>1</sup>	1,701	1,730	1,740	1,727	1,664	1,693	1,682	1,734	1,753	1,863 <sup>5</sup>	1,868 <sup>5</sup>
Rail <sup>2</sup>	101	102	105	102	92	95	94	87	89	102 <sup>6</sup>	104
Water <sup>3</sup>	143	142	142	149	144	137	131	139	133	127	..
Pipeline	168	157	148	153	155	151	151	146	141	158	168
All modes	2,113	2,131	2,135	2,131	2,055	2,076	2,058	2,106	2,116	2,250	..
<b>Percentage of all traffic</b>											
Road <sup>1</sup>	80	81	81	81	81	82	82	82	83	83	..
Rail <sup>2</sup>	5	5	5	5	4	5	5	4	4	5	..
Water <sup>3</sup>	7	7	7	7	7	7	6	7	6	6	..
Pipeline	8	7	7	7	8	7	7	7	7	7	..
All modes	100	100	100	100	100	100	100	100	100	100	..

1 All goods vehicles, including those up to 3.5 tonnes gross vehicle weight. Figures for 'Other traffic' and 'All traffic', and hence 'All modes', revised from 1997. See Notes and Definitions

2 Figures for rail are for financial years eg 1995/96 etc

3 Figures for water are for UK traffic.

4 Excludes rail.

5 See footnote 2 Table 4.4.

6 See footnote 6 Table 4.1

Rail: ☎020-7944 4977

Road & pipeline: ☎020-7944 4261

Water: ☎020-7944 4131

The rail figures in this table are outside the scope of National Statistics.

Source - Rail: ORR

Pipeline: Department of Trade and Industry

4.4 Freight transport by road: goods moved by goods vehicles over 3.5 tonnes<sup>1</sup> : 1995-2005

									Billion tonne-kilometres			
(a) By mode of working	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 <sup>2</sup>	2005 <sup>2</sup>	
Mainly public haulage	106.5	109.1	112.2	114.3	110.9	113.0	114.7	110.6	114.3	110.8	109.7	
Mainly own account	37.2	37.7	37.4	37.6	38.3	37.5	34.7	39.2	37.4	41.4	43.0	
All modes	143.7	146.8	149.6	151.9	149.2	150.5	149.4	149.8	151.7	152.2	152.7	
<b>(b) By gross weight of vehicle</b>												
Rigid vehicles:												
Over	Not over											
3.5 tonnes	17 tonnes	18.7	19.5	19.2	17.8	17.9	15.8	13.1	11.9	10.1	9.1	8.1
17 tonnes	25 tonnes	5.6	5.3	4.7	4.2	4.3	4.8	5.7	6.3	6.8	7.9	8.3
25 tonnes		13.3	13.5	14.3	14.7	15.3	15.4	15.6	17.3	18.3	18.9	20.3
All rigids		37.5	38.3	38.1	36.6	37.5	36.0	34.5	35.6	35.2	35.9	36.7
Articulated vehicles:												
Over	Not over											
3.5 tonnes	33 tonnes	15.9	15.9	14.3	14.4	14.0	14.0	12.8	9.9	8.8	7.0	6.3
33 tonnes		90.2	92.6	97.1	100.9	97.7	100.4	102.1	104.4	107.7	109.4	109.7
All artics		106.1	108.5	111.4	115.3	111.7	114.4	114.9	114.3	116.5	116.4	116.0
All vehicles:												
Over	Not over											
3.5 tonnes	25 tonnes	24.7	25.3	24.3	22.5	22.7	21.3	19.3	18.7	17.3	17.3	16.7
25 tonnes		119.0	121.5	125.2	129.4	126.5	129.2	130.1	131.1	134.4	134.9	136.0
All weights		143.7	146.8	149.6	151.9	149.2	150.5	149.4	149.8	151.7	152.2	152.7
<b>(c) By commodity</b>												
Food, drink and tobacco	37.5	39.3	40.8	42.5	41.5	44.3	41.4	43.1	42.2	41.7	40.6	
Wood, timber and cork	3.2	3.8	3.5	3.6	3.8	3.7	3.9	3.8	4.1	4.5	4.7	
Fertiliser	1.4	1.5	1.3	1.2	1.4	1.2	1.2	1.2	1.2	0.8	1.1	
Crude minerals	13.5	13.5	13.6	13.3	12.7	12.4	13.0	13.9	13.8	14.1	14.8	
Ores	1.5	1.3	1.7	1.1	1.3	1.2	1.2	1.1	1.2	1.4	1.7	
Crude materials	1.9	2.1	2.1	2.6	2.6	2.6	2.3	2.7	2.3	3.3	2.4	
Coal and coke	2.7	2.5	2.7	2.0	2.2	1.5	2.1	1.5	1.5	1.2	1.5	
Petrol and petroleum products	5.7	6.1	5.8	5.2	5.0	6.4	5.8	5.2	5.5	5.7	5.5	
Chemicals	7.4	7.7	8.2	7.9	7.4	6.8	7.2	6.5	6.8	6.3	7.6	
Building materials	10.7	9.6	11.1	10.7	10.6	10.6	11.7	10.9	12.0	12.1	10.9	
Iron and steel products	7.8	7.2	7.9	7.7	6.8	6.8	5.7	5.3	5.4	5.4	5.2	
Other metal products n.e.s.	1.7	1.7	1.5	1.7	1.7	1.7	1.4	1.5	1.5	1.9	2.1	
Machinery and transport equipment	7.4	7.7	8.4	9.1	8.7	9.1	8.9	8.5	8.7	8.9	9.3	
Miscellaneous manufactures n.e.s.	13.3	14.2	14.2	15.9	15.7	15.1	15.4	16.2	15.8	16.3	15.5	
Miscellaneous transactions n.e.s. (incl. commodity not known)	27.8	28.4	26.8	27.5	27.9	27.1	28.2	28.4	29.5	28.8	29.8	
All commodities	143.7	146.8	149.6	151.9	149.2	150.5	149.4	149.8	151.7	152.2	152.7	

1 Rigid vehicles or articulated vehicles (tractive unit and trailer) with gross vehicle weight over 3.5 tonnes.

2 Figures for 2004 and 2005 are not fully comparable with those for 2003 and earlier years. Detailed comparisons should therefore be made with caution. See Notes and Definitions.

# Transport Statistics Great Britain 2006

## 4.5 Freight transport by road: goods lifted by goods vehicles over 3.5 tonnes<sup>1</sup>: 1995-2005

Million tonnes												
(a) By mode of working	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 <sup>2</sup>	2005 <sup>2</sup>	
Mainly public haulage	987	1,011	1,044	1,041	991	1,038	1,052	1,019	1,053	1,101	1,079	
Mainly own account	622	618	599	589	576	556	529	608	590	643	667	
<b>All modes</b>	<b>1,609</b>	<b>1,628</b>	<b>1,643</b>	<b>1,630</b>	<b>1,567</b>	<b>1,593</b>	<b>1,581</b>	<b>1,627</b>	<b>1,643</b>	<b>1,744</b>	<b>1,746</b>	
<b>(b) By gross weight of vehicle</b>												
<b>Rigid vehicles:</b>												
<b>Over</b>	<b>Not over</b>											
3.5 tonnes	17 tonnes	298	306	294	268	254	229	203	188	159	160	135
17 tonnes	25 tonnes	162	133	120	106	86	87	86	90	100	113	118
25 tonnes		373	371	380	401	408	424	443	491	506	539	559
<b>All rigids</b>		<b>833</b>	<b>811</b>	<b>793</b>	<b>776</b>	<b>748</b>	<b>741</b>	<b>733</b>	<b>768</b>	<b>765</b>	<b>812</b>	<b>812</b>
<b>Articulated vehicles:</b>												
<b>Over</b>	<b>Not over</b>											
3.5 tonnes	33 tonnes	139	138	124	125	113	107	97	81	69	60	51
33 tonnes		637	679	726	729	706	746	751	778	809	872	883
<b>All artics</b>		<b>776</b>	<b>817</b>	<b>850</b>	<b>854</b>	<b>819</b>	<b>852</b>	<b>848</b>	<b>859</b>	<b>878</b>	<b>932</b>	<b>934</b>
<b>All vehicles:</b>												
<b>Over</b>	<b>Not over</b>											
3.5 tonnes	25 tonnes	467	447	419	382	346	325	294	283	265	277	257
25 tonnes		1,142	1,181	1,224	1,248	1,221	1,268	1,287	1,343	1,378	1,467	1,489
<b>All weights</b>		<b>1,609</b>	<b>1,628</b>	<b>1,643</b>	<b>1,630</b>	<b>1,567</b>	<b>1,593</b>	<b>1,581</b>	<b>1,627</b>	<b>1,643</b>	<b>1,744</b>	<b>1,746</b>
<b>(c) By commodity</b>												
Food, drink and tobacco		308	326	342	346	333	346	321	339	333	351	339
Wood, timber and cork		24	27	26	27	28	26	28	28	32	42	36
Fertiliser		11	13	10	9	11	10	9	11	12	7	14
Crude minerals		319	320	329	327	297	308	298	333	327	364	370
Ores		18	18	25	18	20	16	16	17	21	22	23
Crude materials		16	18	17	20	20	18	20	21	19	25	22
Coal and coke		34	32	37	26	28	22	21	17	22	14	21
Petrol and petroleum products		71	75	73	61	61	75	74	59	64	67	70
Chemicals		50	51	53	53	47	49	50	41	47	46	53
Building materials		161	142	156	161	159	165	165	167	165	185	169
Iron and steel products		54	52	55	54	48	49	44	39	41	43	42
Other metal products n.e.s.		17	15	16	18	17	16	14	14	16	19	19
Machinery and transport equipment		61	59	71	73	67	69	70	68	66	70	76
Miscellaneous manufactures n.e.s.		85	88	90	96	91	97	97	105	98	111	109
Miscellaneous transactions n.e.s. (incl. commodity not known)		379	393	343	342	340	328	353	367	379	378	384
<b>All commodities</b>		<b>1,609</b>	<b>1,628</b>	<b>1,643</b>	<b>1,630</b>	<b>1,567</b>	<b>1,593</b>	<b>1,581</b>	<b>1,627</b>	<b>1,643</b>	<b>1,744</b>	<b>1,746</b>

1 Rigid vehicles or articulated vehicles (tractive unit and trailer) with gross vehicle weight over 3.5 tonnes.

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2 Figures for 2004 and 2005 are not fully comparable with those for 2003 and earlier years. Detailed comparisons should therefore be made with caution. See Notes and Definitions.

#### 4.6 Freight transport by road: length of haul by goods vehicles over 3.5 tonnes<sup>1</sup>: 1995-2005

											Million tonnes	
(a) Goods lifted	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 <sup>2</sup>	2005 <sup>2</sup>	
Not over 100 kilometres	1,145	1,148	1,157	1,132	1,073	1,093	1,083	1,129	1,132	1,223 <sup>R</sup>	1,228	
Over 100 kilometres	464	480	487	497	494	501	496	498	509	521 <sup>R</sup>	518	
All distances	1,609	1,628	1,643	1,630	1,567	1,593	1,581	1,627	1,643	1,744	1,746	
											Billion tonne - kilometres	
(b) Goods moved	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 <sup>2</sup>	2005 <sup>2</sup>	
Not over 100 kilometres	38.6	38.6	39.7	38.6	36.9	38.1	36.8	38.8	39.4	41.7 <sup>R</sup>	42.9	
Over 100 kilometres	105.1	108.2	109.9	113.3	112.3	112.4	112.6	111.0	112.0	110.6 <sup>R</sup>	109.8	
All distances	143.7	146.8	149.6	151.9	149.2	150.5	149.4	149.8	151.7	152.2	152.7	
											Kilometres	
(c) Average length of haul by gross weight of vehicle												
Rigid vehicles:												
Over	Not over											
3.5 tonnes	17 tonnes	63	64	65	66	68	69	65	63	63	57	60
17 tonnes	25 tonnes	34	40	39	40	50	56	67	70	68	70	71
25 tonnes		36	36	38	37	37	36	35	35	36	35	37
All rigids		45	47	48	47	50	49	47	46	46	44	45
Articulated vehicles:												
Over	Not over											
3.5 tonnes	33 tonnes	115	115	116	115	124	131	132	122	128	118	121
33 tonnes		142	136	134	138	138	135	136	134	133	125	124
All artics		137	133	131	135	136	134	136	133	133	125	124
All vehicles:		89	90	91	93	95	94	94	92	92	87	87

1 Rigid vehicles or articulated vehicles (tractive unit and trailer) with gross vehicle weight over 3.5 tonnes.

2 Figures for 2004 and 2005 are not fully comparable with those for 2003 and earlier years. Detailed comparisons should therefore be made with caution. See Notes and Definitions

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# Transport Statistics Great Britain 2006

## 4.7 International road haulage by United Kingdom registered powered vehicles over 3.5 tonnes gross vehicle weight: goods carried: by country of loading or unloading: 2005

Country	Outward journey <sup>1</sup>				Inward journey <sup>1</sup>			
	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent
Austria	20	-	30	1	41	1	70	1
Belgium and Luxembourg	1,116	18	553	10	2,032	25	1,012	17
Denmark	3	-	3	-	9	-	11	-
Finland	0	0	0	0	0	0	0	0
France	2,168	35	1,450	27	2,883	35	1,654	27
Germany	890	14	808	15	920	11	831	14
Greece	58	1	183	3	10	-	29	-
Irish Republic	329	5	127	2	126	2	37	1
Italy	415	7	650	12	537	7	835	14
Netherlands	624	10	320	6	988	12	555	9
Portugal	26	-	63	1	14	-	28	-
Spain	419	7	789	15	453	6	823	14
Sweden	4	-	3	-	4	-	1	-
<b>EU15 (excl. United Kingdom)</b>	<b>6,074</b>	<b>97</b>	<b>4,979</b>	<b>94</b>	<b>8,016</b>	<b>99</b>	<b>5,885</b>	<b>97</b>
Cyprus	0	0	0	0	0	0	0	0
Czech Republic	4	-	6	-	1	-	1	-
Estonia	0	0	0	0	0	0	0	0
Hungary	7	-	13	-	10	-	17	-
Latvia	0	0	0	0	0	0	0	0
Lithuania	0	0	0	0	0	0	0	0
Malta	0	0	0	0	0	0	0	0
Poland	4	-	8	-	0	0	1	-
Slovakia	1	-	2	-	0	0	0	0
Slovenia	3	-	4	-	0	0	0	0
<b>NMS10<sup>2</sup></b>	<b>19</b>	<b>-</b>	<b>33</b>	<b>1</b>	<b>11</b>	<b>-</b>	<b>19</b>	<b>-</b>
<b>European Union</b>	<b>6,093</b>	<b>97</b>	<b>5,012</b>	<b>95</b>	<b>8,027</b>	<b>99</b>	<b>5,904</b>	<b>97</b>
Switzerland	115	2	143	3	77	1	84	1
Norway	0	0	0	0	0	0	0	0
Other countries	60	1	147	3	32	-	91	2
<b>All countries</b>	<b>6,268</b>	<b>100</b>	<b>5,302</b>	<b>100</b>	<b>8,136</b>	<b>100</b>	<b>6,080</b>	<b>100</b>

1 Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

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2 New Member State countries that joined the EU on 1 May 2004.



#### 4.8 International road haulage by United Kingdom registered powered vehicles over 3.5 tonnes gross weight by type of transport and commodity: 2005

(a) Outward journey <sup>1</sup>								
NST <sup>2</sup> chapter	Total traffic				ow: Hire or reward			
	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent
0 Agricultural products	260	4	240	5	239	4	222	5
1 Foodstuffs	856	14	702	13	749	13	630	13
2 Fuels	56	1	32	1	56	1	32	1
3 Petroleum products	16	-	27	1	15	-	25	1
4 Metal ore & waste	34	1	15	-	34	1	15	-
5 Metal products	315	5	255	5	311	5	249	5
6 Building materials	124	2	100	2	124	2	100	2
7 Fertilizers	0	0	0	0	0	0	0	0
8 Chemicals	854	14	801	15	823	14	777	16
9 Miscellaneous	2,175	35	1,771	33	1,861	33	1,572	32
ow:								
Machinery & engines	1,035	17	937	18	919	16	857	18
Leather & textiles	722	12	526	10	602	11	442	9
All unclassified	1,577	25	1,359	26	1,476	26	1,240	26
All commodities	6,268	100	5,302	100	5,688	100	4,863	100
(b) Inward journey <sup>1</sup>								
0 Agricultural products	859	11	514	8	825	11	492	9
1 Foodstuffs	2,195	27	1,385	23	2,006	27	1,275	23
2 Fuels	56	1	34	1	56	1	34	1
3 Petroleum products	47	1	44	1	46	1	42	1
4 Metal ore & waste	26	-	20	-	24	-	16	-
5 Metal products	163	2	125	2	158	2	119	2
6 Building materials	131	2	100	2	125	2	98	2
7 Fertilizers	11	-	7	-	11	-	7	-
8 Chemicals	498	6	353	6	479	6	342	6
9 Miscellaneous	2,210	27	2,016	33	2,027	27	1,867	33
ow:								
Machinery & engines	988	12	849	14	903	12	791	14
Leather & textiles	793	10	641	11	732	10	577	10
All unclassified	1,940	24	1,480	24	1,749	23	1,313	23
All commodities	8,136	100	6,080	100	7,506	100	5,606	100

1 Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

☎0117-372 8484

2 Standard EC classification for transport. See Notes.

## Transport Statistics Great Britain 2006

### 4.9 Bilateral<sup>1</sup> traffic, between the United Kingdom and European Union countries, in vehicles registered in the United Kingdom and the corresponding European Union country: 2005<sup>2</sup>

Country of loading/unloading	Thousand tonnes /percentage					
	Goods loaded in the United Kingdom			Goods unloaded in the United Kingdom		
	In UK vehicles	In vehicles registered in the country of unloading		In UK vehicles	In vehicles registered in the country of loading	
		UK hauliers' share (percentage)	UK hauliers' share (percentage)		UK hauliers' share (percentage)	UK hauliers' share (percentage)
Austria	20	224	8	41	314	11
Belgium and Luxembourg	1,116	535	68	2,032	1,151	64
Denmark	3	69	5	9	180	5
Finland	0	0	.	0	6	0
France	2,168	1,949	53	2,883	3,513	45
Germany	890	1,037	46	920	1,852	33
Greece	58	0	100	10	0	100
Irish Republic	6,798	4,936	58	2,798	3,905	42
Italy	415	481	46	537	1,256	30
Netherlands	624	1,096	36	988	2,089	32
Portugal	26	164	14	14	207	6
Spain	419	736	36	453	1,716	21
Sweden	4	6	43	4	7	35
<b>Total</b>	<b>12,543</b>	<b>11,231</b>	<b>53</b>	<b>10,688</b>	<b>16,195</b>	<b>40</b>

1 Excluding 'cross trade', i.e. trade in vehicles registered elsewhere than in the country of loading or unloading.

☎0117-372 8484

2 Figures for goods carried in UK vehicles are for 2005; and those for goods carried in other countries' vehicles are for 2004 (the most recent available).

### 4.10 National railways freight: 1995/96-2005/06

(a) Freight moved by commodity <sup>1</sup>	Billion tonne-kilometres										
	1995/96	1996/97 <sup>2</sup>	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Coal	3.6	3.9	4.4	4.5	4.8	4.8	6.2	5.7	5.8	7.0	8.6
Metals	1.7	..	..	2.1	2.2	2.1	2.4	2.7	2.4	2.6	2.2
Construction	2.3	..	..	2.1	2.0	2.4	2.8	2.6	2.7	2.8	3.0
Oil and petroleum	1.8	..	..	1.6	1.5	1.4	1.2	1.1	1.2	1.2	1.3
Other traffic	3.9	11.2	12.5	7.1	7.6	7.4	6.7	6.5	6.8	7.0	7.1
<b>All traffic</b>	<b>13.3</b>	<b>15.1</b>	<b>16.9</b>	<b>17.3</b>	<b>18.2</b>	<b>18.1</b>	<b>19.4</b>	<b>18.5</b>	<b>18.9</b>	<b>20.6</b>	<b>22.1</b>

(b) Freight lifted by commodity <sup>3</sup>	Million tonnes										
	1995/96	1996/97 <sup>2</sup>	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Coal	45.2	52.2	50.3	45.3	44.3	45.7	46.1	40.7	42.0	51.7 <sup>4</sup>	54.5
Metals	15.1	..	..	..	..	..	..	..	..	..	..
Construction	11.5	..	..	..	..	..	..	..	..	..	..
Oil and petroleum	6.3	..	..	..	..	..	..	..	..	..	..
Other traffic	22.6	49.6	55.1	56.8	47.6	49.7	48.3	46.4	46.9	50.2 <sup>4</sup>	49.4
<b>All traffic</b>	<b>100.7</b>	<b>101.8</b>	<b>105.4</b>	<b>102.1</b>	<b>91.9</b>	<b>95.4</b>	<b>94.4</b>	<b>87.0</b>	<b>88.9</b>	<b>101.9<sup>4</sup></b>	<b>103.9</b>

1 Revised series on new basis from 1998/99, see Notes and Definitions.

☎020-7944 4977

2 Owing to changes in the way freight traffic has been estimated following privatisation, data since 1996/97 are not comparable to those for previous years. Freight excludes parcels and materials carried for rail infrastructure, see Notes and Definitions.

The figures in this table are outside the scope of National Statistics.

Source - ORR

3 Break in series from 1999/2000, see Notes and Definitions.

4 Break in series, increase largely due to changes in coverage.

#### 4.11 Roll-on/roll-off ferry and Channel Tunnel traffic; road goods vehicles outward to mainland Europe: by country of registration: 1995-2005

	Thousands										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Powered vehicles:</b>											
United Kingdom	486.0	531.1	543.2	544.3	562.7	544.8	517.6	493.3	473.9	493.1	517.4
Austria	9.7	8.6	5.4	10.2	14.9	17.0	42.0	45.8	42.9	30.0	27.0
Belgium/Luxembourg	45.7	41.0	53.6	74.5	96.7	114.1	119.3	121.4	104.3	112.4	112.4
Denmark	4.5	4.6	5.5	7.3	8.7	9.5	12.0	16.9	13.7	17.1	17.7
Finland	0.3	0.2	0.1	0.6	0.7	0.9	3.1	2.0	1.1	0.1	0.2
Germany	28.0	30.4	39.3	52.4	73.1	111.5	132.0	148.2	155.7	164.7	168.3
France	154.9	181.7	234.2	272.4	319.1	338.8	352.4	363.1	363.2	388.0	361.4
Greece	1.8	2.1	2.6	1.9	2.6	2.9	2.6	2.8	3.6	4.0	3.6
Irish Republic	31.0	30.1	32.3	38.8	44.7	48.5	46.6	44.6	30.8	27.6	31.9
Italy	29.3	28.8	30.4	35.3	45.8	67.8	91.1	127.8	132.4	120.1	96.9
Netherlands	84.6	87.2	107.0	125.4	153.3	185.1	187.5	186.3	210.2	252.1	253.2
Spain	38.4	39.4	45.1	56.3	67.7	81.8	93.9	102.2	105.9	109.8	105.1
Sweden	0.7	0.9	8.9	10.3	1.0	1.4	1.8	1.8	1.4	1.4	1.3
Portugal	3.4	3.1	5.1	6.7	9.2	10.7	10.2	11.0	9.4	8.9	9.5
<b>EU15</b>											
(excluding United Kingdom)	432.2	458.1	569.5	692.1	837.3	990.0	1,094.5	1,173.9	1,174.6	1,236.2	1,188.5
Cyprus	..	..	..	..	0.1	0.2	0.1	0.2	0.2	0.2	0.1
Czech Republic	..	..	..	..	5.4	5.2	6.8	7.8	13.1	25.0	40.6
Estonia	..	..	..	..	0.0	0.1	0.2	0.3	0.3	0.8	1.6
Hungary	..	..	..	..	6.9	8.0	11.1	12.4	12.7	24.6	38.0
Latvia	..	..	..	..	0.3	0.3	0.1	0.2	0.2	0.2	1.3
Lithuania	..	..	..	..	0.9	1.4	1.0	0.7	1.6	2.9	7.5
Malta	..	..	..	..	0.2	0.3	0.3	0.3	0.2	0.1	0.1
Poland	..	..	..	..	7.0	10.4	12.5	12.0	14.2	31.0	54.5
Slovakia	..	..	..	..	0.2	0.2	0.4	1.0	2.4	8.0	12.7
Slovenia	..	..	..	..	1.5	1.9	3.5	4.7	4.7	10.0	10.8
<b>NMS10<sup>1</sup></b>	..	..	..	..	22.5	28.0	36.2	39.5	49.5	102.9	167.2
<b>Other countries in Europe and elsewhere</b>	29.0	26.3	28.0	33.3	24.9	24.9	43.2	76.7	97.6	107.6	116.5
<b>Unknown</b>	3.0	2.2	5.7	4.8	6.3	17.7	20.5	18.1	19.1	17.0	31.8
<b>All countries</b>	950.2	1,017.7	1,146.4	1,274.8	1,453.7	1,605.4	1,711.9	1,801.5	1,814.7	1,956.8	2,021.4
<b>Unaccompanied trailers</b>	677.4	626.4	740.0	737.5	737.8	712.9	686.4	726.0	780.4	782.2	756.0
<b>Powered vehicles and unaccompanied trailers</b>	1,627.6	1,644.1	1,886.4	2,012.3	2,191.4	2,318.3	2,398.3	2,527.5	2,595.1	2,739.0	2,777.4

1 New Member State countries that joined the EU on 1 May 2004.  
There is no individual breakdown available before 1999 for these countries.

0117-372 8484

# Transport Statistics Great Britain 2006

## 4.12 Roll-on/roll-off ferry and Channel Tunnel traffic: road goods vehicles outward to mainland Europe: 1995-2005

(a) By country of disembarkation											Thousands
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Powered vehicles:</b>											
Belgium	147.1	147.7	168.8	132.4	132.3	152.3	144.1	143.6	76.4	89.1	119.13
France	707.1	767.9	854.2	1,024.4	1,209.5	1,330.3	1,435.2	1,520.4	1,601.4	1,710.1	1,754.7
Netherlands	90.4	96.7	110.1	102.9	107.4	118.5	124.7	128.5	129.5	149.5	139.2
Others	5.6	5.4	13.3	15.1	4.4	4.3	7.8	9.1	7.5	8.1	8.3
All countries	950.2	1,017.7	1,146.4	1,274.8	1,453.7	1,605.4	1,711.9	1,801.5	1,814.7	1,956.8	2,021.4
<b>Unaccompanied trailers</b>											
Belgium	259.2	234.4	275.6	266.9	288.8	263.1	250.6	262.6	266.5	241.0	236.1
France	102.1	87.3	101.2	85.8	63.6	56.5	57.0	47.1	54.0	48.4	46.4
Netherlands	219.8	222.1	263.4	280.8	278.7	281.1	275.5	311.7	343.9	365.9	350.4
Others	96.4	82.6	99.9	104.0	106.6	112.1	103.4	104.5	116.1	126.9	123.1
All countries	677.4	626.4	740.0	737.5	737.8	712.9	686.4	726.0	780.4	782.2	756.0
All vehicles	1,627.6	1,644.1	1,886.4	2,012.3	2,191.4	2,318.3	2,398.3	2,527.5	2,595.1	2,739.0	2,777.4
(b) By Great Britain port area											Thousands
<b>Powered vehicles:</b>											
North Sea	110.9	114.5	141.5	132.4	129.0	144.1	151.7	154.5	157.5	175.6	184.5
Strait of Dover	705.8	771.6	890.8	1,017.9	1,207.4	1,349.5	1,446.0	1,531.2	1,525.1	1,648.1	1,707.6
English Channel	133.4	131.7	114.1	124.4	117.2	111.9	114.2	115.8	132.1	133.2	129.2
All ports	950.2	1,017.7	1,146.4	1,274.8	1,453.7	1,605.4	1,711.9	1,801.5	1,814.7	1,956.8	2,021.4
<b>Unaccompanied trailers:</b>											
North Sea	500.3	467.4	575.0	600.6	640.8	633.6	610.4	667.3	729.9	732.3	698.6
Strait of Dover	110.7	102.2	109.1	90.7	53.4	43.5	42.7	29.6	22.5	21.4	29.1
English Channel	66.5	56.9	55.9	46.1	43.6	35.8	33.3	29.1	28.0	28.5	28.3
All ports	677.4	626.4	740.0	737.5	737.8	712.9	686.4	726.0	780.4	782.2	756.0
All vehicles	1,627.6	1,644.1	1,886.4	2,012.3	2,191.4	2,318.3	2,398.3	2,527.5	2,595.1	2,739.0	2,777.4

☎0117-372 8484

## 5 Maritime:

### Notes and Definitions

#### Ports traffic: 5.2 - 5.5, 5.6 and 5.7

These tables relate to foreign, coastwise and one-port traffic through ports in the United Kingdom, and are derived as follows:

- (a) from 2000,
- (i) detailed quarterly returns from shipping lines or their agents of all freight traffic at major UK ports;
  - (ii) quarterly returns of inwards and outwards weight and units by port authorities or other undertakings at major ports;
  - (iii) annual returns of inwards and outwards traffic only by port authorities or other undertakings at minor ports.

These returns were introduced by DfT in order to comply with regulations implementing an EC Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea).

- (b) prior to 2000,
- (i) detailed annual traffic returns made by port authorities or other undertakings at major ports;
  - (ii) annual returns of inwards and outwards traffic from port authorities or other undertakings at minor ports

The major ports include all ports with cargo volumes of at least 1 million tonnes in 2001 (2 million tonnes under the previous system between 1995 and 1999) and a few other smaller ports. The breakdowns of traffic for 1995 and later years in the tables include major ports traffic and are supplemented by estimates for the minor ports.

Full statistics on port traffic in the United Kingdom in 2005, including detailed breakdowns of foreign and domestic traffic of the major ports, are available in the Transport Statistics Report *Maritime Statistics 2005* published by The Stationery Office.

Definitions of terms used in the tables are:

*Port groups:* For statistical purposes, ports of Great Britain are grouped geographically as shown in map 5.9.

*Weights:* All weights reported for port and waterborne freight statistics include crates and other packaging. The tare weights of containers and other items of transport equipment are excluded.

*Foreign traffic:* Traffic between ports in the United Kingdom (Great Britain and Northern Ireland), and foreign countries, that is countries outside Great Britain, Northern Ireland, the Isle of Man and the Channel Islands.

*Domestic traffic:* The sum of coastwise and one-port traffic.

*Coastwise traffic:* Goods loaded or unloaded at ports in the United Kingdom, and transported to or from another port in the United Kingdom.

*One-port traffic:* One-port traffic comprises:

- dredged sand, gravel, etc. landed at a port for commercial purposes;
- traffic to and from off-shore installations. Fuel shipped to oil rigs is included in 'Other traffic - outwards'; and
- material shipped for dumping at sea.

*Container and roll-on traffic (commonly known as 'unitised traffic'):* Includes road goods vehicles, unaccompanied trailers and other goods carried on roll-on/roll-off shipping services, containers carried on all types of shipping services and rail wagons and barges carried on ships. Goods carried on 'unitised' services constitute a subset of total traffic and are reported in tables 5.4 and 5.5.

*Coastwise routes:* Coastwise routes (table 5.6) are the ferry services between mainland Great Britain and Northern Ireland, the Isle of Man, the West of Scotland island of Lewis (between Ullapool and Stornoway), the Orkneys and Shetlands, and the Channel Islands. Short ferry routes between Scottish islands, and those across river estuaries and to the Isle of Wight are excluded. Only in the case of ferry routes between mainland Great Britain and the Orkneys and Shetlands is traffic counted at both ends of the route. In other cases, traffic is counted at the mainland Great Britain port only.

#### Domestic waterborne freight traffic: 5.8 and 5.10

These tables present estimates of goods lifted (tonnes) and goods moved (tonne -kilometres) in the United Kingdom by coastal shipping (coastwise and one-port traffic) and on inland waters. The data are based on annual studies for DfT by MDS-Transmodal.

#### Inland waters boundaries and traffic

The definition of inland waters was devised for the first survey of waterborne transport carried out in

## Transport Statistics Great Britain 2006

1980. The definitions were produced from the perspective of measuring freight traffic travelling on inland waters, which could travel by another surface mode within the UK. There are two boundary definitions used to measure the amount of traffic:

*Inland waterways:* all water areas available for navigation that lie inland of a boundary defined as the most seaward point of any estuary which might reasonably be bridged or tunnelled - this is taken to be where the width of water surface area is both less than 3 km at low water and less than 5 km at high water on spring tides.

*Inland waters:* all waters within the summer boundary of the Partially Smooth Water Area (PSWA), which is generally much further seaward than the inland waterways boundary. The area between the inland waterways boundary and the PSWA line is termed "sheltered waters".

For the purpose of estimating tonnes and tonne-kilometres, all traffic *wholly within* inland waters (ie internal traffic) is counted. Tonnes is then simply tonnes lifted, and tonne-kilometres is tonnes lifted multiplied by the distance travelled.

Traffic which crosses the inland waters boundary and which also goes upstream of the inland waterways boundary, is counted as well; but traffic which is essentially *seagoing traffic* to and from major *seaboard* ports is specifically excluded.

Where traffic is included, tonnes is then tonnes lifted and tonne-kilometres is tonnes lifted multiplied by the distance travelled but calculated from the point at which the vessel crosses the *inland waterways* boundary.

Full detailed statistics for 2004 are available in the Statistics bulletin, *Waterborne Freight in the UK 2004*, published by DfT. *Waterborne Freight in the UK 2005*, which will be published by DfT later in 2006, will contain 2005 statistics.

### **United Kingdom International sea passenger movements: 5.11 and 5.12**

These tables have been compiled from statistics collected monthly from shipping operators by DfT and cover travel between the UK and other countries. Domestic passengers are excluded. The figures do include drivers of lorries, coaches and other vehicles. Short sea routes in these tables are generally routes between the UK and Belgium, Denmark, Faroe Isles, Finland, France, Germany, Ireland, Netherlands, Norway, Spain and Sweden.

### **United Kingdom and Crown Dependency registered trading vessels: 5.13**

Until the end of 1986, United Kingdom registered fleet figures were derived from DfT records of trading vessels of 500 gross tons or over registered at ports in the United Kingdom, the Channel Islands and the Isle of Man. A different ship type classification was also in use. For 1986 only, for purposes of comparison, it shows figures from both sources giving the composition of the fleet on the basis of both the 'old' and 'new' ship type classifications.

### **The United Kingdom owned and registered merchant fleets: 5.14 and 5.15**

The figures given in these tables are derived from Lloyd's Register-Fairplay data and cover trading vessels of 500 gross tons or above. Table 5.15 covers vessels owned by UK companies wherever the vessels are registered, while Table 5.14 covers vessels registered in the United Kingdom and Crown Dependencies (Isle of Man, Channel Islands), excluding those owned by the Government.

The figures for both fleets exclude offshore supply vessels, non-cargo vessels, tugs, fishing vessels, dredgers, river and other non seagoing vessels.

For further background information and more detailed tables, see the Transport Statistics Report, *Maritime Statistics 2005*, available from The Stationery Office.

*Gross tons:* Under the International Convention on the Tonnage Measurement of Ships, 1969 gross tonnage (gt) is defined as the following function of the total volume of all enclosed spaces in the ship (V), in cubic metres:

$$GT = K1V$$

where  $K1 = 0.2 + 0.02 \log 10 V$ .

*Deadweight tonnes:* The term deadweight tonnes, or 'dwt', is a measurement of the weight of cargo, stores, fuel, passengers and crew carried by the ship when loaded to her maximum summer loadline.

*Tankers:* Include oil, gas, chemical and other specialised tankers.

*Bulk carriers:* Large and small carriers including combination - ore/oil and ore/bulk/oil - carriers.

*Specialised carriers:* Includes vessels such as livestock carriers, car carriers and chemical carriers.

*Fully cellular container:* Figures include only container vessels of this type.

*Ro-Ro:* These are for passenger and cargo Ro-Ro vessels.

*Other general cargo vessels:* These include reefer vessels, general cargo/passenger vessels, and single and multi-deck general cargo vessels.

*Passenger vessels:* These are cruise liner and other passenger vessels.

#### **United Kingdom shipping industry revenue and expenditure from international activities: 5.16**

The revenue and expenditure figures in this table are derived from the results of annual inquiries carried out by the Chamber of Shipping (CoS). The United Kingdom shipping industry is defined as United Kingdom resident companies which own or operate ships irrespective of their flag of registry.

This includes companies, which are United Kingdom subsidiaries of overseas parent companies, and excludes overseas resident subsidiaries of United Kingdom companies.

This treatment arises from the primary purpose of the CoS inquiries, which is to provide estimates for the sea transport account of the United Kingdom Balance of Payments. In the Balance of Payments the revenue from overseas resident subsidiary companies is treated as investment income, not part of the sea transport account.

International activities cover the activities of ships either owned by the United Kingdom industry or operated by the industry on charter. The activities covered are:

- carriage of UK imports and exports;
- carriage of trade between two foreign countries (cross trades);
- carriage of passengers on international ferry routes and sea cruises;
- chartering ships to overseas operators.

The passenger revenue series includes revenue from overseas residents only and is consistent with data published in *The Pink Book* (United Kingdom Balance of Payments).

Associated expenditure includes:

- payment for bunkers uplifted abroad;
- disbursements in overseas ports: cargo handling, port dues, crews' expenses, agency fees, light dues etc.;
- charter payments to overseas ship owners.

#### **Marine accident casualties: 5.17**

The data refer to accidents to persons on UK registered merchant vessels of greater than or equal to 100gt only, including accidents during access.

The information is derived from incidents reported in compliance with the Merchant Shipping (Accident Reporting and Investigation) Regulations (SI 2005 No. 881).

#### **HM Coastguard Statistics: 5.18**

HM Coastguard, part of the Maritime and Coastguard Agency (MCA), continues to initiate and co-ordinate Civil Maritime Search and Rescue operations within the UK Search and Rescue Region (UKSRR), from 19 Rescue Centres strategically located around the UK coastline.

Machinery and equipment failure, the inability to cope when the weather deteriorates, diving incidents and failure to inform relatives or other agents ashore when likely to be overdue have been the major causes of SAR incidents.

HM Coastguard continues to tackle these issues both in its own SAR Prevention and Safety at Sea strategies, in conjunction with colleagues within the MCA, and with the RNLI, RYA, BMF, RoSPA and RLSS through the Safety on the Sea (SOS) Group, chaired by the RNLI.

Definitions of terms used are:

*Commercial vessels:* All Merchant Vessels (including ferries and cruise ships), tugs, barges, dredgers, offshore installations, tenders, supply vessels, support vessels, research vessels, cable layers, mega-yachts, hovercraft etc.

*Fishing vessels:* All registered fishing vessels.

*Pleasure craft:* Yachts (except mega-yachts), sailing dinghies, cabin cruisers, speedboats, diving support boats, sail training craft, square riggers, rowing boats and inflatable craft. From 1995 data also includes canoes/kayaks, sailboards and jet-skis (personal watercraft) previously included in 'others'.

*Incidents to persons:* Includes man-overboard, divers, swimmers, missing persons, persons cut off by tides, persons stuck on cliffs, etc.

*Medical evacuations:* Incidents where injured persons taken from vessels at sea to shore for medical treatment, or injured cliff walkers evacuated to hospital, etc.

*Others:* Includes incidents involving military vessels, military aircraft, civilian aircraft, animal rescue, etc.

*Distress reports:* Includes all Distress, Urgency, Pyrotechnic and EPIRB/ELT signals and those reports subsequently found to be false alarms or hoaxes.

<p>Further details on Maritime Statistics Are available at: <a href="http://www.dft.gov.uk/transtat/maritime">www.dft.gov.uk/transtat/maritime</a></p>
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# Transport Statistics Great Britain 2006

## 5.1 United Kingdom ports<sup>1</sup>: foreign, coastwise and one-port traffic: 1965-2005

Million tonnes												
Year	Foreign			Coastwise			One-port			Total		
	Imports	Exports	All	Inwards	Outwards	All	Inwards	Outwards <sup>2</sup>	All	Inwards	Outwards	All
<b>Great Britain</b>												
1965	153.4	35.7	189.1	54.1	60.4	114.5	7.2	8.5	15.7	214.7	104.6	319.2
1966	157.1	38.2	195.3	54.2	59.7	113.9	6.8	8.5	15.3	218.1	106.4	324.5
1967	161.7	38.0	199.7	53.1	56.9	110.0	6.6	8.5	15.1	221.4	103.4	324.8
1968	175.6	41.7	217.3	51.1	56.6	107.7	7.8	8.5	16.3	234.5	106.8	341.3
1969	185.5	43.3	228.8	52.1	56.9	109.0	8.3	8.5	16.8	245.9	108.7	354.6
1970	196.2	48.0	244.2	51.8	56.2	108.0	9.2	8.6	17.8	257.2	112.8	370.0
1971	202.0	48.7	250.7	46.0	52.0	98.0	10.9	8.6	19.5	258.9	109.3	368.2
1972	205.0	49.7	254.7	45.4	51.8	97.2	16.0	8.8	24.8	266.4	110.3	376.7
1973	219.5	53.5	273.0	46.4	57.3	103.7	13.9	8.9	22.8	279.8	119.7	399.5
1974	211.1	51.1	262.2	48.5	56.9	105.4	13.1	10.1	23.2	272.7	118.1	390.8
1975	175.3	50.2	225.5	41.5	48.9	90.4	13.0	11.2	24.2	229.8	110.3	340.1
1976	180.0	62.8	242.8	41.1	50.9	92.0	14.4	11.2	25.6	235.5	124.9	360.3
1977	158.2	77.6	235.8	44.1	56.3	100.4	21.7	12.3	34.0	224.0	146.2	370.2
1978	152.8	90.7	243.5	47.5	62.2	109.7	26.5	12.8	39.3	226.8	165.7	392.4
1979	157.1	107.5	264.6	52.7	67.0	119.7	29.5	12.9	42.4	239.3	187.5	426.8
1980	131.2	117.1	248.3	57.4	67.7	125.1	24.6	14.0	38.6	213.2	198.8	412.0
<b>United Kingdom</b>												
1980	133.4	117.5	250.8	64.8	69.8	134.6	24.6	14.0	38.6	222.8	201.3	424.1
1981	125.7	126.1	251.8	60.2	68.2	128.4	22.3	13.6	35.8	208.2	207.8	416.1
1982	122.9	130.7	253.6	67.2	71.3	138.5	24.6	13.4	37.9	214.7	215.4	430.1
1983	121.9	136.8	258.7	68.9	71.3	140.1	26.6	13.0	39.6	217.5	221.1	438.5
1984	143.5	142.1	285.5	64.2	66.3	130.5	28.5	12.3	40.9	236.3	220.7	456.9
1985	143.3	148.2	291.5	63.2	66.3	129.6	28.1	13.7	41.8	234.7	228.2	462.9
1986	150.6	150.7	301.3	60.9	63.7	124.6	27.2	13.4	40.6	238.7	227.8	466.5
1987	154.9	151.0	305.9	59.8	61.2	121.0	31.8	12.9	44.7	246.6	225.0	471.6
1988	169.7	142.2	311.9	66.3	65.1	131.3	34.2	14.6	48.8	270.2	221.9	492.1
1989	174.6	127.5	302.1	64.1	64.8	128.9	35.0	14.8	49.8	273.7	207.1	480.9
1990	183.5	136.2	319.6	61.0	61.5	122.3	34.1	15.9	50.0	278.4	213.6	492.0
1991	182.1	143.2	325.3	61.7	62.8	124.4	29.8	15.1	44.9	273.6	221.0	494.6
1992	182.6	150.2	332.8	58.2	60.8	119.0	29.0	14.9	43.9	269.8	225.9	495.7
1993	189.5	157.5	346.9	59.4	62.0	121.5	23.8	14.0	37.8	272.7	233.5	506.2
1994	190.1	179.0	369.1	63.3	64.8	128.1	28.6	12.4	41.0	281.9	256.2	538.1
1995	190.3	178.8	369.1	67.9	72.1	140.0	26.7	12.4	39.1	284.9	263.3	548.2
1996	192.7	175.8	368.5	69.9	75.3	145.2	25.1	12.4	37.5	287.7	263.5	551.2
1997	205.7	179.3	385.0	67.5	72.0	139.5	21.8	12.2	34.0	295.0	263.5	558.5
1998	209.3	181.7	390.9	70.7	71.9	142.7	26.1	8.8	34.9	306.1	262.4	568.5
1999	203.6	184.4	387.9	67.0	71.1	138.1	36.4	3.2	39.6	307.0	258.7	565.6
2000	220.9	193.1	414.0	57.4	61.9	119.3	38.0	1.7	39.8	316.3	256.7	573.1
2001	238.4	180.4	418.7	57.3	54.9	112.2	33.3	2.2	35.4	328.9	237.5	566.4
2002	220.9	178.2	399.1	58.2	57.3	115.5	41.7	2.0	43.7	320.8	237.5	558.3
2003	229.3	174.0	403.3	57.3	56.1	113.4	37.2	1.7	39.0	323.8	231.9	555.7
2004	250.4	169.6	420.0	58.6	59.7	118.3	33.4	1.4	34.8	342.4	230.6	573.1
2005	262.3	164.1	426.4	61.8	65.2	127.0	30.4	1.9	32.3	354.4	231.3	585.7

1 Great Britain only prior to 1980.

2 Estimated prior to 1974.



## 5.2 United Kingdom ports: foreign, coastwise and one port traffic by type of cargo: 1995-2005

	Thousand tonnes										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Foreign traffic</b>											
<b>Liquid bulk traffic</b>											
Imports	58,512	59,309	61,060	61,346	56,528	70,788	74,495	62,811	66,447	75,897	76,988
Exports	111,651	106,169	104,654	106,041	110,591	118,509	110,321	107,516	100,772	95,974	87,995
All	170,164	165,478	165,714	167,387	167,120	189,297	184,816	170,327	167,218	171,871	164,983
<b>Dry bulk traffic</b>											
Imports	62,121	63,905	68,208	68,333	65,219	65,652	77,360	67,575	72,644	76,625	87,546
Exports	19,632	19,549	19,596	20,840	18,905	19,739	17,206	18,026	20,559	18,098	18,409
All	81,753	83,454	87,805	89,173	84,124	85,391	94,565	85,600	93,203	94,722	105,955
<b>Container and roll-on traffic</b>											
Imports	51,668	52,008	58,822	61,191	64,272	64,753	65,721	68,371	69,199	75,520	77,431
Exports	41,694	43,711	48,805	49,029	49,616	49,323	47,334	47,313	47,291	49,869	51,045
All	93,362	95,719	107,628	110,220	113,889	114,076	113,054	115,685	116,490	125,390	128,476
<b>Semi-bulk traffic</b>											
Imports	16,445	15,987	16,097	16,878	15,967	17,174	17,059	18,523	17,284	18,413	16,766
Exports	4,891	5,267	5,142	4,897	4,519	4,411	3,737	3,613	3,848	4,342	5,287
All	21,337	21,253	21,239	21,775	20,486	21,584	20,796	22,136	21,131	22,755	22,054
<b>Conventional traffic</b>											
Imports	1,555	1,493	1,506	1,531	1,595	2,500	3,730	3,645	3,699	3,990	3,529
Exports	932	1,094	1,100	854	735	1,145	1,786	1,705	1,535	1,314	1,393
All	2,487	2,587	2,607	2,385	2,330	3,645	5,515	5,349	5,234	5,304	4,922
<b>All foreign traffic</b>											
Imports	190,302	192,702	205,694	209,279	203,581	220,866	238,364	220,924	229,273	250,445	262,261
Exports	178,801	175,790	179,298	181,661	184,367	193,127	180,383	178,173	174,003	169,597	164,129
All	369,103	368,492	384,992	390,940	387,948	413,993	418,747	399,097	403,276	420,042	426,390
<b>Coastwise traffic</b>											
<b>Liquid bulk traffic</b>											
Inwards	48,393	52,354	49,981	51,514	48,164	36,677	37,008	38,694	36,973	39,236	41,308
Outwards	51,459	57,146	53,753	52,622	51,966	41,696	36,049	37,535	35,371	38,788	42,477
All	99,852	109,501	103,734	104,136	100,131	78,373	73,058	76,229	72,344	78,024	83,786
<b>Dry bulk traffic</b>											
Inwards	9,352	7,613	6,678	7,599	6,792	8,243	8,032	7,245	7,956	6,453	6,716
Outwards	9,968	7,942	6,963	7,882	7,229	8,201	7,112	7,785	8,438	7,814	8,730
All	19,319	15,555	13,642	15,480	14,021	16,444	15,144	15,030	16,395	14,268	15,446
<b>Container and roll-on traffic</b>											
Inwards	9,820	9,623	10,522	11,236	11,542	12,186	11,797	11,854	11,788	12,510	13,241
Outwards	10,205	9,716	10,786	10,660	11,396	11,506	11,064	11,341	11,426	12,026	12,995
All	20,025	19,339	21,307	21,895	22,938	23,692	22,861	23,195	23,214	24,537	26,236
<b>Semi-bulk traffic</b>											
Inwards	172	187	166	176	203	247	364	324	373	320	217
Outwards	266	251	188	477	221	311	570	546	544	519	565
All	437	438	354	653	424	558	934	870	917	838	783
<b>Conventional traffic</b>											
Inwards	161	139	161	212	274	96	74	99	194	73	278
Outwards	238	261	314	306	285	139	131	124	368	518	451
All	399	400	475	518	559	236	206	223	562	591	729
<b>All coastwise traffic</b>											
Inwards	67,898	69,917	67,508	70,736	66,975	57,448	57,276	58,215	57,285	58,592	61,761
Outwards	72,134	75,316	72,004	71,946	71,098	61,853	54,926	57,331	56,147	59,665	65,218
All	140,032	145,233	139,512	142,682	138,073	119,302	112,202	115,546	113,432	118,257	126,979

# Transport Statistics Great Britain 2006

## 5.2 (continued) United Kingdom ports: foreign, coastwise and one port traffic by type of cargo: 1995-2005

	Thousand tonnes										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>One-port traffic</b>											
<b>Liquid bulk traffic</b>											
Inwards	10,848	10,861	6,871	10,587	20,220	24,937	18,245	25,886	22,328	19,152	16,169
Outwards	8,882	8,847	8,560	4,365	126	485	647	693	563	361	421
All	19,731	19,708	15,431	14,951	20,346	25,422	18,892	26,579	22,892	19,513	16,590
<b>Dry bulk traffic</b>											
Inwards	14,964	13,260	14,123	14,436	15,051	12,503	14,362	15,197	14,389	13,821	13,476
Outwards	105	98	106	98	41	41	68	67	70	28	52
All	15,069	13,357	14,229	14,534	15,092	12,544	14,430	15,264	14,460	13,849	13,529
<b>Non-oil traffic with UK off-shore installations</b>											
Inwards	914	984	851	1,063	1,136	589	643	606	490	414	724
Outwards	3,382	3,468	3,515	4,332	3,019	1,199	1,452	1,234	1,112	995	1,470
All	4,296	4,453	4,366	5,394	4,155	1,789	2,095	1,840	1,602	1,409	2,194
<b>All one-port traffic</b>											
Inwards	26,726	25,105	21,844	26,085	36,407	38,030	33,250	41,688	37,208	33,388	30,369
Outwards	12,369	12,413	12,181	8,794	3,186	1,725	2,167	1,994	1,745	1,383	1,944
All	39,095	37,518	34,026	34,880	39,593	39,755	35,417	43,682	38,953	34,771	32,313
<b>Foreign and domestic traffic</b>											
<b>Liquid bulk traffic</b>											
Inwards	117,754	122,524	117,912	123,446	124,913	132,402	129,748	127,391	125,748	134,285	134,465
Outwards	171,992	172,163	166,967	163,028	162,684	160,690	147,017	145,744	136,706	135,123	130,894
All	289,746	294,687	284,879	286,474	287,597	293,092	276,765	273,134	262,454	269,408	265,359
<b>Dry bulk traffic</b>											
Inwards	86,437	84,778	89,009	90,367	87,062	86,398	99,754	90,016	94,990	96,899	107,739
Outwards	29,705	27,588	26,666	28,820	26,175	27,981	24,386	25,878	29,067	25,940	27,191
All	116,141	112,366	115,675	119,187	113,237	114,379	124,140	115,894	124,057	122,839	134,930
<b>Container and roll-on traffic</b>											
Inwards	61,487	61,631	69,344	72,427	75,814	76,939	77,518	80,225	80,987	88,030	90,672
Outwards	51,899	53,427	59,591	59,689	61,013	60,829	58,398	58,654	58,717	61,896	64,040
All	113,387	115,058	128,935	132,115	136,827	137,768	135,915	138,879	139,704	149,926	154,712
<b>Semi-bulk traffic</b>											
Inwards	16,617	16,174	16,263	17,054	16,170	17,421	17,423	18,847	17,657	18,733	16,984
Outwards	5,157	5,518	5,330	5,374	4,740	4,721	4,307	4,159	4,392	4,860	5,853
All	21,774	21,692	21,593	22,428	20,910	22,142	21,730	23,006	22,049	23,593	22,836
<b>Conventional traffic</b>											
Inwards	1,716	1,632	1,667	1,744	1,869	2,596	3,804	3,744	3,893	4,063	3,807
Outwards	1,170	1,355	1,414	1,159	1,020	1,284	1,917	1,828	1,903	1,832	1,843
All	2,886	2,987	3,082	2,903	2,889	3,880	5,721	5,572	5,796	5,895	5,651
<b>Non-oil traffic with UK off-shore installations</b>											
Inwards	914	984	851	1,063	1,136	589	643	606	490	414	724
Outwards	3,382	3,468	3,515	4,332	3,019	1,199	1,452	1,234	1,112	995	1,470
All	4,296	4,453	4,366	5,394	4,155	1,789	2,095	1,840	1,602	1,409	2,194
<b>All foreign and domestic traffic</b>											
Inwards	284,926	287,724	295,046	306,100	306,963	316,344	328,890	320,828	323,766	342,425	354,391
Outwards	263,304	263,519	263,484	262,402	258,651	256,706	237,477	237,497	231,896	230,645	231,291
All	548,230	551,243	558,530	568,502	565,614	573,050	566,366	558,325	555,662	573,070	585,682

020-7944 3087

## 5.3 United Kingdom ports: foreign and domestic traffic by port: 1995-2005

	Thousand tonnes										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Aberdeen	3,644	3,992	4,013	3,786	3,368	3,377	3,845	3,645	3,233	3,888	4,609
Ayr	594	636	499	346	229	283	274	241	291	401	418
Barrow	274	247	261	275	247	231	225	279	241	206	151
Barry	424	405	384	433	445	597	586	547	457	403	443
Belfast	10,457	12,480	12,344	12,510	12,862	12,484	13,402	12,825	13,201	13,559	13,500
Berwick	169	191	143	139	135	146	110	89	134	89	76
Blyth	1,173	894	801	1,135	807	933	761	786	885	892	915
Boston	1,081	1,299	1,235	1,258	1,179	1,265	847	766	1,035	705	767
Bridgwater	80	88	69	67	59	84	104	86	101	105	106
Brightlingsea	111	154	153	140	142	65	248	76	125	138	118
Bristol	7,319	5,907	7,041	7,710	7,615	9,647	10,895	10,083	11,439	10,759	11,206
Cairnryan	1,991	2,025	2,227	2,504	2,437	2,283	2,014	2,099	2,328	2,849	3,274
Cardiff	2,369	2,541	2,857	2,452	2,661	2,699	2,739	2,209	2,287	2,504	2,450
Clyde (incl. Ardrossan)	7,573	7,201	7,494	8,127	8,495	7,224	11,069	9,733	9,214	11,507	15,737
Colchester	490	450	380	330	207	163	-	-	-	-	-
Coleraine	13	22	23	21	7	21	45	54	54	53	67
Cowes IOW	333	238	238	310	412	434	480	590	682	503	557
Cromarty Firth	2,264	4,328	3,971	4,456	2,336	2,329	2,145	2,658	3,501	3,208	3,325
Dover	12,671	13,224	19,073	17,690	19,387	17,434	19,074	20,212	18,796	20,753	21,145
Dundee	1,076	1,150	1,124	1,061	1,072	1,047	1,101	1,103	1,016	1,058	1,222
Exmouth (incl. Exeter)	38	43	46	52	-	-	-	-	-	-	-
Falmouth	504	461	431	484	398	598	471	406	438	352	570
Felixstowe	24,082	25,778	28,881	30,025	31,466	29,686	28,354	25,119	22,282	23,413	23,144
Fishguard	479	442	420	387	395	421	341	408	474	522	513
Fleetwood	1,236	1,288	1,362	1,106	1,368	1,530	1,608	1,521	1,624	1,662	1,635
Folkestone	73	34	347	634	462	560	251	-	112	77	94
Forth	47,083	45,583	43,102	44,400	45,396	41,143	41,607	42,202	38,752	34,892	34,218
Fowey	1,656	1,470	1,538	1,624	1,451	1,527	1,535	1,453	1,447	1,330	1,270
Garston	763	684	588	572	522	472	462	443	433	511	532
Glensanda	4,859	4,486	4,401	5,140	5,217	5,899	5,471	5,846	5,322	5,189	5,439
Gloucester and Sharpness	398	373	414	410	427	598	541	564	552	539	498
Goole	2,304	2,435	2,760	2,648	2,650	2,711	2,633	2,265	1,913	2,174	2,623
Great Yarmouth	1,789	1,472	1,577	1,865	1,216	757	666	711	778	607	763
Grimsby and Immingham	46,790	46,813	47,991	48,387	49,757	52,501	54,831	55,731	55,931	57,616	60,686
Harwich	3,555	3,460	3,523	3,281	4,059	3,990	2,623	3,495	4,330	4,264	4,221
Heysham	2,708	3,124	4,069	3,585	3,370	3,723	3,824	3,705	4,083	3,539	3,676
Holyhead	2,307	2,541	2,951	3,407	3,437	3,444	3,229	3,288	3,329	3,945	4,147
Hull	9,998	9,721	10,047	10,249	10,119	10,722	10,586	10,298	10,529	12,443	13,363
Inverness	725	745	769	763	783	724	714	686	727	726	665
Ipswich	3,492	2,069	1,956	2,184	2,391	2,925	2,924	3,336	3,888	3,557	3,578
King's Lynn	954	1,002	855	883	945	1,069	873	1,019	1,052	718	1,008
Lancaster	129	129	121	126	112	135	117	130	156	115	111
Larne	4,673	3,452	3,153	3,389	4,032	4,508	3,520	4,295	4,319	4,984	5,496
Lerwick	901	800	687	559	486	521	979	653	616	590	622
Littlehampton	249	225	181	128	173	188	210	224	174	93	61
Liverpool	29,987	30,874	30,841	30,357	28,913	30,421	30,288	30,413	31,684	32,233	33,775
London	51,362	52,869	55,692	57,311	52,206	47,892	50,654	51,185	51,028	53,289	53,843
Londonderry	1,044	1,084	1,138	1,127	1,216	1,133	1,060	1,065	1,172	1,392	1,151
Lowestoft	520	653	378	269	456	439	319	309	370	242	242
Manchester	8,379	8,529	7,939	7,409	7,825	7,687	7,879	6,279	6,088	6,634	7,222
Medway	14,214	14,111	13,803	15,528	13,973	15,292	14,853	14,840	15,619	14,535	15,470
Milford Haven	32,473	36,587	34,518	28,783	32,187	33,768	33,792	34,543	32,737	38,452	37,547
Mistley Quay	245	214	217	217	144	150	163	116	116	135	155
Montrose	679	652	616	561	614	721	675	728	798	777	697
Mostyn	131	125	320	326	359	310	309	871	944	656	203
Neath	535	541	525	506	474	466	504	369	383	416	406
Newhaven	989	1,325	1,241	1,012	461	578	998	863	949	929	876
Newport	2,523	2,684	2,974	2,628	2,532	2,673	2,980	3,111	2,790	3,448	3,971
Orkney	12,879	11,448	10,483	16,156	16,998	22,798	18,407	18,812	14,422	17,934	14,534
Par	695	610	605	549	605	558	485	479	348	337	315

# Transport Statistics Great Britain 2006

## 5.3 (continued) United Kingdom ports: foreign and domestic traffic by port: 1995-2005

	Thousand tonnes										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Perth	238	195	161	240	242	266	218	176	144	159	139
Peterhead	1,304	1,458	819	2,818	2,209	1,123	1,339	1,343	1,051	676	928
Plymouth	1,650	1,841	1,773	1,310	1,671	1,799	1,877	1,854	2,053	2,167	2,308
Poole	1,727	1,668	1,768	1,700	1,581	1,296	1,819	1,798	1,640	1,754	1,712
Port Talbot	11,028	12,208	13,050	13,302	11,821	11,725	8,271	4,971	7,819	8,555	8,573
Portsmouth	4,392	4,446	4,543	4,527	4,317	4,521	4,282	4,365	4,222	4,940	4,931
Ramsgate	4,829	3,681	2,208	1,869	1,207	1,237	1,432	1,848	1,789	1,702	1,872
River Ouse	557	601	582	412	247	302	197	181	236	238	217
River Trent	2,963	2,693	2,587	2,360	2,193	2,450	2,396	2,346	2,309	2,329	1,924
Rivers Hull and Humber	6,389	6,464	7,562	10,197	8,830	9,015	7,846	8,902	10,025	9,242	9,843
Seaham	570	511	608	521	493	506	536	314	459	434	505
Shoreham	2,030	1,598	1,812	1,811	1,708	1,762	1,804	1,786	1,725	1,686	1,828
Silloth	126	150	147	155	231	168	141	134	155	168	170
Southampton	32,383	34,193	33,053	34,259	33,289	34,773	35,689	34,156	35,773	38,431	39,947
Stranraer	1,868	1,646	1,794	1,780	1,690	1,506	1,404	1,273	1,274	1,277	1,165
Sullom Voe	38,335	38,162	32,082	31,109	37,680	38,204	31,166	29,376	26,360	23,939	20,541
Sunderland	1,188	1,219	1,305	999	1,037	934	1,021	928	1,020	1,117	920
Sutton Bridge	828	852	844	913	846	817	695	669	746	571	534
Swansea	3,989	4,139	3,674	3,137	1,650	1,014	1,261	1,069	848	721	695
Tees and Hartlepool	46,076	44,639	51,249	51,454	49,316	51,473	50,842	50,447	53,842	53,819	55,790
Teignmouth	691	586	665	665	654	657	660	641	641	569	595
Tyne	4,099	2,954	2,083	2,136	2,210	2,391	2,469	2,656	2,763	2,973	3,357
Wallasea	169	141	87	120	128	146	149	165	175	176	196
Warrenpoint	1,683	976	1,344	1,563	1,715	1,676	1,480	1,826	1,880	1,967	2,436
Whitby and Scarborough	86	63	75	65	62	39	-	-	-	4	-
Whitehaven	5	0	-	-	-	-	-	-	2	-	-
Whitstable	209	224	387	306	153	170	189	159	129	103	81
Wisbech	55	67	46	61	59	50	54	59	49	57	75
Workington	587	570	565	623	563	636	418	430	258	180	246
Other ports	5,671	4,891	3,864	4,313	4,118	4,412	5,014	4,589	4,543	4,269	4,723
England	343,878	342,500	361,563	367,560	357,652	363,212	366,645	362,786	370,540	379,182	392,665
Wales	57,160	63,212	62,307	56,150	56,578	57,892	54,734	52,020	52,613	60,051	59,310
Scotland	126,847	125,254	115,069	124,713	130,100	130,512	123,820	122,156	110,535	110,444	109,652
Great Britain	527,885	530,967	538,939	548,423	544,330	551,616	545,199	536,962	533,688	549,678	561,627
Northern Ireland	20,345	20,276	19,591	20,079	21,284	21,434	21,167	21,363	21,973	23,393	24,055
All UK ports	548,230	551,243	558,530	568,502	565,614	573,050	566,366	558,325	555,662	573,070	585,682

020-7944 3087

5.4 United Kingdom ports: foreign and domestic unitised traffic<sup>1</sup>: 1995-2005

(a) Units	Thousands										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Containers on Lo-Lo and conventional services <sup>2,3</sup>	3,264	3,295	3,518	3,722	3,918	4,325	4,464	4,506	4,533	4,919	4,754
Containers on Ro-Ro services <sup>2</sup>	372	465	514	528	550	-	-	-	-	-	-
Road goods vehicles	2,567	2,605	3,124	3,206	3,182	3,118	3,317	3,479	3,547	3,857	3,906
Unaccompanied trailers	2,081	2,058	2,304	2,312	2,533	2,742	2,687	2,760	2,781	2,734	2,840
Rail wagons, shipborne port-to-port trailers and barges <sup>3,4</sup>	20	-	-	-	-	361	344	348	374	383	665
<b>All main freight units</b>	<b>8,304</b>	<b>8,423</b>	<b>9,459</b>	<b>9,769</b>	<b>10,182</b>	<b>10,546</b>	<b>10,811</b>	<b>11,094</b>	<b>11,235</b>	<b>11,893</b>	<b>12,165</b>
Other unitised freight: Import/export vehicles	2,301	2,568	2,934	3,135	3,251	3,095	3,313	3,662	3,736	3,953	3,978
Other units	..	..	..	..	..	277	225	167	163	145	208
<b>All freight units</b>	<b>10,605</b>	<b>10,991</b>	<b>12,393</b>	<b>12,904</b>	<b>13,433</b>	<b>13,918</b>	<b>14,349</b>	<b>14,923</b>	<b>15,133</b>	<b>15,991</b>	<b>16,351</b>
(b) Tonnage	Thousand tonnes										
Containers on Lo-Lo and conventional services <sup>2,3</sup>	42,541	42,753	45,442	46,680	49,600	51,613	51,814	51,178	51,413	56,502	53,949
Containers on Ro-Ro services <sup>2</sup>	5,045	7,241	7,884	8,830	8,800	-	-	-	-	-	-
Road goods vehicles <sup>5</sup>	61,194	60,790	71,057	71,802	73,519	35,852	37,706	39,434	39,089	43,153	45,185
Unaccompanied trailers	..	..	..	..	..	38,408	35,678	36,843	37,361	38,087	38,600
Rail wagons, shipborne port-to-port trailers and barges <sup>3,4</sup>	618	-	-	-	-	6,166	4,846	5,294	5,505	5,483	10,064
<b>All main freight units</b>	<b>109,398</b>	<b>110,784</b>	<b>124,383</b>	<b>127,312</b>	<b>131,919</b>	<b>132,039</b>	<b>130,043</b>	<b>132,749</b>	<b>133,368</b>	<b>143,226</b>	<b>147,799</b>
Other unitised freight: Import/export vehicles	2,896	3,268	3,503	3,812	3,965	4,083	4,023	4,693	4,839	5,268	5,400
Other unitised freight	1,093	1,006	1,050	992	942	1,646	1,849	1,437	1,497	1,433	1,513
<b>All unitised traffic</b>	<b>113,387</b>	<b>115,058</b>	<b>128,935</b>	<b>132,115</b>	<b>136,827</b>	<b>137,768</b>	<b>135,915</b>	<b>138,879</b>	<b>139,704</b>	<b>149,926</b>	<b>154,712</b>

1 Includes estimates for traffic at minor ports.

☎020-7944 3087

2 From 2000, containers on Ro-Ro services are mainly classified to rail wagons, shipborne port-to-port trailers and barges.

3 More accurate recording of container/shipborne port-to-port trailers movements in 2005 has meant that the 2005 figures are not directly comparable with earlier years; approximately 315,000 container units which otherwise would have been reported as containers are now reported under rail wagons, shipborne port-to-port trailers and barges.

4 Rail wagons only in 1995.

5 Including unaccompanied trailers until 1999.

# Transport Statistics Great Britain 2006

## 5.5 United Kingdom ports: foreign and domestic main freight units by port: 1995-2005 <sup>1,2</sup>

(a) Units	Thousand units										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Aberdeen	7	8	8	10	10	12	39	40	42	45	51
Belfast	272	390	419	448	456	471	444	422	448	470	472
Boston	20	21	22	20	16	17	4	3	7	11	11
Bristol	52	1	20	21	27	32	49	57	60	69	73
Cairnryan	126	144	142	170	171	157	165	179	193	211	231
Cardiff	11	17	23	25	24	29	29	24	28	33	34
Clyde	59	60	65	55	59	53	48	33	45	36	36
Cromarty Firth	4	4	5	6	5	4	1	-	-	-	-
Dover	1,071	1,064	1,593	1,499	1,652	1,625	1,774	1,856	1,786	1,982	2,047
Felixstowe	1,677	1,801	2,029	2,150	2,246	2,330	2,247	2,058	1,817	1,936	1,945
Fishguard	39	36	31	31	32	34	27	33	36	40	47
Fleetwood	90	99	92	91	108	116	125	120	126	125	131
Forth	58	59	64	63	66	79	90	117	143	165	171
Goole	41	46	69	67	68	70	70	51	18	27	61
Grimsby and Immingham	330	371	391	411	449	478	560	637	747	718	732
Harwich	220	205	219	212	215	246	199	258	323	404	408
Heysham	177	205	261	273	275	259	257	253	324	240	250
Holyhead	98	129	163	191	193	185	208	215	231	272	296
Hull	325	312	310	318	303	324	293	298	327	358	376
Ipswich	112	21	-	2	6	37	65	88	106	114	93
Larne	375	280	274	299	311	301	317	345	339	365	385
Liverpool	483	536	566	590	667	737	769	724	747	810	837
London	546	596	678	768	852	831	827	912	890	948	962
Manchester	10	15	1	1	-	1	-	-	-	1	7
Medway	231	255	260	333	326	324	310	325	314	377	413
Milford Haven	19	18	28	46	53	55	61	58	61	68	71
Newhaven	44	49	30	24	1	-	9	24	37	31	34
Newport	3	3	4	4	3	-	-	-	-	-	0
Orkney	9	10	11	11	12	4	16	22	22	22	22
Plymouth	10	9	9	8	7	6	7	7	8	11	13
Poole	83	85	86	82	81	73	70	75	73	67	69
Portsmouth <sup>3</sup>	307	302	310	302	288	292	327	328	331	323	305
Ramsgate	281	221	128	100	60	83	95	135	147	143	153
Shoreham	1	-	-	-	-	-	-	-	-	-	-
Southampton <sup>3</sup>	486	561	593	559	604	713	745	793	849	894	857
Stranraer	143	126	148	146	146	155	139	122	117	127	105
Swansea	27	28	23	22	21	14	6	4	5	5	7
Tees and Hartlepool	282	230	235	237	207	234	213	219	228	226	232
Tyne	31	25	23	30	31	24	35	51	47	55	47
Warrenpoint	76	37	61	67	65	68	63	68	65	68	94
Other ports of UK	67	43	64	79	66	71	108	142	145	97	87
England	6,928	7,043	7,960	8,143	8,525	8,896	9,071	9,272	9,323	9,876	10,064
Wales	196	232	273	318	326	318	342	397	430	438	455
Scotland	456	441	473	493	499	492	574	590	628	676	695
Great Britain	7,581	7,716	8,705	8,955	9,350	9,706	9,987	10,259	10,382	10,991	11,214
Northern Ireland	723	707	754	814	832	840	824	835	853	903	951
All ports of UK	8,304	8,423	9,459	9,769	10,182	10,546	10,811	11,094	11,235	11,893	12,165

1 Includes containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and barges only.

2 Includes estimates of traffic at minor ports.

3 Excludes traffic to and from the Isle of Wight.

5.5 (continued) United Kingdom ports: foreign and domestic main freight units by port: 1995-2005 <sup>1,2</sup>

(b) Tonnage	Thousand tonnes of goods										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Aberdeen	63	72	75	90	88	102	235	261	272	309	343
Belfast	3,383	5,046	5,580	5,928	6,068	5,727	5,944	5,658	5,926	6,095	6,258
Boston	303	350	342	270	238	229	47	39	87	85	111
Bristol	550	9	233	307	370	457	695	770	810	942	1,030
Cairnryan	1,991	2,025	2,225	2,502	2,436	2,116	1,834	1,915	2,138	2,662	3,062
Cardiff	124	185	259	283	239	290	307	247	205	238	248
Clyde	573	656	729	533	530	779	534	346	426	406	370
Cromarty Firth	37	37	40	44	45	30	10	-	-	-	-
Dover	12,004	12,400	18,587	17,162	18,782	17,017	18,627	19,694	18,261	20,170	20,663
Felixstowe	23,369	25,030	28,200	29,321	30,859	28,881	27,388	24,250	21,439	22,547	22,717
Fishguard	476	438	415	382	391	417	336	405	470	518	506
Fleetwood	1,236	1,288	1,362	1,106	1,368	1,469	1,542	1,470	1,561	1,599	1,615
Forth	896	858	940	900	985	607	832	1,687	2,077	2,383	2,351
Goole	544	766	1,215	1,071	980	966	920	684	294	383	887
Grimsby and Immingham	5,382	5,913	6,758	7,107	7,592	7,928	9,142	9,993	11,793	11,290	11,879
Harwich	2,682	2,523	2,587	2,485	3,211	3,121	1,992	2,858	3,517	4,030	3,582
Heysham	2,455	2,855	3,862	3,390	3,199	3,471	3,422	3,352	3,745	3,232	3,303
Holyhead	2,031	2,230	2,655	3,116	3,148	3,019	2,896	2,974	2,981	3,596	3,768
Hull	4,882	4,459	4,364	4,524	4,452	4,771	4,145	4,156	4,502	4,799	4,971
Ipswich	1,614	280	4	35	83	414	712	1,039	1,294	1,410	1,151
Larne	4,628	3,434	3,132	3,372	4,016	4,159	3,211	4,020	3,957	4,692	5,168
Liverpool	5,817	6,535	7,003	7,723	8,429	9,429	9,513	8,856	9,494	10,382	10,873
London	6,620	7,713	8,631	10,444	10,282	10,711	10,986	12,015	12,233	14,355	14,590
Manchester	109	201	5	9	6	8	-	-	-	20	23
Medway	2,808	3,441	3,414	4,205	3,984	4,142	3,572	3,556	3,280	3,796	4,269
Milford Haven	256	236	370	567	712	717	797	760	794	886	1,059
Newhaven	520	625	587	326	20	-	251	300	450	416	468
Newport	25	32	39	37	44	-	-	1	9	6	2
Orkney	83	90	144	101	105	91	84	129	69	115	114
Plymouth	148	161	160	118	92	78	76	69	78	110	148
Poole	1,049	1,014	1,077	1,043	1,012	602	1,048	1,118	902	1,021	1,041
Portsmouth <sup>3</sup>	3,720	3,746	3,764	3,765	3,639	3,771	3,549	3,400	3,312	3,874	3,757
Ramsgate	4,809	3,664	2,170	1,834	1,096	1,187	1,356	1,848	1,758	1,668	1,842
Shoreham	8	-	-	-	-	-	1	3	2	1	1
Southampton <sup>3</sup>	5,285	5,963	5,845	4,710	5,430	6,396	6,724	7,030	7,299	7,894	7,799
Stranraer	1,868	1,646	1,794	1,780	1,690	1,505	1,404	1,273	1,273	1,277	1,165
Swansea	236	237	186	174	159	100	31	39	50	51	75
Tees and Hartlepool	4,839	3,454	3,771	4,304	3,969	4,930	3,362	3,388	3,441	3,382	3,657
Tyne	218	276	261	322	333	433	434	510	518	514	486
Warrenpoint	1,274	548	945	1,033	1,088	1,160	1,046	1,196	1,205	1,363	1,837
Other ports of UK	484	351	655	889	749	808	1,039	1,441	1,449	707	610
England	91,227	92,798	104,606	106,247	109,933	111,006	109,789	110,435	110,150	117,961	120,902
Wales	3,147	3,358	3,924	4,559	4,693	4,543	4,498	5,179	5,337	5,535	5,658
Scotland	5,739	5,601	6,196	6,173	6,122	5,444	5,555	6,262	6,793	7,580	7,976
Great Britain	100,113	101,756	114,726	116,979	120,747	120,993	119,842	121,876	122,280	131,076	134,536
Northern Ireland	9,284	9,028	9,657	10,332	11,172	11,046	10,201	10,873	11,088	12,150	13,263
All ports of UK	109,398	110,784	124,383	127,312	131,919	132,039	130,043	132,749	133,368	143,226	147,799

1 Includes containers, road goods vehicles, unaccompanied trailers,  
rail wagons, shipborne port to port trailers and barges only.

2 Includes estimates of traffic at minor ports.

3 Excludes traffic to and from the Isle of Wight.

020-7944 3087

# Transport Statistics Great Britain 2006

## 5.6 United Kingdom ports: accompanied passenger vehicles on foreign and coastwise routes<sup>1</sup>: 1995-2005

	Thousand vehicles										
(a) Cars	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
France	4,402	4,380	4,839	4,453	3,954	3,524	3,619	3,727	3,669	3,720	3,449
Belgium	400	279	235	87	244	260	115	120	111	112	124
Netherlands	331	353	337	351	405	422	383	420	390	379	336
Germany	46	46	43	44	40	22	27	32	19	24	23
Irish Republic	667	710	780	886	854	876	833	878	879	837	773
Denmark	34	27	24	25	27	23	26	27	22	23	21
Scandinavia and Baltic	49	54	52	52	36	26	15	36	44	31	39
of which:											
Norway	..	..	..	..	..	14	6	15	29	9	20
Sweden	..	..	..	..	..	11	8	20	15	21	18
Spain	79	82	84	83	84	83	93	104	80	81	94
All overseas routes	6,008	5,933	6,395	5,982	5,644	5,235	5,111	5,344	5,213	5,207	4,861
Channel Tunnel <sup>2</sup>	1,223	2,077	2,319	3,351	3,260	2,784	2,530	2,336	2,279	2,101	2,047
Coastwise routes by ship <sup>3</sup> :											
Northern Ireland <sup>4</sup>	1,178	1,101	1,175	1,179	1,282	1,108	1,078	1,082	1,104	1,138	1,054
Isle of Man	70	76	85	98	137	140	136	166	159	157	75
Orkney and Shetland <sup>4</sup>	107	119	120	122	127	128	104	125	155	156	163
Channel Islands	85	122	172	103	112	159	162	179	128	111	104
Other	30	35	35	34	34	36	39	42	44	48	48
All coastwise routes	1,470	1,453	1,588	1,536	1,692	1,570	1,520	1,594	1,591	1,611	1,444
All cars	7,477	7,385	7,982	7,518	7,336	6,806	6,631	6,939	6,804	6,818	6,305
(b) Buses and coaches											
France	182	175	178	166	167	157	153	155	141	152	128
Belgium	13	11	4	3	3	2	2	1	4	4	4
Netherlands	9	9	8	8	7	7	6	8	7	5	8
Germany	-	-	-	-	-	-	-	-	-	1	-
Irish Republic	15	17	18	19	18	19	16	17	16	16	4
Denmark	-	-	-	-	-	-	-	-	-	1	-
Scandinavia and Baltic	-	-	1	1	1	-	-	1	1	1	1
Spain	1	1	1	1	1	-	1	1	1	1	1
All overseas routes	221	214	211	198	196	187	178	183	169	181	159
Channel Tunnel <sup>2</sup>	24	58	65	96	82	79	75	72	72	63	77
Coastwise routes by ship <sup>3</sup> :											
Northern Ireland <sup>4</sup>	12	13	16	15	14	15	14	16	17	17	15
Isle of Man	-	1	1	1	1	1	1	1	1	-	-
Orkney and Shetland <sup>4</sup>	-	-	-	-	-	-	-	-	1	1	1
Channel Islands	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
All coastwise routes	13	15	17	16	16	16	16	17	19	18	15
All buses and coaches	234	228	228	214	212	203	194	201	188	199	174

1 Includes estimates for traffic at minor ports.

2 Shown here for comparison but not included in total.

3 Excludes traffic to the Isle of Wight.

4 Vehicles counted at both ends of route.



### 5.7 United Kingdom ports: accompanied passenger vehicles on foreign and coastwise routes by port: 1995-2005<sup>1</sup>

	Thousand vehicles										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Cars:</b>											
Belfast	149	391	413	400	454	437	397	400	403	406	315
Cairnryan	155	115	169	183	182	151	140	153	139	137	140
Dover	2,731	2,894	3,332	3,047	2,758	2,433	2,396	2,466	2,418	2,507	2,470
Felixstowe	94	1	-	-	-	-	-	-	-	-	-
Fishguard	130	168	162	178	187	194	180	183	157	156	144
Forth	-	-	-	-	-	-	-	28	43	44	43
Harwich	267	269	282	256	273	285	272	280	254	244	207
Heysham	50	55	43	52	121	123	97	86	75	76	67
Holyhead	408	407	401	481	454	500	464	488	501	481	465
Hull	169	194	174	205	215	217	197	186	167	165	173
Larne	441	191	169	187	196	155	149	164	175	174	206
Liverpool	32	30	89	130	125	37	133	148	162	162	129
Medway	23	28	-	-	-	-	-	-	-	-	-
Milford Haven	77	79	143	124	119	130	114	117	118	111	97
Newhaven	161	156	152	136	78	73	76	78	90	91	44
Orkney	42	46	47	49	51	50	40	49	62	64	67
Plymouth	169	157	180	178	178	175	176	192	187	189	194
Poole	133	104	274	202	163	176	200	234	216	186	119
Portsmouth	824	767	918	939	973	934	976	1,011	915	891	770
Ramsgate	471	367	282	21	-	-	-	-	-	3	11
Southampton	136	109	-	-	-	-	-	-	-	-	-
Stranraer	421	391	396	372	338	270	248	257	239	275	239
Swansea	51	56	48	48	45	41	38	41	41	40	36
Tyne	56	55	62	71	98	73	63	121	123	113	112
Other ports	286	352	245	260	326	351	274	258	319	301	260
<b>All cars</b>	<b>7,477</b>	<b>7,385</b>	<b>7,982</b>	<b>7,518</b>	<b>7,336</b>	<b>6,806</b>	<b>6,631</b>	<b>6,939</b>	<b>6,804</b>	<b>6,818</b>	<b>6,305</b>
<b>Buses and coaches:</b>											
Dover	158	154	165	154	157	148	145	148	125	128	108
Holyhead	9	11	12	13	12	13	12	12	12	12	13
Portsmouth	8	10	11	11	10	8	7	7	15	24	20
Other ports	59	54	40	36	33	33	30	33	35	35	34
<b>All buses and coaches</b>	<b>234</b>	<b>228</b>	<b>228</b>	<b>214</b>	<b>212</b>	<b>203</b>	<b>194</b>	<b>201</b>	<b>188</b>	<b>199</b>	<b>175</b>

<sup>1</sup> Includes estimates for traffic at minor ports.

020-7944 3087

# Transport Statistics Great Britain 2006

## 5.8 Waterborne transport within the United Kingdom: 1994-2004

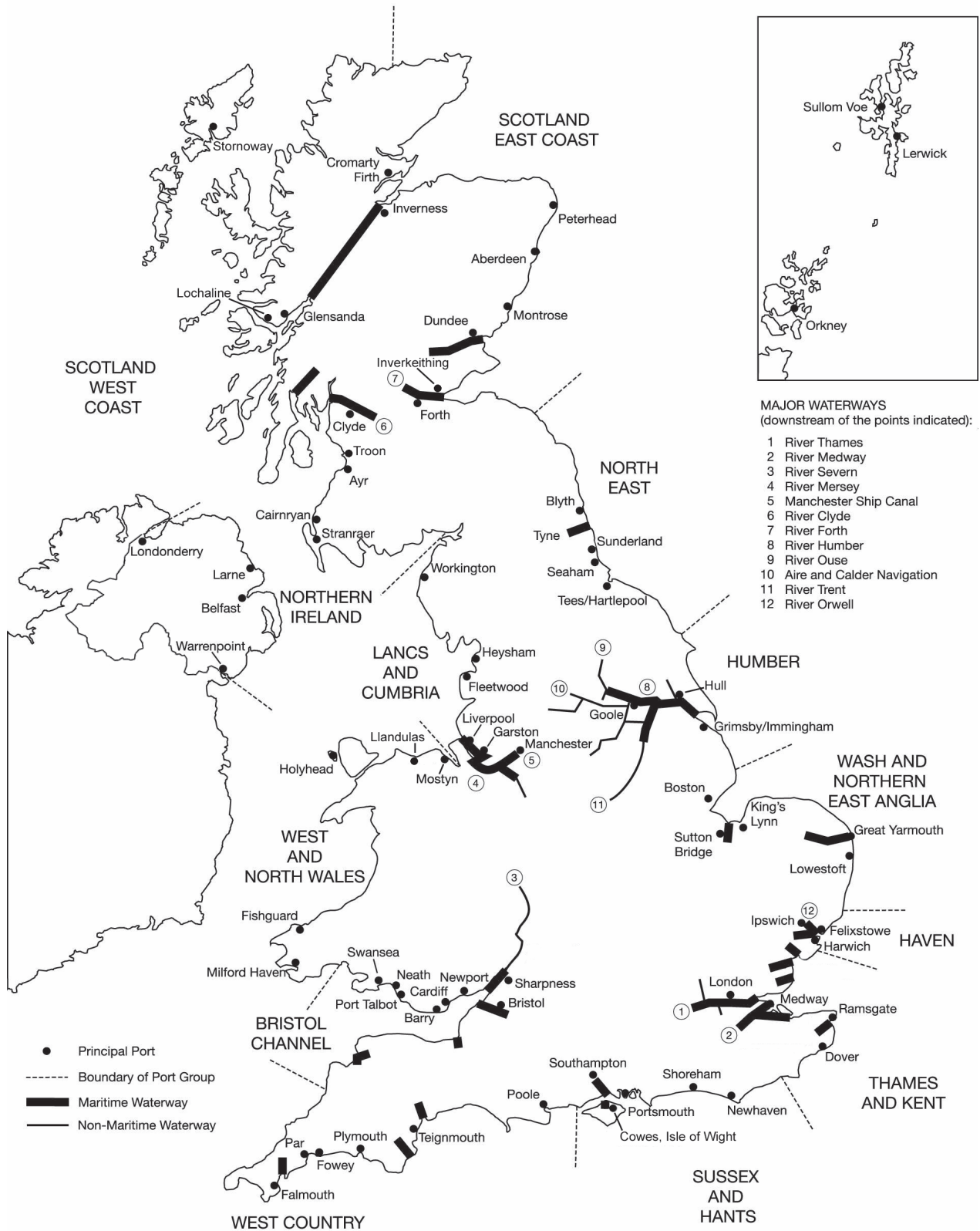
(a) Goods moved											Billion tonne-kilometres
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>UK inland waters traffic</b>											
Non-seagoing traffic											
Internal	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Seagoing traffic (by route)											
Coastwise	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Foreign	1.1	1.2	1.2	1.3	1.3	1.3	1.0	1.1	1.1	1.0	1.0
One-port	0.4	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.2	0.2
<b>Total</b>	<b>2.1</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>2.0</b>	<b>1.9</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.6</b>	<b>1.5</b>
<b>Coastwise traffic between UK ports <sup>1</sup></b>	<b>35.4</b>	<b>41.0</b>	<b>45.4</b>	<b>40.4</b>	<b>45.0</b>	<b>40.6</b>	<b>36.5</b>	<b>34.1</b>	<b>35.1</b>	<b>33.3</b>	<b>35.4</b>
<b>One-port traffic of UK ports <sup>1</sup></b>	<b>14.7</b>	<b>10.2</b>	<b>7.9</b>	<b>5.7</b>	<b>10.0</b>	<b>16.2</b>	<b>29.7</b>	<b>23.3</b>	<b>30.8</b>	<b>26.4</b>	<b>22.9</b>
<b>All traffic <sup>1,2</sup></b>	<b>52.2</b>	<b>53.1</b>	<b>55.3</b>	<b>48.1</b>	<b>56.9</b>	<b>58.7</b>	<b>67.4</b>	<b>58.8</b>	<b>67.2</b>	<b>60.9</b>	<b>59.4</b>
(b) Goods lifted <sup>1</sup>											Million tonnes
<b>UK inland waters traffic</b>											
Non-seagoing traffic											
Internal	7.1	6.6	5.7	4.8	4.3	4.3	4.3	4.3	4.0	3.2	2.6
Seagoing traffic (by route)											
Coastwise	11.2	9.0	9.3	8.2	9.6	8.7	9.3	8.8	6.8	7.4	7.2
Foreign	32.1	32.7	32.0	34.6	35.3	33.9	30.8	33.4	32.0	31.8	30.1
One-port	11.6	12.5	10.2	10.9	8.2	7.0	4.5	7.0	6.2	5.0	4.7
<b>Total</b>	<b>61.9</b>	<b>60.7</b>	<b>57.2</b>	<b>58.5</b>	<b>57.3</b>	<b>53.8</b>	<b>49.0</b>	<b>53.5</b>	<b>49.0</b>	<b>47.4</b>	<b>44.6</b>
<b>Coastwise traffic between UK ports <sup>1</sup></b>	<b>61.2</b>	<b>67.7</b>	<b>70.9</b>	<b>71.1</b>	<b>77.3</b>	<b>73.0</b>	<b>63.1</b>	<b>58.5</b>	<b>59.5</b>	<b>58.5</b>	<b>59.8</b>
<b>One-port traffic of UK ports <sup>1</sup></b>	<b>40.1</b>	<b>36.4</b>	<b>33.5</b>	<b>31.3</b>	<b>32.6</b>	<b>33.3</b>	<b>39.3</b>	<b>35.1</b>	<b>43.7</b>	<b>39.0</b>	<b>34.8</b>
<b>All traffic <sup>1,2</sup></b>	<b>140.4</b>	<b>143.4</b>	<b>142.1</b>	<b>141.8</b>	<b>149.4</b>	<b>144.5</b>	<b>137.4</b>	<b>131.3</b>	<b>139.1</b>	<b>132.5</b>	<b>127.2</b>

020-7944 3087

1 More accurate recording of the origin and destination of crude oil traffic from 2000 onwards has meant that figures for coastwise and one-port traffic are not directly comparable with previous years.

2 The 'All traffic' figures in table 1 (a) from 2000 onwards and in table 1 (b) for all years are calculated by the addition of the totals for coastwise traffic, one-port traffic, and the internal and foreign components of inland waters traffic.

5.9 Principal ports, port groups and freight waterways



020-7944 4443

# Transport Statistics Great Britain 2006

## 5.10 Traffic on major rivers and other inland waterway routes: 1999-2004

	Internal Traffic						Seagoing Traffic					
	1999	2000	2001	2002	2003	2004	Billion tonne-kilometres					
(a) Goods moved												
River Thames	0.07	0.13	0.10	0.10	0.11	0.09	0.82	0.51	0.71	0.67	0.60	0.53
River Medway	-	-	-	-	-	-	0.06	0.03	0.04	0.04	0.05	0.04
River Severn (incl Gloucester and Sharpness canal)	-	-	-	-	-	-	0.01	0.01	0.01	0.01	0.01	0.01
River Mersey	-	-	-	-	-	-	0.11	0.13	0.12	0.09	0.09	0.1
Manchester Ship Canal	0.01	0.01	0.01	0.01	0.01	0.01	0.11	0.11	0.11	0.09	0.09	0.09
River Clyde	-	-	-	-	-	-	0.06	0.04	0.07	0.05	0.06	0.05
River Forth	-	-	-	-	-	-	0.17	0.23	0.20	0.18	0.18	0.18
River Humber	0.01	0.01	0.01	0.01	0.01	0.01	0.28	0.26	0.24	0.23	0.21	0.22
River Ouse	-	0.01	-	0.01	0.01	0.01	0.05	0.04	0.04	0.03	0.03	0.04
Aire and Calder Nav'n	0.02	0.03	0.03	0.02	0.01	0.01	-	-	-	-	-	-
River Trent	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03
River Orwell	-	-	-	-	-	-	0.04	0.05	0.05	0.06	0.07	0.06
All above waterways	0.14	0.20	0.18	0.17	0.17	0.15	1.73	1.45	1.63	1.50	1.43	1.35
All waterways	0.16	0.21	0.19	0.18	0.18	0.15	1.76	1.47	1.65	1.51	1.44	1.37
(b) Goods lifted												
	Million tonnes											
River Thames	1.74	1.88	1.95	2.09	2.02	1.54	20.78	12.59	18.50	17.16	16.03	14.19
River Medway	0.34	0.19	0.47	0.58	0.56	0.37	2.89	1.45	2.01	2.38	2.74	2.02
River Severn (incl Gloucester and Sharpness canal)	-	-	-	-	-	-	0.31	0.60	0.54	0.56	0.55	0.54
River Mersey	0.15	0.33	0.28	0.23	0.22	0.23	6.46	7.68	6.99	5.51	5.08	5.63
Manchester Ship Canal	0.47	0.33	0.28	0.23	0.22	0.23	6.46	7.68	6.99	5.51	5.08	5.63
River Clyde	-	-	-	0.01	-	-	1.66	0.95	1.61	1.29	1.34	1.29
River Forth	-	-	-	-	-	-	7.54	11.02	9.59	8.53	8.58	8.52
River Humber	0.39	0.26	0.22	0.40	0.35	0.44	6.24	6.21	6.11	5.53	5.29	5.51
River Ouse	0.28	0.40	0.37	0.41	0.43	0.37	3.17	3.01	2.83	2.45	2.15	2.41
Aire and Calder Nav'n	1.61	1.64	1.57	1.06	0.50	0.37	-	-	-	-	-	-
River Trent	0.27	0.32	0.33	0.30	0.26	0.26	2.21	2.45	2.61	2.35	2.31	2.33
River Orwell	-	-	-	-	-	-	2.39	2.93	2.92	3.34	3.90	3.56
All waterways <sup>1</sup>	4.28	4.30	4.26	3.96	3.18	2.60	49.52	44.69	49.23	44.99	44.21	42.02

<sup>1</sup> Where goods are carried on more than one inland waterway route, the tonnage lifted is counted on each route travelled. The 'All Waterways' figures exclude all such double counting.

### 5.11 United Kingdom international sea passenger movements by country of embarkation or landing: 1995-2005<sup>1</sup>

	Thousands										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Ro-Ro ferry passengers on short sea routes</b>											
Belgium	2,480	2,053	2,075	1,749	1,592	1,507	1,379	1,129	740	739	778
Denmark	254	208	190	195	188	164	156	132	88	97	91
France	25,164	25,470	26,975	23,912	22,454	19,755	19,485	20,555	19,077	18,565	16,834
Germany	276	245	240	246	222	188	164	161	92	117	98
Irish Republic	3,598	3,859	4,066	4,606	4,343	4,234	3,882	3,880	3,802	3,656	3,380
Netherlands	1,847	1,956	1,961	1,768	1,939	2,031	2,026	2,209	2,094	2,002	1,848
Norway	166	179	172	188	208	225	230	241	235	231	200
Spain	353	367	388	373	346	320	355	341	308	310	378
Sweden	169	192	190	186	87	89	73	73	81	75	79
Other Europe	15	12	-	4	3	3	4	3	7	7	8
<b>Total</b>	<b>34,321</b>	<b>34,543</b>	<b>36,258</b>	<b>33,226</b>	<b>31,381</b>	<b>28,517</b>	<b>27,753</b>	<b>28,726</b>	<b>26,523</b>	<b>25,799</b>	<b>23,693</b>
<b>Passengers on long sea journeys<sup>2</sup></b>											
USA & Canada	29.9	20.4	26.9	23.1	24.7	24.8	26.3	29.5	24.3	39.5	-
Australia & New Zealand	1.4	1.4	0.7	-	-	0.1	0.1	-	-	-	-
Africa	0.7	0.5	0.7	0.1	0.7	0.6	0.4	2.0	0.4	0.1	-
Caribbean	-	0.3	0.7	-	-	-	-	-	-	-	-
Other countries	0.6	1.3	0.4	0.1	0.2	0.2	0.1	0.1	-	-	-
<b>Total</b>	<b>32.6</b>	<b>23.9</b>	<b>29.4</b>	<b>23.4</b>	<b>25.6</b>	<b>25.7</b>	<b>26.9</b>	<b>31.5</b>	<b>24.7</b>	<b>39.6</b>	<b>51.7</b>
<b>Passengers on cruises beginning or ending at UK ports<sup>3</sup></b>											
	207	226	..	..	445	461	469	540	702	767	935
<b>All international passengers<sup>4</sup></b>	<b>34,562</b>	<b>34,792</b>	<b>36,288</b>	<b>33,249</b>	<b>31,852</b>	<b>29,003</b>	<b>28,249</b>	<b>29,298</b>	<b>27,250</b>	<b>26,605</b>	<b>24,680</b>

1 For details of Channel Tunnel passenger numbers please see Table 6.8.

2 Details of foreign ports of call were not collected after 2004.

3 Cruise passengers, like other passengers, are included at both departure and arrival if their journey begins and ends at a UK seaport.

4 Excluding cruise passengers in 1997 and 1998.

# Transport Statistics Great Britain 2006

## 5.12 United Kingdom international sea passenger movements by port and port area: 1995-2005<sup>1</sup>

	Thousands										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Ro-Ro ferry passengers on short sea routes<sup>2</sup></b>											
<b>Thames and Kent</b>											
London	-	-	-	12	16	15	14	13	11	14	13
Medway	78	81	-	-	-	-	-	-	-	-	-
Ramsgate	2,807	2,655	1,836	161	50	76	88	117	137	148	193
Dover	17,850	18,760	21,236	19,330	18,324	16,078	15,857	16,329	14,631	14,275	13,359
Folkestone	725	856	776	905	653	440	5	-	-	-	-
<b>All Thames and Kent</b>	<b>21,460</b>	<b>22,352</b>	<b>23,848</b>	<b>20,408</b>	<b>19,043</b>	<b>16,609</b>	<b>15,964</b>	<b>16,459</b>	<b>14,780</b>	<b>14,437</b>	<b>13,566</b>
<b>South Coast</b>											
Newhaven	979	841	750	621	337	313	337	379	397	361	167
Portsmouth	3,331	3,005	3,391	3,509	3,487	3,176	3,344	3,406	3,116	3,077	2,631
Southampton	533	461	1	-	-	-	-	-	-	5	3
Poole	373	376	418	414	472	455	586	620	623	520	398
Weymouth	-	-	-	53	56	60	-	8	15	20	21
Plymouth	582	562	649	642	627	583	583	631	603	617	636
Other ports	46	-	-	-	-	-	-	-	-	-	-
<b>All South Coast</b>	<b>5,844</b>	<b>5,245</b>	<b>5,209</b>	<b>5,240</b>	<b>4,980</b>	<b>4,587</b>	<b>4,851</b>	<b>5,044</b>	<b>4,754</b>	<b>4,600</b>	<b>3,856</b>
<b>West Coast</b>											
Swansea	163	172	150	158	133	124	122	121	118	116	100
Milford Haven	341	345	546	512	495	463	388	387	384	378	321
Fishguard	945	817	815	810	830	832	687	662	645	614	590
Holyhead	2,125	2,489	2,457	2,775	2,541	2,518	2,380	2,371	2,333	2,262	2,173
Mostyn	-	-	-	-	-	-	5	44	48	10	-
Liverpool	24	29	97	343	337	293	298	291	269	270	190
Fleetwood	-	7	1	-	-	-	-	-	-	-	-
Other ports	-	-	-	9	7	4	3	4	5	5	5
<b>All West Coast</b>	<b>3,598</b>	<b>3,859</b>	<b>4,066</b>	<b>4,606</b>	<b>4,343</b>	<b>4,234</b>	<b>3,882</b>	<b>3,880</b>	<b>3,802</b>	<b>3,656</b>	<b>3,380</b>
<b>East Coast</b>											
Lerwick	3	2	3	7	6	6	6	7	13	14	11
Forth	-	-	-	-	-	-	-	105	195	192	183
Tyne	406	337	365	466	626	667	745	816	829	767	699
Hull	961	1,013	1,006	1,027	1,022	972	1,006	1,041	994	976	964
Grimsby and Immingham	9	11	12	10	9	12	13	38	43	43	44
Ipswich	1	-	-	-	-	5	6	6	6	7	8
Felixstowe	447	62	77	77	78	86	80	58	19	19	19
Harwich	1,582	1,650	1,672	1,384	1,272	1,335	1,196	1,268	1,085	1,085	959
Other ports	11	12	-	2	2	3	4	3	3	3	4
<b>All East Coast</b>	<b>3,420</b>	<b>3,087</b>	<b>3,134</b>	<b>2,973</b>	<b>3,016</b>	<b>3,086</b>	<b>3,056</b>	<b>3,342</b>	<b>3,188</b>	<b>3,106</b>	<b>2,891</b>
<b>All port areas</b>	<b>34,321</b>	<b>34,543</b>	<b>36,258</b>	<b>33,226</b>	<b>31,381</b>	<b>28,517</b>	<b>27,753</b>	<b>28,726</b>	<b>26,523</b>	<b>25,799</b>	<b>23,693</b>
<b>Passengers on long sea journeys</b>	<b>33</b>	<b>24</b>	<b>29</b>	<b>23</b>	<b>26</b>	<b>26</b>	<b>27</b>	<b>32</b>	<b>25</b>	<b>40</b>	<b>52</b>
<b>Passengers on cruises beginning or ending at UK ports<sup>3</sup></b>	<b>207</b>	<b>226</b>	<b>..</b>	<b>..</b>	<b>445</b>	<b>461</b>	<b>469</b>	<b>540</b>	<b>702</b>	<b>767</b>	<b>935</b>
of which:											
Southampton	..	..	..	..	211	281	295	331	438	476	637
Dover	..	..	..	..	136	119	100	120	139	154	141
Harwich	..	..	..	..	70	43	68	69	97	91	84
Other ports	..	..	..	..	28	17	4	20	28	46	71
<b>All international passengers<sup>4</sup></b>	<b>34,562</b>	<b>34,792</b>	<b>36,288</b>	<b>33,249</b>	<b>31,852</b>	<b>29,003</b>	<b>28,249</b>	<b>29,298</b>	<b>27,250</b>	<b>26,605</b>	<b>24,680</b>

1 For details of Channel Tunnel passenger numbers please see Table 6.8.

☎020-7944 4121

2 See *Notes and Definitions*.

3 Cruise passengers, like other passengers, are included at both departure and arrival if their journey begins and ends at a UK seaport.

4 Excluding cruise passengers in 1997 and 1998.

**5.13 United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over: summary of tonnage by type on old classification: 1950-1986 and on new classification: 1986-2005**

For greater detail of the years 1995-2005 see Table 5.14

End of year	Passenger 000 Gt	Cargo liners 000 Gt	Container 000 Gt	Tramps 000 Gt	Bulk carriers 000 Gt	Tankers 000 Gt	Total	
							000 Gt	Number <sup>2</sup>
1950	2,936	5,949	-	..	4,366	3,946	17,198	3,092
1951	2,992	5,933	-	..	4,084	4,187	17,196	3,056
1952	2,935	6,063	-	..	3,836	4,430	17,264	3,014
1953	2,825	6,066	-	..	3,939	4,637	17,467	3,016
1954	2,998	6,007	-	..	3,965	5,046	18,016	3,041
1955	3,012	6,080	-	..	3,979	5,138	18,208	3,041
1956	3,013	6,300	-	..	3,841	5,329	18,484	3,041
1957	2,958	6,540	-	..	3,696	5,638	18,833	3,031
1958	2,843	6,545	-	..	3,837	6,021	19,245	3,007
1959	2,749	6,605	-	..	3,706	6,745	19,805	2,950
1960	2,814	6,568	-	..	3,762	7,058	20,202	2,902
1961	2,771	6,294	-	..	4,143	7,288	20,497	2,808
1962	2,495	6,133	-	..	4,441	7,486	20,554	2,689
1963	2,342	5,939	-	..	4,328	7,788	20,396	2,538
1964	2,244	5,936	-	..	4,444	7,804	20,428	2,473
1965	2,115	5,894	-	..	4,687	7,685	20,382	2,401
1966	1,971	5,898	..	2,666	2,130	7,857	20,522	2,319
1967	1,709	5,576	..	2,521	2,661	7,908	20,375	2,181
1968	1,605	5,398	..	2,173	2,974	8,580	20,730	2,058
1969	1,245	5,452	194	1,904	3,265	10,215	22,274	2,002
1970	1,230	5,233	418	1,621	3,710	11,849	24,061	1,977
1971	1,101	4,444	683	1,425	4,219	13,304	25,177	1,875
1972	1,010	3,895	1,162	1,222	6,152	13,500	26,940	1,798
1973	920	3,749	1,346	1,060	7,366	14,665	29,106	1,776
1974	855	3,656	1,365	1,027	7,694	16,199	30,795	1,767
1975	748	3,330	1,363	958	8,022	17,069	31,489	1,682
1976	661	3,148	1,349	910	8,030	15,742	29,839	1,573
1977	654	2,923	1,624	882	8,181	15,797	30,061	1,545
1978	614	2,546	1,827	743	7,174	15,173	28,078	1,421
1979	606	2,248	1,651	613	6,555	13,558	25,232	1,305
1980	617	1,992	1,600	554	6,428	14,578	25,769	1,275
1981	604	1,589	1,600	470	5,985	11,870	22,117	1,118
1982	582	1,340	1,580	409	5,101	10,221	19,233	985
1983	602	1,099	1,543	372	3,911	8,367	15,894	866
1984	636	893	1,572	349	3,398	7,463	14,312	777
1985	616	728	1,489	335	2,851	6,191	12,208	693
1986	588	564	1,369	244	1,864	3,083	7,711	545

End of year	Passenger 000 Gt	Other cargo 000 Gt	Ro-Ro 000 Gt	Container 000 Gt	Specialised carriers 000 Gt	Bulk carriers 000 Gt	Tankers 000 Gt	Total	
								000 Gt	Number <sup>2</sup>
1986	259	510	561	1,369	95	2,003	3,249	8,046	546
1987	259	410	591	1,335	132	1,322	3,010	7,059	506
1988	259	332	586	1,335	128	1,301	2,661	6,603	482
1989	242	277	510	1,368	122	1,253	2,252	6,025	450
1990	269	257	555	1,275	118	828	2,210	5,512	427
1991	271	242	604	1,091	99	489	2,166	4,963	409
1992	276	174	632	1,015	100	446	2,188	4,831	363
1993	272	145	657	1,017	124	293	2,161	4,670	344
1994	281	212	874	1,236	110	294	2,481	5,488	360
1995	360	282	910	1,326	52	485	2,346	5,761	365
1996	360	269	1,068	1,110	49	819	2,383	6,057	377
1997	361	254	1,093	1,113	49	831	3,407	7,108	392
1998	358	307	1,123	1,379	49	854	2,977	7,048	416
1999	363	293	1,161	1,502	103	761	3,253	7,436	421
2000	762	321	1,332	2,140	151	844	3,971	9,521	471
2001	746	502	1,431	2,362	151	946	4,516	10,653	534
2002	945	570	1,617	3,303	100	1,491	4,472	12,497	610
2003	1,130	825	1,637	4,548	121	1,729	5,991	15,982	723
2004	711	830	1,608	5,072	165	2,302	6,214	16,902	754
2005	539	885	1,589	5,539	345	2,926	6,978	18,801	795

1 See chapter notes for explanation of change in classification.

2 Number of vessels (units).

## Transport Statistics Great Britain 2006

### 5.14 United Kingdom and Crown Dependency registered trading vessels of 500 gross tons and over: summary of tonnage by type of vessel: 1995-2005 (end of year)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Number:</b>											
Tankers	113	115	133	145	141	141	166	195	224	244	263
Bulk carriers	18	26	27	26	22	26	28	34	38	49	60
Specialised carriers	12	11	11	11	15	16	16	13	13	14	16
Fully cellular container	37	38	39	45	51	67	71	99	137	146	160
Ro-Ro (passenger & cargo)	83	88	89	92	94	105	110	118	120	118	113
Other general cargo	90	87	81	86	87	100	127	131	169	169	172
Passenger	12	12	12	11	11	16	16	20	22	14	11
All vessels	365	377	392	416	421	471	534	610	723	754	795
<b>Gross tonnage (thousand tons):</b>											
Tankers	2,346	2,383	3,407	2,977	3,253	3,971	4,516	4,472	5,991	6,214	6,978
Bulk carriers	485	819	831	854	761	844	946	1491	1729	2302	2,926
Specialised carriers	52	49	49	49	103	151	151	100	121	165	345
Fully cellular container	1,326	1,110	1,113	1,379	1,502	2,140	2,362	3,303	4,548	5072	5,539
Ro-Ro (passenger & cargo)	910	1,068	1,093	1,123	1,161	1,332	1,431	1,617	1,637	1608	1,589
Other general cargo	282	269	254	307	293	321	502	570	825	830	885
Passenger	360	360	361	358	363	762	746	945	1130	711	539
All vessels	5,761	6,057	7,108	7,048	7,436	9,521	10,653	12,497	15,982	16,902	18,801
<b>Deadweight (thousand tonnes):</b>											
Tankers	4,289	4,347	6,119	5,163	5,737	7,069	7,885	7,567	9,446	9,660	11,112
Bulk carriers	884	1,501	1,519	1,563	1,404	1,545	1,738	2,782	3,245	4,375	5,580
Specialised carriers	31	29	29	29	47	65	65	44	48	59	109
Fully cellular container	1,358	1,212	1,224	1,543	1,682	2,365	2,597	3,691	5,124	5,663	6,241
Ro-Ro (passenger & cargo)	273	332	337	364	366	474	522	607	605	591	574
Other general cargo	375	360	335	414	402	430	706	799	1121	1,126	1,193
Passenger	55	55	55	56	58	98	95	111	131	92	76
All vessels	7,266	7,835	9,618	9,132	9,695	12,045	13,608	15,602	19,719	21,566	24,885

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The figures in this table are outside the scope of National Statistics.

Source: Lloyds Register - Fairplay



**5.15 United Kingdom owned trading vessels of 500 gross tons and over:  
summary of tonnage by type of vessel: 1995-2005 (end of year)**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Number:</b>											
Tankers	139	129	123	127	124	133	114	113	124	145	144
Bulk carriers	41	42	35	29	29	29	38	35	43	51	60
Specialised carriers	22	19	11	10	14	10	10	10	9	9	11
Fully cellular container	52	54	60	62	57	73	77	72	92	78	75
Ro-Ro (passenger & cargo)	85	87	85	91	99	103	103	105	109	106	102
Other general cargo	187	168	156	148	153	139	116	115	124	138	146
Passenger	14	15	16	19	17	16	18	20	26	15	19
All vessels	540	514	486	486	493	503	476	470	527	542	557
<b>Gross tonnage (thousand tons):</b>											
Tankers	3,666	2,958	2,704	2,408	1,565	2,952	2,579	2,620	3,601	4,497	4,139
Bulk carriers	1,648	1,775	1,408	1,230	825	904	1,845	1,772	1,913	2,287	2,753
Specialised carriers	97	87	43	42	192	53	100	100	82	81	261
Fully cellular container	1,531	1,491	1,626	1,841	1,641	2,240	2,525	2,509	3,552	3,035	3,297
Ro-Ro (passenger & cargo)	780	834	827	991	1,145	1,260	1,355	1,423	1,589	1,472	1,404
Other general cargo	758	681	654	526	546	492	409	570	793	940	912
Passenger	455	484	548	541	585	604	636	725	1092	588	919
All vessels	8,935	8,309	7,809	7,577	6,499	8,505	9,449	9,720	12,622	12,900	13,685
<b>Deadweight (thousand tonnes):</b>											
Tankers	6,856	5,538	5,048	4,411	2,662	5,205	4,646	4,690	5,529	6,687	6,054
Bulk carriers	3,011	3,255	2,575	2,254	1,479	1,636	3,495	3,377	3,594	4,300	5,345
Specialised carriers	44	40	30	29	80	32	45	45	42	40	90
Fully cellular container	1,555	1,519	1,672	1,948	1,774	2,433	2,734	2,785	3,993	3,349	3,708
Ro-Ro (passenger & cargo)	243	251	243	285	349	423	414	454	543	514	504
Other general cargo	1,010	928	887	713	735	660	569	807	1113	1323	1233
Passenger	75	81	90	86	86	80	82	87	130	64	117
All vessels	12,793	11,611	10,546	9,727	7,164	10,469	11,985	12,245	14,945	16,277	17,052

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The figures in this table are outside the scope of National Statistics.  
Source: Lloyds Register - Fairplay

# Transport Statistics Great Britain 2006

## 5.16 United Kingdom shipping industry: international revenue and expenditure: 1995-2005

(a) Revenue											£ Million
	1995	1996	1997	1998	1999	2000	2001 <sup>1</sup>	2002 <sup>1</sup>	2003 <sup>1</sup>	2004 <sup>2</sup>	2005
<b>Dry cargo and passenger vessels: (including ferries)</b>											
<b>Freight on:</b>											
Imports	564	585	484	482	522	484	541	534	501	547	687
Exports	421	409	416	322	375	400	406	481	525	444	541
Cross-trades	1,354	1,345	1,614	1,602	1,511	1,453	1,609	1,844	2,069	3,380	4,118
<b>Total freight revenue</b>	<b>2,339</b>	<b>2,339</b>	<b>2,514</b>	<b>2,406</b>	<b>2,408</b>	<b>2,337</b>	<b>2,556</b>	<b>2,859</b>	<b>3,095</b>	<b>4,371</b>	<b>5,346</b>
Charter receipts	133	134	147	109	99	148	106	129	196	676	995
Passenger revenue	693	705	697	462	463	630	488	569	993	846	692
<b>Total revenue</b>	<b>3,165</b>	<b>3,178</b>	<b>3,358</b>	<b>2,977</b>	<b>2,970</b>	<b>3,115</b>	<b>3,150</b>	<b>3,557</b>	<b>4,284</b>	<b>5,893</b>	<b>7,033</b>
<b>Wet (tankers and liquefied gas carriers):</b>											
<b>Freight on:</b>											
Imports	49	113	24	29	20	3	46	47	44	48	62
Exports	64	71	68	60	59	98	82	96	126	173	199
Cross-trades	488	550	536	442	350	458	497	420	742	1,305	1,423
<b>Total freight revenue</b>	<b>601</b>	<b>734</b>	<b>628</b>	<b>531</b>	<b>429</b>	<b>559</b>	<b>625</b>	<b>563</b>	<b>912</b>	<b>1,526</b>	<b>1,684</b>
Charter receipts	139	120	68	70	87	104	336	162	247	472	639
<b>Total revenue</b>	<b>740</b>	<b>854</b>	<b>696</b>	<b>601</b>	<b>516</b>	<b>663</b>	<b>961</b>	<b>725</b>	<b>1,159</b>	<b>1,998</b>	<b>2,323</b>
<b>All vessels:</b>											
<b>Freight on:</b>											
Imports	613	698	508	511	542	487	587	581	545	595	749
Exports	485	480	484	382	434	498	488	577	651	617	740
Cross-trades	1,842	1,895	2,150	2,044	1,861	1,911	2,106	2,264	2,811	4,685	5,541
<b>Total freight revenue</b>	<b>2,940</b>	<b>3,073</b>	<b>3,142</b>	<b>2,937</b>	<b>2,837</b>	<b>2,896</b>	<b>3,181</b>	<b>3,422</b>	<b>4,007</b>	<b>5,897</b>	<b>7,030</b>
Charter receipts	272	254	215	179	186	252	442	291	443	1,148	1,634
Passenger revenue	693	705	697	462	463	630	488	569	993	846	692
<b>Total revenue</b>	<b>3,905</b>	<b>4,032</b>	<b>4,054</b>	<b>3,578</b>	<b>3,486</b>	<b>3,778</b>	<b>4,111</b>	<b>4,282</b>	<b>5,443</b>	<b>7,891</b>	<b>9,356</b>
<b>(b) Expenditure</b>											£ Million
<b>Dry cargo operations:</b>											
Bunkers	160	197	216	149	165	288	321	377	429	537	712
Other disbursements	1,194	1,447	1,780	1,367	1,060	1,143	1,284	1,618	1,646	1,962	2,801
Charter payments	200	215	282	239	146	173	335	255	236	692	573
<b>Total expenditure</b>	<b>1,554</b>	<b>1,859</b>	<b>2,278</b>	<b>1,755</b>	<b>1,371</b>	<b>1,604</b>	<b>1,940</b>	<b>2,250</b>	<b>2,311</b>	<b>3,191</b>	<b>4,086</b>
<b>Wet cargo operations:</b>											
Bunkers	91	118	100	70	81	141	146	134	171	195	237
Other disbursements	111	142	124	150	132	115	141	135	284	276	538
Charter payments	186	243	161	181	89	172	176	140	184	359	452
<b>Total expenditure</b>	<b>388</b>	<b>503</b>	<b>385</b>	<b>401</b>	<b>302</b>	<b>428</b>	<b>463</b>	<b>409</b>	<b>639</b>	<b>830</b>	<b>1,227</b>
<b>All cargo operations:</b>											
Bunkers	251	315	316	219	246	429	467	511	600	732	949
Other disbursements	1,305	1,589	1,904	1,517	1,192	1,258	1,425	1,753	1,930	2,238	3,339
Charter payments	386	458	443	420	235	345	511	395	420	1,051	1,025
<b>Total expenditure</b>	<b>1,942</b>	<b>2,362</b>	<b>2,663</b>	<b>2,156</b>	<b>1,673</b>	<b>2,032</b>	<b>2,403</b>	<b>2,659</b>	<b>2,950</b>	<b>4,021</b>	<b>5,313</b>

1. For the period 2001-2003, less than up-to-date freight on import and disbursements data were presented in last year's publication, hence the reason the data has been revised for this year.

2. The revisions to 2004 data are due to the availability of additional Chamber of Shipping information which have been integrated into the numbers presented for this years publication.

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Source: Balance of Payments, ONS

### 5.17 Marine accident casualties: 1995-2005 (United Kingdom registered merchant vessels of 100 gt and over only)

(a) Deaths of passengers and crew members by cause											Number
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Deaths from accidents to vessels	1	0	0	1	0	0	0	0	0	0	0
Deaths from accidents on board- other than accidents to vessels	2	2	2	1	2	2	1	4	1	3	1
Deaths Person Overboard	1	3	3	2	3	2	3	1	2	1	2
<b>Total</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>3</b>

(b) Deaths and injuries to passengers by type of injury											
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Death	0	2	0	2	1	1	1	0	0	0	1
Fractures	67	76	85	107	66	88	111	110	136	112	78
Cuts/lacerations	5	5	2	1	2	4	5	4	3	3	8
Bruising	8	1	2	1	2	5	6	3	7	5	5
Dislocations	3	3	3	2	3	4	4	10	9	7	6
Strains	4	2	2	1	3	1	3	0	10	4	1
Other Injuries	10	8	0	5	3	33	7	6	18	10	7
<b>Total</b>	<b>97</b>	<b>97</b>	<b>94</b>	<b>119</b>	<b>80</b>	<b>136</b>	<b>137</b>	<b>133</b>	<b>183</b>	<b>141</b>	<b>106</b>

(c) Deaths and injuries to crew members by type of injury											
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Death	4	3	5	2	4	3	3	5	3	4	2
Fractures - major	17	25	30	23	16	11	6	25	26	24	20
Other fractures	65	63	46	44	46	55	62	53	54	45	42
Strained back	28	52	44	55	47	23	28	29	36	45	29
Other strains, sprains, hernias etc	49	63	60	35	46	43	51	48	36	37	34
Bruising	50	59	34	54	24	39	34	33	42	43	38
Cuts/lacerations	39	39	50	28	32	41	40	39	35	40	29
Other injuries	93	96	56	84	70	85	68	70	57	70	53
<b>Total</b>	<b>345</b>	<b>400</b>	<b>325</b>	<b>325</b>	<b>285</b>	<b>300</b>	<b>292</b>	<b>302</b>	<b>289</b>	<b>308</b>	<b>247</b>

For further details see the *Annual Report* by the Marine Accident Investigation Branch. Available at: [www.maib.gov.uk](http://www.maib.gov.uk)

☎023 8039 5508  
The figures in this table are outside the scope of National Statistics  
Source: MAIB, DfT

# Transport Statistics Great Britain 2006

## 5.18 HM Coastguard statistics: search and rescue operations: United Kingdom: 1995-2005<sup>1</sup>

	Number										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Incidents involving vessels where assistance rendered:</b>											
Commercial vessels	497	865	886	308	458	537	569	597	512	961	1,207
Fishing vessels	849	792	850	715	624	647	670	627	589	521	624
Pleasure craft	5,061	4,243	4,545	3,328	3,334	3,267	3,529	3,679	3,748	3,831	4,101
<b>Incidents involving persons where assistance rendered:</b>											
Incidents involving persons	2,274	2,131	2,365	1,359	1,202	1,693	1,872	2,241	2,436	2,169	3,237
Medical evacuations	992	946	958	370	427	403	473	460	585	481	513
<b>Reports received:</b>											
Distress reports	2,334	2,481	2,257	1,627	2,548	2,353	2,208	2,357	..	..	..
Hoaxes	..	..	..	269	258	221	206	260	232	301	406
<b>Number of persons involved in incidents where assistance rendered:</b>											
Persons assisted	19,152	19,235	16,884	14,366	17,535	14,717	16,487	19,984	25,118	21,929	22,477
Persons rescued	..	..	..	4,685	5,215	5,217	4,852	5,851	5,689	4,947	4,790
Lives lost	232	216	251	249	251	236	284	319	316	364	376
<b>Total number of incidents where assistance rendered</b>	..	..	..	6,328	6,581	6,703	7,242	7,604	8,070	8,056	7,252
<b>Total number of incidents</b>	..	..	..	11,553	12,220	12,016	12,514	13,395	13,849	14,240	16,754

<sup>1</sup> HM Coastguard revised its statistical collection and collation procedures in 1998 and again in a phased programme commencing in 2003 completing in 2005. Continuing ongoing refinements to the data collection, recording and analyses may therefore make comparisons with previous years difficult.

☎ 023 8032 9487  
The figures in this table are outside the scope of National Statistics.  
Source: MCA

## 6 Public Transport:

### Notes and Definitions

#### National Rail/London Underground passenger traffic: 6.1

The figures shown for national rail passenger traffic during 1919 and 1923 include all journeys on those 'London Railways' subsequently taken over by the London Passenger Transport Board in 1933. Additionally, in 1919 a journey using the services of more than one company was reported by each of them, with consequent duplication in the figures. The figures for journeys on the London Underground from 1948 include those originating on the former British Railways network (approximately 70 million journeys in 1948), and on those lines transferred to the London Transport Passenger Executive on 1 January 1948 (estimated at 62 million journeys in 1947).

*Electrified route:* Pre 1947 figures refer to track length, not route length, and include electrified sidings. In 1947, there were 3,370 electrified track kilometres.

*National Railways passenger journeys and kilometres:* Figures from 1986 are assessed on the All Purpose Ticket Issuing System (APTIS) and are not comparable with earlier years. The rail series for passenger data changes after privatisation in 1994, with possible double counting of some journeys where a route is shared with more than one operator. Both series have been revised from 1999/00.

*London Underground passenger kilometres:* From 1965 passenger kilometres are those actually travelled. Prior to 1965, a different method of estimation was used, leading to slight overestimates of the order of 0.1 billion passenger kilometres per year.

#### Rail systems: 6.2

##### National Rail

From 1995/96 these data show the transition to services provided by the privatised passenger train operators on the national network.

##### London Underground

Summary data are shown here. Further detail appears in Table 6.7.

##### Light Rail

Totals in this section cover the following light rail systems: Glasgow Underground, Docklands Light Railway, Tyne and Wear Metro, Blackpool Trams, Manchester Metrolink, Sheffield Supertram,

Midland Metro, Croydon Tramlink, and Nottingham NET.

##### Glasgow Underground

The series shown is for the underground loop line which serves Glasgow. Suburban rail services in Strathclyde PTE are excluded.

##### Docklands Light Railway

The series shows the growth of the DLR. The Lewisham extension under the Thames at Greenwich was completed in 1999. A new line for London City Airport and Woolwich Arsenal is currently under construction.

##### Tyne and Wear Metro

The system has been extended in stages. Heworth to South Shields was opened on 24th March 1984. The extension from Bankfoot to Callerton and Newcastle Airport opened in November 1991. The 24km extension from Pelaw to Sunderland and South Hylton opened in March 2002. Part of that route shares some stations with national rail services.

##### Blackpool Trams

The traditional Victorian street-running tramway serves Blackpool Unitary Authority and Fleetwood, Lancashire.

##### Manchester Metrolink

Converted and extended from suburban rail, in 1991/92, 26 kilometres and 16 stations were transferred from the national network to the light rail system. It has a mix of segregated track and on-street running. Metrolink was opened in 1992, with the first section running between Bury and Manchester Victoria Station. The Eccles extension opened in 2000.

##### Sheffield Supertram

The Supertram was opened in 1994 between Sheffield and Meadowhall. Further lines came into service from Malin Bridge to Halfway and Cathedral to Herdings Park. In December 1997 operations were transferred to Stagecoach Plc.

##### Midland Metro

This rapid transit system was constructed by the Altram consortium, making use of former rail alignments. The line from Wolverhampton to Birmingham Snow Hill opened in 1999.

## Transport Statistics Great Britain 2006

### Croydon Tramlink

A modern three line tram network in south London, opened in May 2000. It is operated by FirstGroup for TfL.

### Nottingham NET

NET is a modern street running tram system running north-south through the city. It runs parallel to suburban rail north of the centre. It was opened in March 2004.

### National Rail receipts and passenger traffic: 6.3 and 6.4

*Passenger Revenue:* Passenger revenue includes all ticket revenue and miscellaneous charges associated with passenger travel e.g. car park charges. For journeys involving some travel on London Underground, receipts have been apportioned appropriately. Revenue does not include government support or grants.

*Passenger Kilometres:* Estimates of passenger kilometres are made from ticket sales. Travel on season tickets assumes appropriate factors for the number of journeys per ticket. Results are compiled in respect of 13 four week periods per year, so quarterly figures are derived from these.

There is some underestimation of passenger journeys, and kilometres from 1997/98. This is because, for technical reasons, the passenger kilometres represented by certain new ticket types were not being captured by the operators' ticket system.

The figures were reviewed and revised by the Strategic Rail Authority to include current best estimates for this missing element. This exercise was backdated to the start of 1999/00, and is now repeated annually by the Office of Rail Regulation, who have taken over responsibility for rail statistics. Passenger revenue data are unaffected by these adjustments.

In addition, the passenger kilometre and passenger journeys series for recent years (from 2004) have been revised, due to improved methodology.. Further details can be found in *National Rail Trends Yearbook*, published by [ORR](#) (previously the responsibility of the SRA).

### Route and station/depots open to traffic: 6.5

In 1991/92, 16 stations transferred from the national network to Manchester Metrolink. From 1994/95 the number of stations shown include only those on the national network. Eighteen other stations, mainly on the London Underground, are included in the figures for earlier years.

Recent revisions to the 'length of route' infrastructure series represented in table 6.5 reflect improvements

in the technology used to measure route kilometres. Up until 2003-04 the data were collected on a semi-manual basis from various systems. From 2004-05 the principal track engineers' database, GEOGIS, has been used. The apparent drop from 2004-05 to 2005-06 does not reflect an actual reduction in route km open for traffic but is due to improvements in data collection and data quality over the last 12 months that has resulted in a restatement of the current route length.

### Public Performance Measure (PPM): 6.6

The PPM was introduced in 2000 by the then Shadow Strategic Rail Authority, replacing the Passengers' Charter as a means of measuring passenger train performance. Unlike the Charter measure that only covered particular services, PPM covers all scheduled services and combines the previously individual punctuality and reliability results into a single performance measure. PPM is measured against the planned timetable, which makes allowance for specific delays (e.g. engineering works), which might differ from the previously published timetable. Table 6.6 shows the Charter results for years in which it applied, and also PPM results from the time it was introduced. Passenger Charter figures are displayed regularly by individual train operators.

### London Underground: 6.7

Data obtained from the London Underground Directors Report and Accounts each year up to 2002/03. Responsibility for the Underground transferred to Transport for London in July 2003. TfL's *Annual Report* provides further detail.

Traffic receipts data are provided by TfL in 13 four week periods per year. These include revenue from car parking and penalty fares. Season ticket journeys are those estimated to have been made in each year, irrespective of when the ticket was sold. The cost per train kilometre includes renewals and depreciation. It excludes reorganisation and restructuring costs within TfL.

Other income includes property rents received, and commercial advertising receipts.

The number of stations is for those currently owned and operated by London Underground. Some suburban stations on the national rail network in London are also served by London Underground trains but are managed by the local rail franchise holder.

### Channel Tunnel: 6.8

The Channel Tunnel opened for traffic in 1994. Four different types of service operate through the Channel Tunnel as follows :

- *Freight Shuttles*: carrying road freight vehicles between Folkestone and Calais.
- *Tourist Shuttles*: carrying passenger vehicles between Folkestone and Calais.
- *Freight Trains*: through freight trains between Great Britain and Europe.
- *Eurostar Trains*: carrying passengers between London, France and Belgium.

*Commercial traffic* is fare-paying traffic using the tunnel. *Non-commercial traffic* is non-fare-paying traffic (e.g. staff and authorised agents). Figures for 1996-97 & 1997-98 were affected by a fire on 16 November 1996 which suspended services on both freight and tourist shuttles. Tourist shuttle resumed services on 10 December 1996 with full freight services resuming in June 1997.

### **Bus and coach industry: 6.9-6.16**

Tables for the bus and coach industry refer to the activities of all holders of Public Service Vehicle (PSV) operators' licences. These vehicles are generally classified in the Bus Tax Class. An operator wishing to run bus or coach services is normally required to possess a PSV licence. However, certain vehicles and types of service are exempt from licensing and are excluded from the tables, such as community buses and local services operated by taxis. Taxis are generally classified in the Private Light Goods tax class, with private cars, so they are excluded from the PSV tables. Most of the information in these tables, which mainly refer to local bus services, is derived from annual returns made to DfT by a sample of holders of PSV operators' licences.

A local bus service is one available to the general public, where the route is registered with the Traffic Commissioner, where passengers pay separate, local fares.

Bus and coach services which comprise contract, private hire, tours, excursions and express journeys are generally classified as "non-local" or "other" work. Some services, such as long distance coach services, might contain a mixture of local work and non-local express work.

Some important changes have been made to the legal framework under which the industry operates.

Outside London:

- from 1 April 1986, the Passenger Transport Authorities in metropolitan areas were subjected to precept control
- local bus services outside London were deregulated on 26 October 1986, introducing on the road competition
- widespread privatisation of public sector bus operations took place from 1986. There are fewer bus operators in the public sector.

Within London:

- responsibility for London (Regional) Transport transferred from the former Greater London Council to the Secretary of State for Transport from 29 June 1984. On 1 April 1985, a separate operating subsidiary, London Buses Ltd, was established
- progressive tendering of local bus services in London was introduced in July 1985
- the former operating divisions of London Buses Ltd were privatised by the end of 1994
- from July 2000, Transport for London (TfL) was established as a successor body to London Transport, with strategic control of local buses through the Greater London Authority (GLA) under an elected Mayor of London.

Outside London, after bus deregulation in 1986, general subsidy was no longer feasible as most services were provided on a purely commercial basis, with on the road competition for routes.

Public transport support was restricted to unprofitable but socially necessary services, the operation of which was generally put out to tender.

In London, nearly all local bus services are operated by the private sector under contract to TfL. Bus routes, once awarded to a contractor after a tendering process, are then protected from on the road competition.

### **Bus and coach vehicle kilometres: 6.9**

Service kilometres operated are measured by DfT's annual sample PSV survey of operators, and, for the bus contractors in London, by TfL. The majority of local bus service kilometres are run on a commercial basis. Subsidised local service kilometres are around a fifth of the local service total. Non-local service kilometres comprise long distance coaching, private hire, school contract work, excursions and tours.

### **Bus and coach stock: 6.10**

After deregulation many large buses were replaced by smaller ones. In recent years, with the emphasis on passenger accessibility, more full size, low floor single deck buses have entered service. Operators have been buying more new vehicles, which has increased the fleet size and reduced the overall age of the PSV fleet.

### **Passenger receipts: 6.11**

Receipts comprise amounts paid by, or for, all passengers carried. They include payments for season tickets and travel passes, and concessionary fare reimbursement from local authorities. Receipts exclude public transport support, Rural Bus Subsidy Grant (RBSG) and Bus Service Operator Grant (BSOG, formerly Fuel Duty Rebate).

## Transport Statistics Great Britain 2006

Local authorities and passenger transport authorities run concessionary fare schemes for groups such as the elderly, the disabled and children. From mid 2001 the schemes in England must offer, as a minimum, half fare bus travel to elderly residents. Local authorities reimburse operators for revenue lost as a result of their participation in concessionary fare schemes after taking account of any income from the extra travel generated. The reimbursement should be seen as an incentive to the passenger to travel more. The operators should not lose, or gain, revenue through such schemes.

### **Staff employed: 6.12**

There was a fall in staff employed in the mid 1990s reflecting the widespread use of driver-only buses and the contracting out of an increased proportion of activities such as fleet maintenance. In recent years, as the bus fleet has grown, staff numbers have increased. Staff members may have more than one role, so the tables show those classified according to their main occupation.

### **Local passenger journeys by area: 6.13**

These are collected through DfT's annual sample PSV survey of operators and, for London, from TfL. They are a count of boardings of each vehicle, so a trip which requires a change from one bus to another would show two boardings. TfL obtains data on boardings from on-bus surveys. TfL's information provides the main basis for DfT's estimates of bus boardings in London. Over the last year, further bus patronage data have been obtained from local authorities, which they have used in their Local Transport Plans. This extra information has allowed DfT to revise its series of boardings. The main change has been an adjustment which gives a reduction in the allocation to London, with an increase in the surrounding counties. The estimates now include a special allowance for the under-recording of passengers boarding buses using season tickets and other non-cash passes.

### **Local authority support: 6.14**

Public transport support, also known as "revenue support" covers forms of local authority current expenditure on public transport (not concessionary fare reimbursement). It includes payments to operators for the operation of subsidised services, and local authority administrative costs associated with bus operations, such as the tendering process itself and publicity. The Transport Act 1985 restricted support to unprofitable "socially necessary" services.

Subsidised bus services are run under contract to local transport authorities, usually following competitive tendering. Outside London, from 1998-99, Rural Bus Subsidy Grant (RBSG) has been paid by central government to many local authorities to encourage bus service provision in their more rural

parts. RBSG is therefore included in the support table. In London, support takes a different form, as nearly all bus services are run on a commercial basis, under contract to TfL. Contracts for particular routes are awarded to operators after competitive tendering. The contract payments take into account the high level of service provision required in London, including services that run later in the evenings and at weekends.

### **Local bus fares indices: 6.15**

Information required for the calculation of the index of local bus fares is obtained from a DfT survey of a panel of bus operators, who account for about 85 per cent of receipts from passengers on local bus services. Operators supply information about the size of each fare change, each quarter. Indices for groups of operators in different areas of GB are obtained by averaging changes, using weights based on receipts from passengers from DfT's PSV annual survey (receipts used for the index exclude concessionary fare reimbursement from local authorities). The DfT local bus fares index is a small part of the Retail Prices Index.

The index is intended to measure the change in the average cost to the fare-paying passenger. In practice, as the operators select the basket of fare changes to report each quarter and as cash-less transactions become more common (e.g. pre-paid travel passes) the index can only give a broad guide to fare changes. Also, fare changes outside London are frequent, so adjustments must be made to the index each quarter. Bus fare changes in London usually take place once a year, in January.

There is a trend towards simpler fare structures, with operators charging flat fares or zoned fares, and the use of pre-payment through stored value tickets, which speed up boarding.

### **Operating costs per local bus kilometre: 6.16**

Costs per bus kilometre are higher in London and metropolitan areas than elsewhere. Greater traffic congestion, more frequent services and the need to use larger buses for busy services all contribute to higher costs.

Other costs, such as the cost of tendering and publicity associated with bus services, borne by local authorities or TfL rather than the operators, are not shown in this table.

### **Taxi industry: 6.17**

A taxi, or hackney carriage, is a vehicle with fewer than 9 passenger seats which is licensed to "ply for hire" (i.e. it may stand at ranks or be hailed in the street by members of the public). This distinguishes taxis from Private Hire Vehicles (PHVs), which must be booked in advance through an operator and may not ply for hire (taxis may also be pre-booked).



Taxis must normally be hired as a whole (i.e. separate fares are not charged to each passenger). However, taxis may charge separate fares when a sharing scheme is in operation, when they are run as a bus under a special PSV operators' licence or when pre-booked (PHV operators may also charge passengers separately if they share a journey).

In England and Wales taxis and PHVs are licensed by district or borough councils, unitary authorities or, in London, the Public Carriage Office (PCO) which is part of TfL. The licensing authority is usually the body which sets taxi fares, although fare changes may be requested by the taxi trade. PHV fares are set by the operator. TfL is implementing the Private Hire Vehicles (London) Act 1998 for the licensing of London PHV operators, drivers and vehicles. PHV operators in London must be licensed.

Taxi and PHV use has grown so there has been a large increase in the numbers of licensed taxis and PHVs.

The data on vehicles and drivers come from several sources. The London figures are from data held by TfL in the PCO. The statistics relating to provincial England and Wales come from surveys of district councils and unitary authorities.

# Transport Statistics Great Britain 2006

## 6.1 Rail: length of national railway<sup>1</sup> route at year end, and passenger travel by national railway<sup>1</sup> and London Underground: 1900-2005/06

For greater detail of the years 1994/95-2005/06 see Table 6.2

Year	Length of National Rail route (kilometres)			National Rail		London Underground	
	Total route	Electrified <sup>2</sup> route	Open to Passenger traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1900	29,783	..	..	..	..	..	..
1919	32,420	1,321	..	2,064	..	..	..
1923	32,462	1,122	..	1,772	..	..	..
1928	32,565	1,901	..	1,250	..	..	..
1933	32,345	2,403	..	1,159	..	..	..
1938	32,081	3,378	..	1,237	30.6	492	..
1946	31,963	..	..	1,266	47.0	569	..
1947	31,950	1,455	..	1,140	37.0	554	5.4
1948	31,593	1,455	..	1,024	34.2	720	6.2
1949	31,500	1,489	..	1,021	34.0	703	6.1
1950	31,336	1,489	..	1,010	32.5	695	6.0
1951	31,152	1,487	..	1,030	33.5	702	5.6
1952	31,022	1,508	..	1,017	32.9	670	5.4
1953	30,935	1,508	..	1,015	33.1	672	5.4
1954	30,821	1,577	..	1,020	33.3	671	5.7
1955	30,676	1,577	23,820	994	32.7	676	5.6
1956	30,618	1,624	23,612	1,029	34.0	678	5.5
1957	30,521	1,621	23,532	1,101	36.4	666	5.4
1958	30,333	1,622	23,621	1,090	35.6	692	5.3
1959	29,877	1,799	22,632	1,069	35.8	669	5.1
1960	29,562	2,034	22,314	1,037	34.7	674	5.2
1961	29,313	2,234	22,043	1,025	33.9	675	5.1
1962	28,117	2,511	20,785	965	31.7	668	4.9
1963	27,330	2,556	20,328	938	30.9	674	4.9
1964	25,735	2,659	18,781	928	32.0	674	4.9
1965	24,011	2,886	17,516	865	30.1	657	4.7
1966	22,082	3,064	16,359	835	29.7	667	4.8
1967	21,198	3,241	15,904	837	29.1	661	4.8
1968	20,080	3,182	15,242	831	28.7	655	4.7
1969	19,470	3,169	15,088	805	29.6	676	5.0
1970	18,989	3,162	14,637	824	30.4	672	5.1
1971	18,738	3,169	14,484	816	30.1	654	5.2
1972	18,417	3,178	14,499	754	29.1	655	5.3
1973	18,227	3,462	14,375	728	29.8	644	5.2
1974	18,168	3,647	14,373	733	30.9	636	5.2
1975	18,118	3,655	14,431	730	30.9	601	4.8
1976	18,007	3,735	14,407	702	28.4	546	4.4
1977	17,973	3,767	14,413	702	29.3	545	4.3
1978	17,901	3,716	14,396	724	30.0	568	4.5
1979	17,735	3,718	14,412	748	30.7	594	4.5
1980	17,645	3,718	14,394	760	30.3	559	4.2
1981	17,431	3,729	14,394	719	29.7	541	4.1
1982	17,229	3,753	14,371	630	27.2	498	3.7
1983	16,964	3,750	14,375	695	29.5	563	4.3
1984/85	16,816	3,798	14,304	701	29.5	672	5.4
1985/86	16,752	3,809	14,310	686	30.4	732	6.0
1986/87	16,670	4,154	14,304	738 <sup>3</sup>	30.8 <sup>3</sup>	769	6.2
1987/88	16,633	4,207	14,302	798	32.4	798	6.3
1988/89	16,599	4,376	14,309	822	34.3	815	6.3
1989/90	16,587	4,546	14,318	812	33.3	765	6.0
1990/91	16,584	4,912	14,317	809	33.2	775	6.2

**6.1 (continued) Rail: length of national railway<sup>1</sup> route at year end, and passenger travel by national railway<sup>1</sup> and London Underground: 1900-2005/06**  
For greater detail of the years 1994/95-2005/06 see Table 6.2

Year	Length of National Rail route (kilometres)			National Rail		London Underground	
	Total route	Electrified <sup>2</sup> route	Open to Passenger traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1991/92	16,588	4,886	14,291	792	32.5	751	5.9
1992/93	16,528	4,910	14,317	770	31.7	728	5.8
1993/94	16,536	4,968	14,357	740	30.4	735	5.8
1994/95	16,542	4,970	14,359	735	28.7	764	6.1
1995/96	16,666	5,163	15,002	761	30.0	784	6.3
1996/97	16,666	5,176	15,034	801	32.1	772	6.2
1997/98	16,656	5,166	15,024	846	34.7	832	6.5
1998/99	16,659	5,166	15,038	892	36.3	866	6.7
1999/00	16,649	5,167	15,038	931 <sup>4</sup>	38.5 <sup>4</sup>	927	7.2
2000/01	16,652	5,167	15,042	957	38.2	970	7.5
2001/02	16,652	5,167	15,042	960	39.1	953	7.5
2002/03	16,670	5,167	15,042	976	39.7	942	7.4
2003/04	16,493	5,200	14,883	1,012	40.9	948	7.3
2004/05	16,116 <sup>5</sup>	5,200 <sup>5</sup>	14,328 <sup>5</sup>	1,045	41.8	976	7.6
2005/06	15,810	5,205	14,356	1,082	43.2	971	7.6

1 From 1994/95 route length is for the former Railtrack.

<sup>1</sup>From 1995/96 data are for National Rail, former British Rail and Train Operating Companies. Excludes rail routes managed by PTEs.

2 Pre 1947 figures refer to track length, not route length, and include electrified sidings. In 1947 electrified track kilometres totalled 3,370.

3 Break in series. From 1986/87 figures include an element of double counting, as a journey involving more than one operator is scored against each operator.

This contrasts with former British Rail data for which a through ticket journey was counted only once.

4 Break in series due to a change in methodology.

5 Break in series due to a change in methodology.

☎ Rail: 020-7944 4977

☎ London Underground: 020-7944 3076

The figures in this table are outside the scope of National Statistics

Sources - ORR, London Underground

# Transport Statistics Great Britain 2006

## 6.2 Rail systems: 1995/96-2005/06

(a) Passenger journeys											Millions
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
National Rail network <sup>1</sup>	761	801	846	892	931	957	960	976	1,012	1,045	1,082
London Underground	784	772	832	866	927	970	953	942	948	976	970
Glasgow Underground	14	14	14	15	15	14	14	13	13	13	13
Docklands Light Railway	14	17	21	28	31	38	41	46	48	50	52
Tyne & Wear Metro <sup>2</sup>	36	35	35	34	33	33	33	37	38	37	36
Blackpool Trams <sup>3</sup>	5	5	5	4	4	4	5	4	4	4	4
Manchester Metrolink <sup>4</sup>	13	13	14	13	14	17	18	19	19	20	20
Sheffield Supertram	5	8	9	10	11	11	11	12	12	13	13
Midland Metro <sup>5</sup>	.	.	.	.	5	5	5	5	5	5	5
Croydon Tramlink <sup>6</sup>	.	.	.	.	.	15	18	19	20	22	23
Nottingham NET <sup>7</sup>	.	.	.	.	.	.	.	.	-	8	10
All light rail	87	92	98	104	113	138	146	154	160	172	175
All rail	1,632	1,665	1,776	1,862	1,971	2,065	2,059	2,072	2,119	2,193	2,227

(b) Passenger kilometres											Millions
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
National Rail network	30,000	32,100	34,700	36,280	38,472	38,179	39,141	39,678	40,937	41,762	43,211
London Underground	6,337	6,153	6,479	6,716	7,171	7,470	7,451	7,367	7,340	7,606	7,586
Glasgow Underground	41	40	45	47	47	46	44	43	43	43	42
Docklands Light Railway	70	86	103	144	172	200	207	232	235	245	257
Tyne & Wear Metro	261	254	249	238	230	229	238	275	284	283	279
Blackpool Trams	..	..	..	..	13	13	15	14	11	12	11
Manchester Metrolink	81	86	88	117	126	152	161	167	169	204	206
Sheffield Supertram	20	29	34	35	37	38	39	40	42	44	44
Midland Metro	.	.	.	.	50	56	50	50	54	52	54
Croydon Tramlink	.	.	.	.	.	96	99	100	105	112	117
Nottingham NET	.	.	.	.	.	.	.	.	2	37	42
All Light rail	473	495	519	581	675	830	854	920	945	1,033	1,052
All rail	36,810	38,748	41,698	43,577	46,318	46,479	47,446	47,965	49,222	50,401	51,849

(c) Passenger revenue											£ million (at current prices)
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
National Rail network	2,379	2,573	2,821	3,089	3,368	3,413	3,548	3,663	3,901	4,158	4,493
London Underground	765	797	899	977	1,058	1,129	1,151	1,138	1,161	1,241	1,309
Glasgow Underground	8	8	9	9	10	10	10	10	10	11	11
Docklands Light Railway	9	12	14	20	22	29	32	36	37	40	46
Tyne & Wear Metro	20	21	22	23	24	24	25	29	31	33	34
Blackpool Trams	5	4	5	4	4	4	5	5	4	4	4
Manchester Metrolink	11	13	14	..	..	18	20	20	21	22	23
Sheffield Supertram	4	5	6	6	7	7	8	10	9	11	10
Midland Metro	.	.	.	.	..	3	4	5	5	5	6
Croydon Tramlink	.	.	.	.	.	12	13	15	16	18	19
Nottingham NET	.	.	.	.	.	.	.	.	..	6	7
All Light rail	56	63	70	62	68	108	117	130	135	151	161
All rail	3,200	3,433	3,790	4,128	4,493	4,650	4,815	4,931	5,197	5,550	5,963

(d) Route kilometres open for passenger traffic											Number
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
National Rail network <sup>8</sup>	15,002	15,034	15,024	15,038	15,038	15,042	15,042	15,042	14,883	14,328	14,356
London Underground	392	392	392	392	408	408	408	408	408	408	408
Glasgow Underground	11	11	11	11	11	11	11	11	11	11	10
Docklands Light Railway	22	22	22	22	26	26	26	26	26	26	30
Tyne & Wear Metro	59	59	59	59	59	59	78	78	78	78	78
Blackpool Trams	18	18	18	18	18	18	18	18	18	18	18
Manchester Metrolink	31	31	31	31	39	39	39	39	39	39	39
Sheffield Supertram	29	29	29	29	29	29	29	29	29	29	29
Midland Metro	.	.	.	.	20	20	20	20	20	20	20
Croydon Tramlink	.	.	.	.	.	28	28	28	28	28	28
Nottingham NET	.	.	.	.	.	.	.	.	14	14	15
All Light rail	170	170	170	170	202	230	249	249	263	263	268
All rail	15,564	15,596	15,586	15,600	15,648	15,680	15,699	15,699	15,554	14,999	15,032

## 6.2 (continued) Rail systems: 1995/96-2005/06

(e) Stations or stops served											Number
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
National Rail network	2,497	2,498	2,495	2,499	2,503	2,508	2,508	2,508	2,507	2,508	2,510
London Underground	245	245	245	246	253	253	253	253	253	253	253
Glasgow Underground	15	15	15	15	15	15	15	15	15	15	15
Docklands Light Railway	28	28	29	29	34	34	34	34	34	34	38
Tyne & Wear Metro	46	46	46	46	46	46	58	58	58	58	59
Blackpool Trams	124	124	124	124	124	124	124	124	124	124	124
Manchester Metrolink	26	26	26	26	36	36	36	37	37	37	37
Sheffield Supertram	45	45	46	47	47	47	48	48	48	48	48
Midland Metro	.	.	.	.	23	23	23	23	23	23	23
Croydon Tramlink	.	.	.	.	.	38	38	38	38	38	39
Nottingham NET	.	.	.	.	.	.	.	.	23	23	23
All Light rail	284	284	286	287	325	363	376	377	400	400	406
All rail	3,026	3,027	3,026	3,032	3,081	3,124	3,137	3,138	3,160	3,161	3,169
(f) Loaded train or tram kilometres											Millions
National Rail network	372.2	375.0	376.3	405.1	418.4	427.2	435.9	443.3	446.2	458.4	463.2
London Underground	57.2	58.6	62.1	61.2	63.1	63.8	65.4	65.9	68.5	69.5	68.8
Glasgow Underground	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.1	1.1	1.1	1.2
Docklands Light Railway	2.0	2.2	2.4	2.6	2.9	2.9	2.9	3.2	3.4	3.3	3.4
Tyne & Wear Metro	5.4	5.0	4.8	4.8	4.8	4.7	4.7	6.3	6.3	5.6	5.5
Blackpool Trams	1.3	1.3	1.2	1.2	1.2	1.2	1.3	1.1	0.9	0.8	0.8
Manchester Metrolink	2.1	2.3	3.2	3.4	3.6	4.4	4.5	4.6	4.6	4.4	4.4
Sheffield Supertram	2.5	2.8	2.7	2.4	2.4	2.4	2.4	2.5	2.5	2.4	2.4
Midland Metro	.	.	.	.	.	1.9	1.6	1.7	1.7	1.6	1.7
Croydon Tramlink	.	.	.	.	.	2.1	2.4	2.5	2.5	2.4	2.4
Nottingham NET	.	.	.	.	.	.	.	.	0.2	1.0	1.2
All Light rail	14.4	14.7	15.4	15.5	16.1	20.8	21.0	23.0	23.2	22.8	23.0
All rail	443.8	448.3	453.8	481.8	497.6	511.8	522.3	532.2	537.9	550.6	555.0
(g) Passenger carriages or tramcars											Number
National Rail network <sup>9</sup>	8,504	..	..	..	..	..	..	..	..	..	..
London Underground	3,923	3,867	3,886	3,923	3,954	3,954	3,954	3,954	3,959	3,959	4,070
Glasgow Underground	41	41	41	41	41	41	41	41	41	41	41
Docklands Light Railway	70	70	70	70	70	70	74	94	94	94	94
Tyne & Wear Metro	90	90	90	90	90	90	90	90	90	90	90
Blackpool Trams	77	77	77	77	75	81	75	76	76	76	76
Manchester Metrolink	26	26	26	26	32	32	32	32	32	32	32
Sheffield Supertram	25	25	25	25	25	25	25	25	25	25	25
Midland Metro	.	.	.	.	16	16	16	16	16	16	16
Croydon Tramlink	.	.	.	.	24	24	24	24	24	24	24
Nottingham NET	.	.	.	.	.	.	.	.	15	15	15
All Light rail	329	329	329	329	373	379	377	398	413	413	413
All rail	12,756	..	..	..	..	..	..	..	..	..	..

1 Franchised train operating companies from February 1996 following rail privatisation

2 Tyne & Wear Metro extension to Sunderland opened in March 2002.

3 Blackpool Trams shown as a self-contained system.

4 Transfer of 20 stations from the rail network to Manchester Metrolink.

5 Midland Metro opened in 1999.

6 Croydon Tramlink opened in 2000.

7 Nottingham Express Transit opened in March 2004.

8 Break in series due to change in methodology (see notes and definitions section 6.5)

9 No data available for National Rail leased rolling stock after rail privatisation.

020-7944 3076

The National Rail and Underground figures in this table are outside the scope of National Statistics Sources: Network Rail, former Railtrack, ORR, TfL, light rail operators and PTEs

## Transport Statistics Great Britain 2006

### 6.3 National railways: receipts:<sup>1</sup> 1995/96-2005/06

	£ Million										
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
<b>All Passenger Operators</b>											
Ordinary fares	1,720	1,870	2,048	2,242	2,463	2,463	2,585	2,693	2,893	3,078	3,317
Season tickets	660	702	773	847	905	950	964	970	1,009	1,081	1,176
All tickets (current prices)	2,379	2,573	2,821	3,089	3,368	3,413	3,548	3,663	3,901	4,158	4,493
All tickets (2005/06 prices)	3,042	3,177	3,383	3,611	3,861	3,863	3,917	3,920	4,068	4,246	4,493

1 Includes British Rail services and those provided by private operators.  
Adjusted to 2005/06 prices using the GDP market price deflator.

☎020-7944 4977  
The figures in this table are outside the scope of National Statistics  
Source - ORR

### 6.4 Passenger kilometres on national railways:<sup>1</sup> 1995/96-2005/06

	Billions										
	1995/96	1996/97	1997/98	1998/99	1999/2000 <sup>2</sup>	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
<b>All Passenger Operators:</b>											
Ordinary fare	22.2	23.4	25.3	26.4	28.0	27.2	28.1	28.4	29.0	29.5	30.4
Season ticket	7.9	8.7	9.3	9.8	10.4	10.9	11.0	11.3	11.9	12.3	12.8
All tickets	30.0	32.1	34.7	36.3	38.5	38.2	39.1	39.7	40.9	41.8	43.2

1 Estimates of passenger kilometres are derived from ticket sales.  
Travel on season tickets assumes appropriate factors for the number of journeys made per ticket.

☎020-7944 4977  
The figures in this table are outside the scope of National Statistics  
Source - ORR

2 Break in series due to change in methodology ( see notes and definitions section 6)

### 6.5 National railways: route and stations open for traffic at end of year: 1995/96-2005/06

	Kilometres/number										
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05 <sup>2</sup>	2005/06
<b>Route open for traffic:</b>											
Electrified	5,163	5,176	5,166	5,166	5,167	5,167	5,167	5,167	5,200	5,200	5,205
Non-electrified	11,503	11,490	11,490	11,493	11,482	11,485	11,485	11,503	11,293	10,916	10,605
<b>All routes:</b>	16,666	16,666	16,656	16,659	16,649	16,652	16,652	16,670	16,493	16,116	15,810
Open for passenger traffic	15,002	15,034	15,024	15,038	15,038	15,042	15,042	15,042	14,883	14,328	14,356
Open for freight traffic only	1,664	1,632	1,632	1,621	1,610	1,610	1,610	1,610	1,610	1,788	1,454
<b>Passenger stations<sup>1</sup>:</b>	2,497	2,498	2,495	2,499	2,503	2,508	2,508	2,508	2,507	2,508	2,510

1 The number of stations shown are those on the national network.  
Metro stations and stations shared with London Underground are excluded.

☎020-7944 4977  
The figures in this table are outside the scope of National Statistics  
Source - Network Rail, formerly Railtrack

2 Break in series due to change in methodology ( see notes and definitions section 6)

### 6.6 National railways: punctuality and reliability: 1995/96-2005/06

	Percentage										
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
<b>Public Performance Measure (PPM)<sup>1</sup></b>	..	..	89.7	87.9	87.8	79.1	78.0	79.2	81.2	83.6	86.4
Punctuality	89.5	92.5	92.5	91.5	91.9	..	..	..	..	..	..
Reliability	98.8	99.1	98.9	98.8	98.8	..	..	..	..	..	..

1 The PPM is a measure of the percentage of trains arriving on time, combining punctuality and reliability. It replaced the former Passenger's Charter measures from June 2000.

☎020-7944 4977  
The figures in this table are outside the scope of National Statistics  
Source - ORR

## 6.7 London Underground: 1995/96-2005/06

	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
<b>Passenger Journeys (millions)</b>											
Ordinary <sup>1</sup>	416	418	448	463	477	486	491	495	491	486	460
Season ticket	368	354	384	403	450	484	462	446	457	490	510
All journeys	784	772	832	866	927	970	953	942	948	976	970
<b>Passenger kilometres (millions)</b>											
	6,337	6,153	6,479	6,716	7,171	7,470	7,451	7,367	7,340	7,606	7,586
<b>Receipts (£ million)</b>											
Ordinary <sup>1</sup>	430	449	510	547	579	610	636	628	625	663	677
Season ticket	335	348	389	430	479	519	515	510	536	578	629
Traffic receipts	765	797	899	977	1,058	1,129	1,151	1,138	1,161	1,241	1,309
Other income	51	56	62	69	91	100	101	107	115	78	44
All income (current prices)	816	854	961	1,045	1,149	1,229	1,251	1,244	1,277	1,319	1,353
All income at 2005/06 prices <sup>2</sup>	1,050	1,072	1,168	1,232	1,334	1,386	1,389	1,353	1,351	1,354	1,353
<b>Costs (£ million)</b>											
Rail operations <sup>3,4</sup>	612	629	681	869	962	1,115	1,341	1,628	..	..	..
Other operations	12	14	15	18	33	42	30	36	..	..	..
Depreciation, renewals, severance <sup>3</sup>	410	326	315	267	299	341	344	336	..	..	..
All costs (current prices)	1,034	970	1,010	1,154	1,294	1,497	1,715	2,000	..	..	..
All costs 2005/06 prices <sup>2</sup>	1,330	1,218	1,228	1,361	1,502	1,687	1,905	2,176	..	..	..
<b>Loaded train kilometres (millions)</b>											
	57	59	62	61	63	64	65	66	69	69	69
<b>Passenger place kilometres (billions)</b>											
	52	52	56	55	57	57	58	58	..	..	..
<b>Receipts per journey (£)</b>											
	0.98	1.03	1.08	1.13	1.14	1.16	1.21	1.21	1.22	1.27	1.35
<b>Receipts per jny at 2005/06 prices <sup>2</sup></b>											
	1.26	1.30	1.31	1.33	1.32	1.31	1.34	1.31	1.30	1.31	1.35
<b>Costs per train kilometre (£)</b>											
	18	17	16	19	21	23	26	31	..	..	..
<b>Costs per km at 2005/06 prices <sup>2</sup></b>											
	23	21	20	22	24	26	29	33	..	..	..
<b>Average no. passengers per train</b>											
	111	105	104	110	114	117	114	113	..	..	..
<b>Loss before grants and tax (£ m)</b>											
	218	116	50	109	145	268	464	756	..	..	..
<b>Loss at 2005/06 prices <sup>2</sup></b>											
	281	146	61	129	169	302	515	823	..	..	..
<b>Operational data (number)</b>											
Rail staff	16,011	16,011	15,892	16,032	16,462	16,956	18,679	17,214	..	..	..
Stations	245	245	245	246	253	253	253	253	253	253	253
Rail carriages	3,923	3,867	3,886	3,923	3,954	3,954	3,954	3,954	3,959	3,959	4,070
Route kilometres	392	392	392	392	408	408	408	408	408	408	408

1 Ordinary journeys include daily travelcards and those where concessionary fares apply.

2 Adjustment to 2005/06 values using the RPI.

3 From 1998/99, following a change in London Underground's accounting policy, expenditure that had previously been treated as renewals was either charged to the cost of operations or capitalised as an addition to fixed assets.

4 The cost of rail operations includes most of the costs of London Underground's PFI and PPP contracts that are delivering a modernised tube network.

020-7944 3076

The figures in this table are outside the scope of National Statistics  
Source - Transport for London

## 6.8 Channel Tunnel: traffic to and from Europe: 1994-2005

	1994 <sup>1</sup>	1995	1996 <sup>2</sup>	1997 <sup>2</sup>	1998	1999	2000	2001	2002	2003	2004	2005
<b>Thousands</b>												
<b>Vehicles carried on Le Shuttle:</b>												
Passenger	82	1,246	2,135	2,383	3,448	3,342	2,864	2,605	2,408	2,351	2,165	2,124
Freight	65	391	519	268	705	839	1,133	1,198	1,231	1,285	1,281	1,309
All vehicles	147	1,637	2,654	2,651	4,153	4,181	3,997	3,803	3,639	3,636	3,446	3,433
<b>Passengers on Eurostar and Le Shuttle</b>												
	315	7,081	12,809	14,653	18,405	17,550	17,018	16,313	15,252	14,699	15,064	15,527
<b>Through-train freight tonnes</b>												
	452	1,411	2,361	2,925	3,141	2,865	2,947	2,447	1,487	1,743	1,889	1,588

1 Opened for freight services in June 1994 and for through passenger services in November. Passenger shuttle services opened in December.

2 Figures for 1996 and 1997 were affected by a fire on 16 November 1996.

Tourist shuttle resumed services on 10 Dec 1996 with full freight services resuming on 15 June 1997.

020-7944 4977

The figures in this table are outside the scope of National Statistics

Sources - Eurotunnel, Eurostar and EWS International

## Transport Statistics Great Britain 2006

### 6.9 Bus and coach services: vehicle kilometres: 1995/96-2005/06

(a) Local bus services by area											Millions
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
London	353	342	362	358	362	371	377	404	473	466	465
English metropolitan areas	695	692	697	684	661	654	646	630	596	575	547
English other areas	1,102	1,116	1,083	1,123	1,160	1,134	1,102	1,082	1,063	1,088	1,086
England	2,150	2,150	2,142	2,165	2,183	2,158	2,125	2,117	2,132	2,129	2,098
Scotland	350	368	368	358	363	369	368	374	369	357	357
Wales	123	120	117	118	123	126	126	123	113	116	115
Great Britain	2,623	2,638	2,628	2,642	2,670	2,653	2,618	2,613	2,613	2,601	2,570
All outside London	2,270	2,296	2,266	2,284	2,308	2,282	2,241	2,209	2,140	2,135	2,105

(b) Local bus services outside London by area											Millions
	2003/04			2004/05			2005/06				
	Comm- ercial	Sub- sidised	Total	Comm- ercial	Sub- sidised	Total	Comm- ercial	Sub- sidised	Total		
English metropolitan areas	509	87	596	491	85	575	467	80	547		
English other areas	823	240	1,063	810	278	1,088	797	289	1,086		
Scotland	302	67	369	301	56	357	296	61	357		
Wales	85	28	113	84	32	116	80	35	115		
All outside London	1,719	422	2,140	1,685	450	2,135	1,640	465	2,105		

(c) All services											Millions
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Local bus services	2,623	2,638	2,628	2,642	2,670	2,653	2,618	2,613	2,613	2,601	2,570
Other (non-local) services	1,482	1,503	1,558	1,590	1,451	1,507	1,479	1,336	1,398	1,343	1,395
All services	4,105	4,141	4,186	4,232	4,121	4,160	4,097	3,949	4,011	3,944	3,965

020-7944 3076

### 6.10 Bus and coach services: vehicle stock: 1995/96-2005/06

											Thousands
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Single deckers:											
up to 16 seats	8.8	10.0	10.5	10.9	11.5	10.8	11.3	11.7	14.2	14.4	15.6
17-35 seats	16.5	16.6	13.6	14.4	13.9	15.0	13.0	12.9	..	..	..
36 plus seats	30.8	30.5	34.9	36.4	37.5	37.5	39.2	37.9	..	..	..
All single deckers	56.1	57.1	59.0	61.7	62.9	63.3	63.5	62.5	63.6	64.0	65.3
All double deckers	19.6	18.6	17.1	17.0	16.8	16.0	16.0	16.3	16.5	16.6	15.5
All vehicles <sup>1</sup>	75.7	75.7	76.1	78.7	79.7	79.2	79.5	78.8	80.1	80.6	80.8

<sup>1</sup> Public Service Vehicles in tax classes 34 and 38. Taken from DfT's annual surveys.

020-7944 3076



### 6.11 Bus and coach services: passenger receipts (Including concessionary fare reimbursement): 1994/95-2004/05

(a) Local bus services by area (current prices)											£ Million
Area	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
London	492	520	561	599	626	652	674	695	715	767	871
English metropolitan areas	656	657	672	719	718	704	747	764	786	815	846
English other areas	830	838	866	906	930	972	1,038	1,074	1,135	1,281	1,311
England	1,978	2,015	2,099	2,224	2,274	2,328	2,459	2,533	2,635	2,863	3,028
Scotland	295	293	290	296	300	314	332	321	354	358	381
Wales	78	81	83	81	85	88	99	98	105	105	110
Great Britain	2,351	2,389	2,472	2,601	2,659	2,731	2,890	2,952	3,094	3,326	3,519
All outside London	1,859	1,869	1,911	2,002	2,033	2,078	2,216	2,257	2,379	2,559	2,648

(b) All services at current prices											£ Million
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Local bus services	2,351	2,389	2,472	2,601	2,659	2,731	2,890	2,952	3,094	3,326	3,519
Other (non-local) services	983	1,024	1,067	1,144	1,260	1,390	1,556	1,606	1,535	1,586	1,603
All services	3,334	3,413	3,539	3,745	3,919	4,121	4,446	4,558	4,629	4,912	5,122

(c) All services at 2005/06 prices <sup>1</sup>											£ Million
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Local bus services	3,117	3,073	3,082	3,147	3,136	3,161	3,283	3,285	3,350	3,501	3,594
Other (non-local) services	1,303	1,317	1,328	1,384	1,486	1,607	1,774	1,788	1,658	1,664	1,637
All services	4,421	4,391	4,410	4,531	4,622	4,768	5,057	5,074	5,008	5,164	5,231

1 Data for 2005/06 not yet available. Prices for the series are adjusted for general inflation to 2005/06 prices, using the GDP market price deflator.

☎020-7944 3076

### 6.12 Bus and coach services: staff employed: 1995/96-2005/06

											Thousands
Staff	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Drivers & crew	106.1	106.3	108.7	113.6	117.1	116.8	117.9	118.0	122.0	126.0	126.0
Maintenance	22.0	21.4	19.9	20.0	19.8	19.6	20.8	19.3	19.7	20.6	20.1
Other	17.8	18.0	17.3	18.1	17.9	19.5	21.5	17.9	20.7	20.0	20.4
All staff <sup>1</sup>	145.9	145.7	145.9	151.7	154.8	156.0	160.2	155.2	162.4	166.6	166.5

1 The full-time equivalents of all part time staff and all working proprietors are classified according to their main occupation.

☎020-7944 3076

### 6.13 Local bus services: passenger journeys by area: 1995/96-2005/06<sup>1</sup>

											Millions
Area	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
London	1,193	1,230	1,281	1,266	1,294	1,347	1,422	1,527	1,692	1,777	1,810
English metropolitan areas	1,358	1,310	1,292	1,256	1,213	1,203	1,196	1,182	1,162	1,131	1,117
English other areas	1,303	1,304	1,286	1,286	1,297	1,292	1,263	1,255	1,233	1,213	1,198
England	3,853	3,844	3,859	3,808	3,804	3,842	3,881	3,964	4,087	4,121	4,125
Scotland	506	478	449	424	455	458	466	471	478	479	477
Wales	130	133	122	118	117	119	108	115	116	118	118
Great Britain	4,489	4,455	4,430	4,350	4,376	4,420	4,455	4,550	4,681	4,718	4,719
All outside London	3,296	3,225	3,149	3,084	3,082	3,073	3,033	3,023	2,989	2,941	2,909

1 Previous years figures have been revised (See notes and definitions of Section 6)

☎020-7944 3076

# Transport Statistics Great Britain 2006

## 6.14 Local bus services: Local authority support by area: 1994/95-2004/05

(a) Concessionary fare reimbursement: by area (current prices)											£ Million
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
London	100	103	106	110	113	117	119	129	128	132	140
English metropolitan areas	177	177	174	176	176	175	183	183	181	185	191
English other areas	99	102	102	104	103	102	113	122	122	131	138
England	376	382	382	390	393	394	415	435	431	448	469
Scotland	41	40	40	39	42	41	35	35	60	86	89
Wales	8	9	9	8	8	10	11	13	30	37	37
Great Britain	425	431	432	437	443	445	461	483	521	571	595
All outside London	325	328	326	327	330	328	342	354	393	439	455

(b) Public transport support: by area (current prices)											£ Million
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
London <sup>1</sup>	55	30	12	1	12	10	84	186	421	560	545
English metropolitan areas	100	100	106	98	109	109	120	121	106	113	117
English other areas	87	87	83	86	110	127	136	142	165	187	192
England	242	217	201	185	231	246	340	449	692	860	854
Scotland	22	25	26	23	22	25	28	33	35	51	60
Wales	8	9	8	9	11	14	16	20	21	23	25
Great Britain	272	251	236	218	265	284	383	498	748	912	939
All outside London	217	221	224	217	253	274	299	312	327	352	394

(c) Great Britain at 2005/06 prices <sup>2</sup>											£ Million
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Concessionary fare reimbursement	564	554	524	528	522	514	526	538	563	599	607
Public transport support	361	323	287	258	305	320	426	540	808	928	959

1 London figures are affected by operational changes after the privatisation of London Transport Buses. From 1994/95, contracts with bus operators replaced the former support.

2 Adjusted for general inflation to 2005/06 prices.

2005/6 data not yet available, and will be published by DfT in November.

020-7944 3076

## 6.15 Local bus services: fare indices by area: 1995/96-2005/06

											1995=100
Area	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
London	101.1	105.4	109.3	113.7	117.2	117.2	115.5	114.8	116.9	126.8	139.7
English metropolitan areas	101.5	106.9	113.3	118.7	124.6	129.9	137.4	142.7	148.0	154.2	167.0
English other areas	101.1	106.0	111.5	116.7	122.0	128.6	135.1	141.7	148.5	155.7	165.9
England	101.2	106.1	111.4	116.5	121.5	125.9	130.3	134.2	139.1	146.2	159.2
Scotland	100.8	108.0	116.5	121.8	125.3	129.9	131.8	134.5	136.8	140.4	144.6
Wales	100.7	104.4	110.1	116.3	122.2	127.5	133.5	139.5	145.5	152.4	160.2
Great Britain	101.2	106.3	112.0	117.1	122.0	126.4	130.6	134.5	139.1	145.7	156.3
All outside London	101.2	106.6	112.8	118.2	123.4	129.2	135.3	140.8	146.3	152.5	162.4
Retail Prices Index	100.7	103.1	106.5	109.9	111.6	114.9	116.6	119.1	122.4	126.2	129.6

020-7944 3076

## 6.16 Local bus services: operating costs per vehicle-kilometre: 1994/95-2004/05

(a) At current prices											Pence per vehicle kilometre <sup>1</sup>
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
London <sup>2</sup>	147	141	154	152	155	157	168	178	203	210	221
English PTE areas	89	92	94	90	90	92	101	105	105	114	118
English other areas	76	76	74	76	79	81	87	94	89	100	94
England	92	92	91	92	94	96	105	111	114	127	128
Scotland	79	80	73	74	77	73	78	84	80	80	86
Wales	67	71	65	71	74	74	76	77	84	83	82
Great Britain	89	89	88	89	91	92	100	105	108	118	120
All outside London	80	81	79	81	84	82	89	95	92	99	98

(b) At 2005/06 prices <sup>3</sup>											Pence per vehicle kilometre <sup>1</sup>
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
London <sup>2</sup>	195	181	192	184	183	181	192	198	219	220	226
English PTE areas	118	118	117	109	106	106	115	117	113	120	120
English other areas	101	98	92	92	93	94	99	105	96	105	96
England	122	118	113	111	111	111	120	124	123	133	131
Scotland	105	103	91	89	91	84	89	94	86	84	88
Wales	89	91	81	86	87	86	87	86	91	87	84
Great Britain	118	114	110	108	107	106	114	117	117	124	123
All outside London	106	104	98	98	99	95	101	106	99	104	100

1 Net of fuel duty rebate. Includes depreciation of vehicles.

020-7944 3076

2 Routes operated under contract to Transport for London on the London bus network and other scheduled local services.

3 Adjusted for general inflation to 2005/06 prices using the Retail Prices Index.

## 6.17 Taxis: vehicles, drivers and fares: England and Wales: 1995-2005/6

											Thousands/Index
	1995	1996	1997	1998	1999	2000	2001	2002	2003/04	2004/05	2005/06
<b>London</b>											
Number of licensed taxis <sup>1</sup>	18.3	18.7	18.9	19.4	19.2	20.9	20.5	20.5	20.8	20.7	21.4
Number of licensed drivers	22.0	22.1	22.3	22.7	23.3	23.7	24.5	24.5	24.8	24.7	24.7
Taxi fare index 1995=100 <sup>2</sup>	100	105	109	113	118	125	140	150	..	..	..
Private Hire Vehicles	..	..	..	..	..	..	..	..	..	32.4	39.9
<b>Outside London</b>											
Number of licensed taxis <sup>1</sup>	..	..	36.5	..	42.1	..	42.6	..	45.9	47.1	..
Number of licensed drivers <sup>3</sup>	..	..	83.2	..	98.2	..	96.4	..	48.0	47.7	..
Taxi fare index 1995=100 <sup>2</sup>	100	107	109	116	122	..	130	..	..	..	..
Private Hire Vehicles	..	..	66.2	..	..	..	..	..	80.8	..	..

1 Data for London are from TfL. Outside London they are from surveys of district councils and unitary authorities.

020-7944 3076

2 Fare changes are not collected each year. Fare rises usually take place in the spring in London, or at various times of the year outside London, so these indices can only give a guide.

The figures in this table are outside the scope of National Statistics  
Source - licensing authorities

3 Dual licensing of drivers for both taxis and PHVs may have overstated the figures from 1994 to 2001.



## 7 Roads and Traffic:

### Notes and Definitions

#### Road traffic: 7.1, 7.2, 7.3 and 7.4

##### Special Note

##### Quality Review

1. The Department is undertaking a *Quality Review* of its road traffic estimates, under National Statistics guidelines. The report of this *Quality Review* will be made available via the Department for Transport website.

##### Methodological Note

2. A revised short paper (*How National Traffic Estimates are Made*) outlining the full methodology used by the Department to calculate traffic estimates is now available from: Department for Transport, Transport Statistics Roads 2 Division, Zone 2/14, Great Minster House, 76 Marsham Street, London SW1P 4DR.

##### Local Authority level statistics

3. Estimates of road traffic statistics at local authority level, together with corresponding figures for casualties in road accidents, are available on the DfT web site.

**They are provided to enable the calculation and monitoring of road casualty rates for individual local authorities. These traffic figures are less robust than the regional and national totals and are not classed as National Statistics.**

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##### End of Special Note

The total activity of traffic on the road network in Great Britain is measured in vehicle kilometres. In table 7.2 road traffic is given by vehicle class and year. The traffic for each year relates to the public road network in place in that year. Thus growth over time is the product of any change in the network (kilometres) and the change in traffic flow (vehicles).

For each link of the major road network, the Department produces estimates of annual average daily flow (AADF). They are produced using 12-hour manual data counts from a large number of sites and traffic profiles derived from automatic counters at about 190 sites. These estimates can be supplied individually or as a whole set via various media such as Email, CD-Rom, or floppy disc. The definitions for the vehicle types included in the traffic census are given below:

*All motor vehicles:* All vehicles except pedal cycles.

*Cars and taxis:* Includes: estate cars, all light vans with windows to the rear of the driver's seat, passenger vehicles of up to 3.5 tonnes gross vehicle weight with 9 or fewer seats, three-wheeled cars, motorised invalid carriages, Land Rovers, Range Rovers and Jeeps. Cars towing caravans or trailers are counted as one vehicle. The definition used for traffic statistics therefore differs from that used in the vehicle licensing statistics shown in tables 9.1-9.8.

*Goods vehicles:*

*Rigid with two axles:* Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two axles. Includes tractors (without trailers), road rollers, box vans and similar large vans. A two axle motor tractive unit without trailer is also included.

*Rigid with three axles:* Includes all non-articulated goods vehicles with three axles irrespective of the position of the axles. Excludes two axle rigid vehicles towing a single axle caravan or trailer. Three axle motor tractive units without a trailer are also included.

*Rigid with four or more axles:* Includes all non-articulated goods vehicles with four axles, regardless of the position of the axles. Excludes two or three axle rigid vehicles towing a caravan or trailer.

*Articulated goods vehicles:* When a goods vehicle is travelling with one or more axles raised from the road (sleeping axles or hobos) then the vehicle is classified into the class of the number of axles on the road, and not to the class of the total number of axles. Articulated goods vehicles with 3 and 4 axles are merged into one category, as they are not differentiated during manual traffic counts.

*Articulated with three axles (or with trailer):* Includes all articulated vehicles with three axles. The motor tractive unit will have two axles and the trailer one. Also included in this class are two axle rigid goods vehicles towing a single axle caravan or trailer.

*Articulated with four axles (or with trailer):* Includes all articulated vehicles with a total of four axles regardless of the position of the axles, i.e. two on the tractive unit with two on the trailer, or three on the tractive unit with one on the trailer. Also includes two axle rigid goods vehicles towing two axle close coupled or drawbar trailers.

*Articulated with five axles (or with trailer):* This includes all articulated vehicles with a total of five axles regardless of the position of the axles. Also includes rigid vehicles drawing close coupled or drawbar trailers where the total axle number equals

## Transport Statistics Great Britain 2006

five and articulated vehicles where the motor tractive unit has more than one trailer and the total axle number equals five.

*Articulated with six or more axles (or with trailer):* This includes all articulated vehicles with a total of six or more axles regardless of the position of the axles. Also includes rigid vehicles drawing close coupled or drawbar trailers where the total axle number equals six or more and articulated vehicles where the motor tractive unit has more than one trailer and the total axle number equals six or more.

*Larger buses and coaches:* Includes all public service vehicles and works buses over 3.5 tonnes gross vehicle weight.

*Light vans:* Goods vehicle up to 3.5 tonnes gross vehicle weight. Includes all car-based vans and those of the next largest carrying capacity such as transit vans. Also included are ambulances, pickups, milk floats and pedestrian controlled vehicles. Most of this group are delivery vans of one type or another.

*Motor cycles etc:* Includes motor cycles, scooters and mopeds and all motor cycle or scooter combinations.

*Pedal cycles:* Includes all non-motorised cycles.

### Forecasts of Road Traffic: 7.5

The forecasts in Table 7.5 are derived from the supporting modelling and analytical work that informed the *The Future of Transport White Paper* published in July 2004. The forecasts show traffic growth in England, disaggregated by vehicle type. The figures in the table are based to 2000 = 100. Further details of the Department's [National Transport Model](#) can be found on the DfT web site.

### Road network: 7.6, 7.8 and 7.9

The lengths of trunk roads, including motorways, in England are obtained from the Highways Agency and local authorities and for Scotland and Wales from the Scottish Executive and the Welsh Assembly Government respectively. Lengths for other major non-trunk roads, (principal 'A' roads and principal motorways) are obtained from the major roads database maintained by the Department for Transport using information from the Government Offices, local authorities and Ordnance Survey. Road length information for minor B, C and unclassified roads are obtained from Ordnance Survey roads data, OSCAR Asset Manager. All figures given in tables 7.8 and 7.9 are road lengths at 1 April of each year. The road definitions are as follows:

*Major roads:* Include motorways and all class 'A' roads. These roads usually have high traffic flows and are often the main arteries to major destinations.

*Motorways* (built under the enabling legislation of the *Special Roads Act 1949*, now consolidated in the

*Highways Acts of 1959 and 1980*): Are major roads of regional and urban strategic importance, often used for long distance travel. They are usually three or more lanes in each direction and generally have the maximum speed limit of 70mph.

'A' Roads: Can be **trunk** or **principal** roads. These are often described as the 'main' roads and tend to have heavy traffic flows though not as high as motorways.

*Trunk roads (designated by the Trunk roads Acts 1936 and 1946):* Major roads comprising the national network of through routes. The network contains both motorways (which legally are special roads reserved for certain classes of traffic), and all-purpose roads (which are open to all classes of traffic). All-purpose trunk roads are class 'A' roads as are most principal roads, see below. It is very common for inter-urban stretches of a given road to be classed as an all purpose trunk road, with one or more urban stretches of the same (with the same road number) classified as principal.

In England the trunk road highway authority is the Secretary of State for Transport, though certain responsibilities are delegated to the Highways Agency. The trunk road highway authority in Scotland is the Scottish Executive, and the highways authority in Wales is the Welsh Assembly Government.

*Non-trunk roads:* Roads for which local authorities are highway authorities. The Secretary of State, the Scottish Executive, and the Welsh Assembly Government have power to classify non-trunk roads in agreement with the local highway authority. Non-trunk roads are therefore either classified or unclassified, the former being of two types, principal and non-principal. The classified principal roads are class 'A' roads, except for a few local authority motorways, and are of regional and urban strategic importance. The non-principal roads are those which distribute traffic to urban and regional localities. The non-principal roads are sub-divided into B and C classes. Unclassified roads are those in the least important categories, i.e. local distributor and access roads.

*Minor Roads:* These are 'B' and 'C' classified roads and unclassified roads (all of which are maintained by the local authorities), as referred to above. Class III (later 'C') roads were created in April 1946. Previously these roads were 'unclassified'. 'B' Roads in urban areas can have relatively high traffic flows, but are not regarded as being as significant as 'A' roads. They are useful distributor roads often between towns or villages. 'B' Roads in rural areas often have markedly low traffic flows compared with their 'A' road counterparts. 'C' Roads are regarded as of lesser importance than either 'B' or 'A' roads, and generally have only one carriageway of two lanes and carry less

traffic. They can have low traffic flows in rural areas. Unclassified roads include residential roads both in urban and rural situations and rural lanes, the latter again normally having very low traffic flows. Most unclassified roads will have only two lanes, and in rural areas may only have one lane with "passing bays" at intervals to allow for two-way traffic flow.

*Urban roads:* Are major and minor roads within an urban area with a population of 10,000 or more. The definition is based on the 2001 DCLG definition of Urban Settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the DCLG web site.

*Rural roads:* Are major and minor roads outside urban areas (these urban areas have a population of more than 10,000 people).

*Private Roads:* Are included in the major roads as these private roads (usually toll roads, tunnels or bridges) are accessible to the general public, whereas private minor roads, not usually being accessible to the general public, are not included.

### Vehicle speeds: 7.10 and 7.11

The types of vehicle analysed in the urban and non-urban survey are motor cycles, cars, cars towing, LGVs, buses/coaches, rigid 2 axles HGVs, rigid 3 and rigid 4 axles HGVs, 4 axles articulated HGVs and 5 or more axles articulated HGVs. The automatic counters identify rigid 2 axles lorries but cannot distinguish between vehicles weighing less than 7.5 tonnes gross and those weighing more. The weight of this type of vehicle determines its speed limit on non-urban roads. Consequently it is impossible to tell how many rigid 2 axles HGVs are speeding. (For further details of speed limits for different types of vehicle on different classes of non-built up road, see Annex B of *Vehicle Speeds* bulletin, produced by Transport Statistics DfT).

*Non-urban roads* (Table 7.10): The speeds indicated are average traffic speeds from 27 motorway sites, 7 dual carriageway sites and 26 single carriageway sites.

*Urban roads* (Table 7.11): Speed measurements were taken from 26 sites with speed limits of 30 mph and from 10 sites with speed limits of 40 mph.

### Regional expenditure on roads: 7.13

Whereas the figures in Table 1.15 relate to net expenditure, those in Table 7.13 relate to gross expenditure. For this reason, and because of certain differences in coverage (in particular the treatment of professional and technical services), England totals differ from those in Table 1.16.

The local roads figure for new construction/improvement plus structural maintenance includes expenditure on technical surveys. These figures include both expenditure recorded on local authority capital expenditure returns and also structural maintenance recorded on the revenue returns. Structural maintenance includes reconstruction, overlay, resurfacing, patching, surface dressing, drainage, footways, bridges, earthworks and fences. Routine maintenance includes verge maintenance, sweeping, gullies, signals, signs and marking. Winter maintenance includes salting, snow clearance and the maintenance and operation of ice detection equipment.

Figures for motorways and trunk roads are not directly comparable with previously published data for years earlier than 2001/02, as the Highways Agency is now using a resource accounting system. The introduction of the new accounting systems has led to changes in categorisation and slight adjustments to the way some figures are calculated.

### Road construction tender price index: 7.14

The overall index provides a measure of the change in tender prices for road construction in Great Britain. Since the end of June 1992, it has been based on bills of quantities for the winning tenders for new contracts with a works cost of £1 million or more. (Before that date the cut off was £250,000.) The index includes all HA national road - and local authority principal road - new build projects, and maintenance projects of appropriate value. The published annual figures are derived from a quarterly series produced by the Construction Market Intelligence Division of the Department of Trade and Industry.

For each project a price relative is produced by re-pricing, using 1990 prices, after making an adjustment for preliminary and balancing items, the quantifiable items in the bill of quantities. Then the total adjusted cost of the quantifiable items at current prices is divided by their total adjusted cost at 1990 prices, over all contracts, in order to calculate the project price relative. A value-weighted index calculated by combining the price relatives of a single quarter's contracts, often relatively few in number, would be over-sensitive to tender prices of individual large schemes. For this reason a smoothed quarterly series is produced based on adjustment factors for type of work, location and contract size.

### Road Tax Revenue: 7.15

Information on fuel tax revenues is collected by Customs and Excise. Fuel tax returns are initially allocated only from total petrol and diesel fuel sales. Information on vehicle excise duty is collected by the Driver and Vehicle Licensing Agency (DVLA)

and reported in financial returns and the motor tax account. These figures do not include revenues from trade plates but do include revenue from duties that are subsequently refunded. Vehicle numbers are averages based on quarterly analyses and therefore differ from the end year estimates given in section three.

Latest estimates on revenue loss from vehicle excise duty evasion is available from a DfT report – ‘Vehicle Excise Duty Evasion 2005’ or at [www.dft.gov.uk/transtat](http://www.dft.gov.uk/transtat)

### **New road construction and improvements: 7.16**

Start figures from 1996/97 onwards include schemes under Design, Build Finance and Operate (DBFO) contracts. These contracts, which are a part of the Private Finance Initiative, involve the private sector in the provision and improvement of sections of trunk road, or in a few cases of motorway, and in the management of both their own works and contiguous stretches of road over a lengthy period. The private sector provides the funding and is reimbursed by Government through payments linked to usage and performance.

In 1997/98 there were no new starts for any national schemes (including PFI schemes see above) that involved the construction of additional lane kilometres. This reflected policy decisions taken by the previous and present governments. There were no completions in 2001/02.

### **Defects index of road condition: 7.17**

The defects index is a composite measure of road condition produced by combining a number of carriageway physical defects visible at the surface; a higher value of the defects index representing worse condition. The index is derived by adding together individual defects weighted by their relative costs of repair at constant (1986/87) prices. For each road class the index is set at 100 for the base year (1977). The base year is simply the first for which results are available and does not represent a ‘standard’ or ‘target’. As the index values are estimates based on a sample survey they are subject to uncertainty and have therefore been shown as a best estimate, which is the mid-point of a 90 per cent confidence interval i.e. a range which has a 9 in 10 chance of including the true value of the index. Motorways are excluded from the survey because of the expensive traffic control measures that would be required to carry out visual surveying of the carriageways on these roads.

Following a change in survey methodology, comparable results for all-purpose trunk roads, and hence all local roads, are not available from 2003.

### **Contribution of defects to defects index: 7.18**

The defects index (see 7.17 above for description) is derived from a combination of extent, severity and cost of treatment for the defects listed below. The figure shows their estimated contributions to the road condition defects index.

*Wheel-track Rutting:* Wheel-track rutting does not necessarily indicate structural damage but it is undesirable because the ruts can hold water which can cause skidding, especially in Winter when the roads can become icy. The survey records the average depth of deformation in the near side wheel-track in millimetres.

*Wheel-track Cracking:* Most vehicles follow a similar path on a road, resulting in the formation of identifiable wheel-tracks. The significance of the wheel-tracks is that damage to the road structure, as well as the surface, is most serious there. In particular, cracking in the area of the wheel-tracks may indicate structural damage, especially if associated with the presence of a rut along the wheel-track. The survey records the average length of cracking present, per 100 metres of road and is weighted by an assessment of it severity.

*Whole-carriageway Major Deterioration:* The survey records the percentage of the carriageway area affected by cracking, coarse crazing or loss of aggregate, deformation or defective patches.

*Whole-carriageway Minor Deterioration:* The survey records the number of 20 metre lengths per 100 metres of road where fine crazing, loss of chippings from surface dressing or excess bitumen on the pavement surface show the need for a maintenance treatment.

*Edge Deterioration:* The survey records the length of carriageway edge with disintegration along the edge, erosion of verges or failed patching, per 100 metres of edge.

*Other:* The survey also records patching (the percentage of carriageway consisting of patches or reinstatements) and potholes (including broken, sunken or upstanding manhole covers and isolated depressions more than 25mm deep).

### **Footways condition: 7.19**

The two measures of footway defects recorded by the survey (see 7.17 above for description) are shown below. Trends in these two measures are shown in the figures. As the defects values are estimates based on a sample survey they are subject to uncertainty and have therefore been shown as a best estimate, which is the mid-point of a 90 per cent confidence interval i.e. a range which has a 9 in 10 chance of including the true value of the index.



*Footway Deterioration:* The percentage of footway length subject to deterioration.

*Footway Trip hazards:* The average number of spot conditions in every 100 metres, which constitute a specific danger to pedestrians. Where a surveyed site has a footway on both sides of the carriageway, the average condition of the two footways is used in the calculation of the national average.

### **Verges and kerbs affected by deterioration: 7.20**

Trends in the percentage of verge area which is disintegrating or deformed, and the percentage of kerb length which needs replacing or resetting, are shown in the figures. As the defects values are estimates based on a sample survey they are subject to uncertainty and have therefore been shown as a best estimate, which is the mid-point of a 90 per cent confidence interval i.e. a range which has a 9 in 10 chance of including the true value of the index.

# Transport Statistics Great Britain 2006

## 7.1 Road traffic by type of vehicle: 1949-2005

For greater detail for the years 1995-2005 see Table 7.2

Year	Billion vehicle-kilometres						
	Cars and taxis	Motor cycles etc	Larger buses & coaches	Light vans <sup>1</sup>	Goods vehicles <sup>2</sup>	All motor vehicles	Pedal cycles
1949	20.3	3.1	4.1	6.5	12.5	46.5	23.6
1950	25.6	4.4	4.1	7.8	11.2	53.1	19.9
1951	29.3	5.6	4.2	8.2	11.7	58.9	20.8
1952	30.6	6.0	4.2	8.7	11.3	60.8	22.9
1953	33.4	6.7	4.2	9.1	11.5	64.9	20.8
1954	37.2	6.9	4.2	9.3	12.2	69.7	18.8
1955	42.3	7.5	4.2	9.8	13.2	77.0	18.2
1956	46.2	7.4	4.2	10.0	13.0	80.8	16.2
1957	45.2	8.3	4.0	10.3	12.5	80.3	16.1
1958	55.4	8.4	3.9	11.9	13.5	93.0	14.1
1959	62.2	9.8	4.0	13.7	14.6	104.2	13.6
1960	68.0	10.0	3.9	15.0	15.3	112.3	12.0
1961	76.9	9.7	4.0	16.4	15.5	122.4	10.9
1962	83.7	8.7	4.0	16.6	15.4	128.3	9.3
1963	91.4	7.6	4.0	17.6	15.7	136.3	8.2
1964	105.7	7.5	4.0	17.7	17.4	152.3	8.0
1965	115.8	6.7	3.9	19.0	17.3	162.7	7.0
1966	126.5	6.0	3.9	19.0	17.5	172.9	6.3
1967	135.1	5.2	3.8	18.7	17.2	180.0	5.6
1968	142.7	4.7	3.8	18.9	17.6	187.7	5.0
1969	147.9	4.2	3.8	19.3	17.4	192.5	4.6
1970	155.0	4.0	3.6	20.3	17.6	200.5	4.4
1971	165.1	3.9	3.6	21.3	18.1	212.0	4.3
1972	174.7	3.7	3.6	22.2	18.4	222.5	3.9
1973	184.0	3.9	3.5	23.3	19.3	234.0	3.7
1974	180.0	4.2	3.3	23.6	18.6	229.7	3.8
1975	181.6	5.1	3.2	23.5	18.3	231.7	4.4
1976	190.4	6.3	3.3	24.2	19.2	243.5	5.0
1977	194.1	6.2	3.2	24.5	18.8	246.8	6.1
1978	202.4	6.1	3.3	25.2	19.5	256.5	5.1
1979	201.5	6.4	3.3	25.1	19.6	255.9	4.6
1980	215.0	7.7	3.5	26.1	19.7	271.9	5.1
1981	219.5	8.9	3.5	26.2	18.9	276.9	5.4
1982	227.3	9.2	3.5	26.0	18.4	284.5	6.4
1983	231.2	8.3	3.7	26.1	18.8	288.1	6.4
1984	244.0	8.1	3.9	27.5	19.6	303.1	6.4
1985	250.5	7.4	3.7	28.6	19.6	309.7	6.1
1986	264.4	7.1	3.7	30.0	20.1	325.3	5.5
1987	284.6	6.7	4.1	32.7	22.3	350.5	5.7
1988	305.4	6.0	4.3	36.2	23.8	375.7	5.2
1989	331.3	5.9	4.5	39.7	25.5	406.9	5.2
1990	335.9	5.6	4.6	39.9	24.9	410.8	5.3
1991	335.2	5.4	4.8	41.7	24.5	411.6	5.2
1992	338.0	4.5	4.6	41.2	23.8	412.1	4.7
1993 <sup>3</sup>	338.1	3.8	4.6	41.6	24.3	412.3	4.0
1994	345.0	3.8	4.6	43.3	24.8	421.5	4.0
1995	351.1	3.7	4.9	44.5	25.4	429.7	4.1
1996	359.9	3.8	5.0	46.2	26.2	441.1	4.1
1997	365.8	4.0	5.2	48.6	26.9	450.3	4.1
1998	370.6	4.1	5.2	50.8	27.7	458.5	4.0
1999	377.4	4.5	5.3	51.6	28.1	467.0	4.1
2000	376.8	4.6	5.2	52.3	28.2	467.1	4.2
2001	382.8	4.8	5.2	53.7	28.1	474.4	4.2
2002	392.9	5.1	5.2	55.0	28.3	486.5	4.4
2003	393.1	5.6	5.4	57.9	28.5	490.4	4.5
2004	398.1	5.2	5.2	60.8	29.4	498.6	4.2 <sup>4</sup>
2005	397.2	5.4	5.2	62.6	29.0	499.4	4.4 <sup>4</sup>

1 Not exceeding 3,500 kgs gross vehicle weight.

020-7944 3095

2 Over 3,500 kgs gross vehicle weight.

3 Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier.

4 Refinements to the minor roads pedal cycle methodology have been made; these improvements have resulted in revisions to 2004 pedal cycle estimates onwards - See the 'Special Note' on Tables 7.1-7.4 in the Notes and Definitions of Section 7.

## 7.2 Road Traffic: by type of vehicle: 1995-2005

	Billion vehicle kilometres										
	1995	1996	1997	1998	1999	2000 <sup>1</sup>	2001 <sup>2</sup>	2002	2003	2004	2005
Cars and taxis	351.1	359.9	365.8	370.6	377.4	376.8	382.8	392.9	393.1	398.1	397.2
Motor cycles etc	3.7	3.8	4.0	4.1	4.5	4.6	4.8	5.1	5.6	5.2	5.4
Larger buses and coaches	4.9	5.0	5.2	5.2	5.3	5.2	5.2	5.2	5.4	5.2	5.2
Light vans <sup>4</sup>	44.5	46.2	48.6	50.8	51.6	52.3	53.7	55.0	57.9	60.8	62.6
Goods vehicles <sup>5</sup>											
2 axles rigid	10.7	10.9	11.0	11.1	11.6	11.7	11.5	11.6	11.7	11.7	11.5
3 axles rigid	1.6	1.6	1.6	1.9	1.7	1.7	1.8	1.8	1.8	1.9	1.9
4 or more axles rigid	1.5	1.5	1.5	1.6	1.5	1.5	1.5	1.5	1.6	1.6	1.7
3 and 4 axles artic	3.3	3.3	3.2	3.0	3.0	2.7	2.5	2.3	2.2	2.2	2.0
5 axles artic	6.4	6.6	7.1	7.3	7.2	6.7	6.4	6.4	6.2	6.5	6.4
6 or more axles artic	2.0	2.3	2.5	2.9	3.3	4.1	4.5	4.8	5.0	5.4	5.5
All	25.4	26.2	26.9	27.7	28.1	28.2	28.1	28.3	28.5	29.4	29.0
All motor vehicles	429.7	441.1	450.3	458.5	467.0	467.1	474.4	486.5	490.4	498.6	499.4
Pedal cycles	4.1	4.1	4.1	4.0	4.1	4.2	4.2	4.4	4.5	4.2 <sup>3</sup>	4.4 <sup>3</sup>

1 The decline in the use of cars and taxis in 2000 was due to the fuel dispute.

☎020-7944 3095

2 Figures affected by the impact of Foot and Mouth disease during 2001.

3 Refinements to the minor roads pedal cycle methodology have been made; these improvements have resulted in revisions to 2004 pedal cycle estimates onwards - See the 'Special Note' on Tables 7.1-7.4 in the Notes and Definitions of Section 7.

4 Not exceeding 3,500 kgs gross vehicle weight.

5 Over 3,500 kgs gross vehicle weight.

## 7.3 Motor vehicle traffic: by road class: 1995-2005

	Billion vehicle kilometres										
	1995	1996	1997	1998	1999	2000 <sup>1</sup>	2001 <sup>2</sup>	2002	2003	2004	2005
Motorways	73.9	78.3	82.1	85.7	87.8	88.4	90.8	92.6	93.0	96.6	97.0
Rural 'A' roads: <sup>3</sup>											
Trunk	57.9	60.4	62.5	63.3	64.7	64.2	65.9 <sup>5</sup>	64.6	61.5	59.7	58.0
Principal	61.6	63.1	64.1	65.4	66.0	65.8	67.4 <sup>5</sup>	71.8	77.7	81.6	83.3
All rural 'A' roads	119.5	123.5	126.6	128.7	130.7	130.0	133.3	136.4	139.3	141.3	141.3
Urban 'A' roads: <sup>4</sup>											
Trunk	13.8	13.9	13.8	13.8	14.0	14.0	7.6 <sup>5</sup>	7.4	6.7	6.0	5.5
Principal	66.2	67.0	67.1	67.5	67.9	67.7	74.2 <sup>5</sup>	74.8	75.1	76.8	76.2
All urban 'A' roads	80.1	80.9	80.9	81.3	81.9	81.7	81.8	82.2	81.7	82.8	81.7
All Major roads	273.5	282.7	289.6	295.7	300.4	300.0	305.9	311.2	314.0	320.7	320.1
Minor roads:											
Minor rural roads	57.8	58.9	60.0	60.4	61.3	61.5	61.6	64.5	64.4	65.9	66.8
Minor urban roads	98.5	99.6	100.7	102.4	105.3	105.5	106.9	110.8	111.9	112.0	112.5
All minor roads	156.2	158.5	160.7	162.8	166.6	167.0	168.5	175.3	176.4	177.9	179.3
All roads	429.7	441.1	450.3	458.5	467.0	467.1	474.4	486.5	490.4	498.6	499.4

1 The decline in the use of cars and taxis in 2000 was due to the fuel dispute.

☎020-7944 3095

2 Figures affected by the impact of Foot and Mouth disease during 2001.

3 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area.

4 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Department for Communities and Local Government web site at:

<http://www.communities.gov.uk/index.asp?id=1147748>

5 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

# Transport Statistics Great Britain 2006

## 7.4 Road traffic: by type of vehicle and class of road: 2005

Billion vehicle kilometres													
	Cars and taxis	Motor cycles etc.	Larger buses and coaches	Light vans <sup>1</sup>	Goods vehicles <sup>2</sup>						All Goods vehicles	All motor vehicles	Pedal cycles
					Rigid by number of axles			Articulated by number of axles					
					2	3	4 or more	3 + 4	5	6 or more			
<b>Motorways:</b>	72.8	0.40	0.46	11.32	3.27	0.47	0.43	0.96	3.93	2.98	12.0	97.0	.
<b>Rural 'A' roads:</b> <sup>3</sup>													
Trunk <sup>4</sup>	44.8	0.40	0.29	6.89	1.83	0.31	0.30	0.42	1.40	1.36	5.6	58.0	0.01
Principal <sup>4</sup>	67.3	0.83	0.59	10.01	2.12	0.39	0.41	0.30	0.65	0.66	4.5	83.3	0.12
<b>All rural 'A' roads:</b>	112.1	1.23	0.88	16.90	3.94	0.70	0.71	0.73	2.05	2.02	10.2	141.3	0.14
<b>Urban 'A' roads:</b> <sup>5</sup>													
Trunk <sup>4</sup>	4.4	0.04	0.03	0.65	0.15	0.03	0.03	0.03	0.08	0.08	0.4	5.5	0.01
Principal <sup>4</sup>	62.9	0.94	1.14	8.53	1.58	0.23	0.24	0.13	0.24	0.24	2.7	76.2	0.54
<b>All urban 'A' roads:</b>	67.4	0.98	1.17	9.18	1.73	0.25	0.27	0.16	0.32	0.32	3.0	81.7	0.55
<b>Minor roads:</b>													
Minor rural roads	52.4	0.89	0.62	10.95	1.22	0.27	0.20	0.08	0.07	0.13	2.0	66.8	0.87
Minor urban roads	92.5	1.92	2.04	14.21	1.37	0.20	0.09	0.05	0.04	0.08	1.8	112.5	2.88
<b>All minor roads:</b>	144.9	2.81	2.66	25.16	2.59	0.47	0.29	0.13	0.10	0.20	3.8	179.3	3.75
<b>All roads:</b>	397.2	5.43	5.17	62.56	11.54	1.89	1.70	1.98	6.40	5.53	29.0	499.4	4.43

1 Not exceeding 3.5 tonnes gross vehicle weight.

020-7944 3095

2 Over 3.5 tonnes gross vehicle weight.

3 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area.

4 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

5 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Department for Communities and Local Government web site at:

<http://www.communities.gov.uk/index.asp?id=1147748>

NB: Versions of this table for the years 1993 - 2004 are available from the DfT website at:

<http://www.dft.gov.uk/transtat/roadtraff>

## 7.5 Forecasts of road traffic in England and vehicles in Great Britain: 2010

Index: 2000 = 100 <sup>1</sup>	
<b>Vehicle kilometres: England:</b>	
Cars and taxis	122-129
Goods vehicles <sup>2</sup>	110-111
Light goods vehicles	139-140
Buses and coaches	99
All motor traffic (except two wheelers)	123-129
<b>Car ownership: Great Britain:</b>	
Cars per person	115
Number of cars	118

1 The range reflects key uncertainties in the modelling relating to forecasts of factors that influence travel, such as how people's choices are influenced by income growth.

2 Over 3.5 tonnes gross vehicle weight.

020-7944 6197

The figures in this table are outside of the scope of National Statistics  
Source - Integrated Transport, Economics and Appraisal Division, DfT

## 7.6 Roads lengths: Great Britain: 1914- 2005

For greater detail for the years 1995-2005 see Table 7.8 or 7.9.

Year							Kilometres		
	Trunk	Class 1 or principal	Class 2 or B	Class 3 or C	Unclassified	All	ow: motorways		
							Trunk	Principal	Total
1914	.	..	..	.	..	284,843	.	.	.
1923	.	37,383	23,720	.	224,265	285,369	.	.	.
1928	.	40,457	25,244	.	221,996	287,697	.	.	.
1933	.	42,784	26,786	.	215,842	285,412	.	.	.
1938	4,953	39,276	27,418	.	217,799	289,446	.	.	.
1943	7,176	37,305	28,532	.	..	..	.	.	.
1947	13,181	31,410	28,498	77,768	143,735	294,592	.	.	.
1951	13,275	31,435	28,481	78,346	145,929	297,466	.	.	.
1952	13,274	31,484	28,471	78,340	147,002	298,570	.	.	.
1953	13,284	31,464	28,485	78,364	148,161	299,758	.	.	.
1954	13,309	31,519	28,469	78,409	149,305	301,012	.	.	.
1955	13,309	31,553	28,479	78,505	150,863	302,710	.	.	.
1956	13,309	31,656	28,398	78,565	152,297	304,226	.	.	.
1957	13,311	31,762	28,333	78,615	153,998	306,018	.	.	.
1958	13,372	31,714	28,329	78,621	155,583	307,620	.	.	.
1959	13,401	31,744	28,329	78,653	158,573	310,700	13	.	13
1960	13,580	31,765	28,334	78,718	160,106	312,502	153	.	153
1961	13,628	31,780	28,357	78,740	161,667	314,171	209	10	219
1962	13,654	31,797	28,349	78,785	163,064	315,649	233	10	243
1963	13,745	31,860	28,337	78,829	166,611	319,382	312	10	322
1964	13,885	31,902	28,368	78,837	168,463	321,455	470	10	480
1965	13,993	31,971	28,392	78,855	170,357	323,568	557	10	566
1966	14,030	32,053	28,376	78,858	171,865	325,182	616	13	629
1967	14,159	32,543	..	279,479 <sup>1</sup>	..	326,180	747	11	761 <sup>2</sup>
1968	14,354	32,536	..	281,288 <sup>1</sup>	..	328,178	869	11	884 <sup>2</sup>
1969	14,439	32,533	107,254 <sup>3</sup>	..	166,089	320,315	946	18	964
1970	14,463	32,584	107,285 <sup>3</sup>	..	168,152	322,484	1,022	35	1,057
1971	14,668	32,737	107,388 <sup>3</sup>	..	169,872	324,665	1,235	35	1,270
1972	15,060	32,825	107,404 <sup>3</sup>	..	172,428	327,717	1,609	60	1,669
1973	15,011	32,859	27,409	79,791	172,060	327,131	1,660	70	1,730
1974	15,119	32,942	27,500	80,062	173,443	329,036	1,776	92	1,869
1975	15,240	33,088	27,606	80,156	173,949	330,039	1,881	94	1,975
1976	15,502	33,225	27,812	80,512	175,794	332,846	2,062	93	2,155
1977	15,223	33,598	27,875	80,693	177,874	335,263	2,131	106	2,237
1978	14,820	34,199	27,874	80,545	178,826	336,264	2,287	107	2,394
1979	14,805	34,430	27,866	80,599	180,278	337,978	2,340	116	2,455
1980	14,949	34,187	28,151	80,736	181,610	339,633	2,445	111	2,556
1981	14,915	34,656	28,232	80,398	184,119	342,320	2,524	123	2,647
1982	14,901	34,700	28,451	80,358	185,531	343,942	2,561	131	2,692
1983	14,972	34,819	28,537	80,327	187,121	345,776	2,609	132	2,741
1984	15,057	34,862	29,036	80,123	188,511	347,589	2,678	108	2,786
1985	15,014	34,908	29,042	80,460	189,276	348,699	2,705	108	2,813
1986	15,359	34,969	29,121	80,360	191,267	351,076	2,820	101	2,920
1987	15,394	35,089	29,766	80,004	192,442	352,695	2,874	101	2,975
1988	15,472	35,041	29,681	80,165	193,957	354,315	2,891	102	2,992
1989	15,618	35,131	29,706	80,542	195,606	356,602	2,903	92	2,995
1990	15,666	35,226	29,838	80,716	196,588	358,034	2,993	77	3,070
1991	15,356	35,649	30,106	81,073	197,783	359,966	3,033	68	3,102
1992	15,358	35,712	30,227	81,334	199,679	362,310	3,063	71	3,133
1993 <sup>4</sup>	14,819	34,514	30,229	83,816	221,461	384,839	3,139	72	3,211
1994	14,815	34,574	30,225	83,931	222,012	385,557	3,170	72	3,242
1995	14,840	34,732	30,221	84,046	222,562	386,401	3,197	72	3,269
1996	14,967	34,522	30,217	84,162	223,115	386,983	3,253	45	3,298
1997	15,131	34,603	30,213	84,277	223,668	387,893	3,333	45	3,378
1998	15,058	34,758	30,209	84,392	224,225	388,641	3,376	44	3,421
1999	15,102	34,916	30,205	84,509	224,783	389,515	3,404	45	3,449
2000	15,123	34,951	30,200	84,624	225,339	390,237	3,422	45	3,467
2001	14,800 <sup>5</sup>	35,330 <sup>5</sup>	30,196	84,742	225,901	390,969	3,431	45	3,476
2002	14,112	36,040	30,192	84,858	226,462	391,663	3,433	45	3,478
2003	13,047	37,083	30,188	84,976	227,048	392,342	3,432	46	3,478
2004	12,625	37,567	30,178 <sup>6</sup>	84,223 <sup>6</sup>	223,082 <sup>6</sup>	387,674 <sup>6</sup>	3,478	46	3,523
2005	12,148	38,028	30,189	84,459	223,184	388,008	3,466	54	3,519

1 Includes 'B' and unclassified roads.

020-7944 3095

2 Includes other motorways i.e. those not at the time allocated to either the Department for Transport or local authorities.

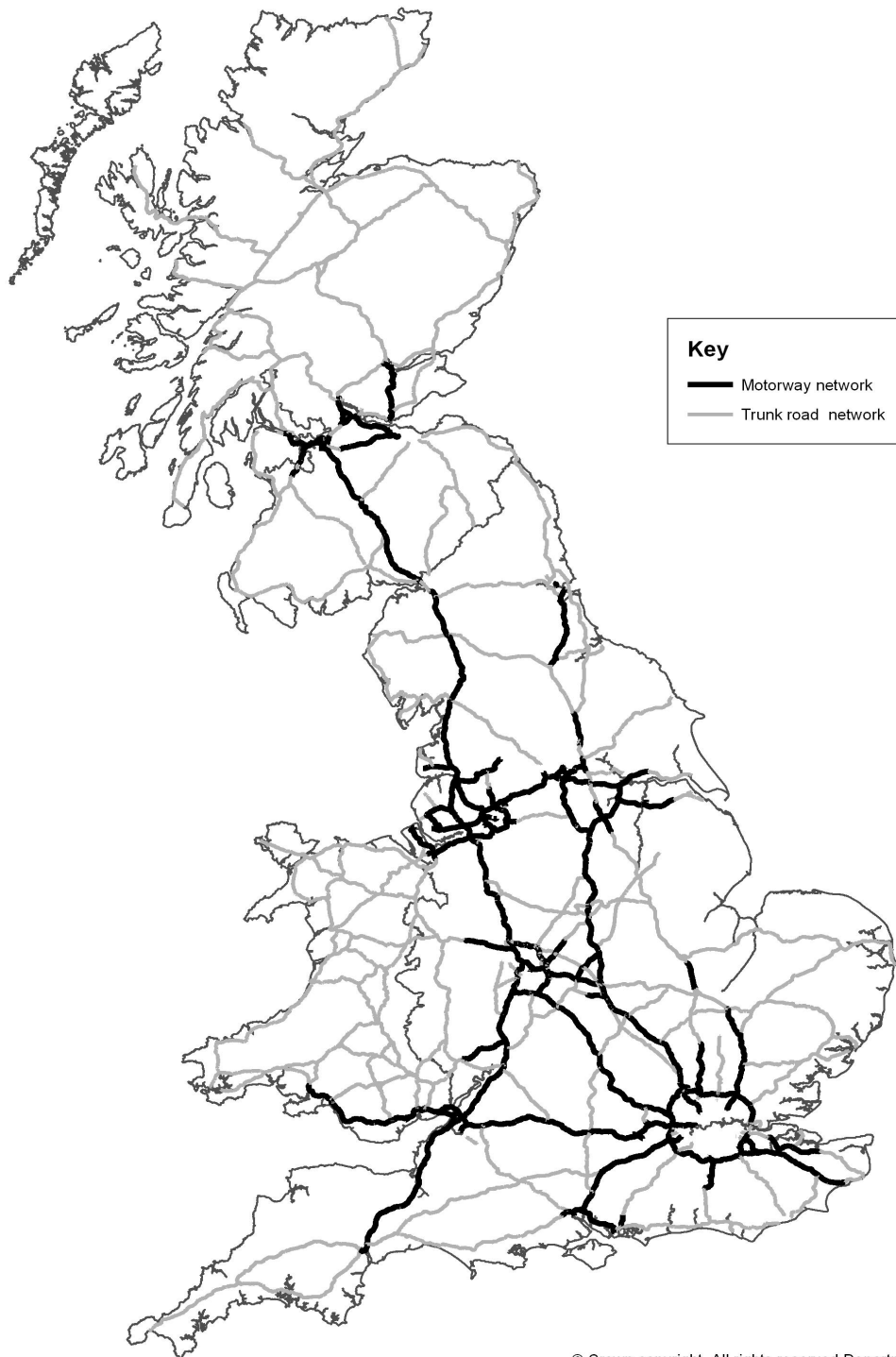
3 Includes 'C' roads.

4 A number of minor revisions have been made to the lengths of major roads from 1993 onwards.

5 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

6 New information has enabled better estimates of Minor Road lengths to be made from 2004.

7.7 Motorway and trunk road network of England, Scotland and Wales: as at March 2006



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7.8 Public road length: by road type: 1995-2005<sup>1</sup>

	Kilometres										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Trunk motorway</b>	3,197	3,253	3,333	3,376	3,404	3,422	3,431	3,433	3,432	3,478	3,466
<b>Principal motorway</b>	72	45	45	44	45	45	45	45	46	46	54
<b>Rural 'A' roads:<sup>2</sup></b>											
Trunk <sup>3</sup>	10,510	10,598	10,690	10,585	10,611	10,627	10,607	9,973	9,027	8,641	8,239
Principal <sup>3</sup>	24,759	24,592	24,636	24,783	24,852	24,866	24,915	25,559	26,498	26,889	27,312
<b>All rural 'A' roads:</b>	<b>35,269</b>	<b>35,190</b>	<b>35,326</b>	<b>35,369</b>	<b>35,463</b>	<b>35,493</b>	<b>35,522</b>	<b>35,532</b>	<b>35,525</b>	<b>35,530</b>	<b>35,550</b>
<b>Urban 'A' roads:<sup>4</sup></b>											
Trunk <sup>3</sup>	1,133	1,117	1,108	1,096	1,087	1,074	762	705	587	506	444
Principal <sup>3</sup>	9,902	9,885	9,923	9,931	10,019	10,040	10,370	10,436	10,539	10,632	10,663
<b>All urban 'A' roads:</b>	<b>11,035</b>	<b>11,002</b>	<b>11,031</b>	<b>11,027</b>	<b>11,106</b>	<b>11,114</b>	<b>11,132</b>	<b>11,141</b>	<b>11,127</b>	<b>11,138</b>	<b>11,107</b>
<b>Minor rural roads:<sup>5</sup></b>											
B roads	24,610	24,603	24,594	24,586	24,579	24,570	24,562	24,554	24,547	24,640	24,639
C roads	73,124	73,218	73,312	73,405	73,500	73,593	73,688	73,783	73,878	73,363	73,581
Unclassified	110,481	110,698	110,915	111,132	111,350	111,568	111,787	112,006	112,231	109,561	109,426
<b>All minor rural roads</b>	<b>208,215</b>	<b>208,518</b>	<b>208,820</b>	<b>209,123</b>	<b>209,429</b>	<b>209,731</b>	<b>210,037</b>	<b>210,343</b>	<b>210,656</b>	<b>207,565</b>	<b>207,646</b>
<b>Minor urban roads:<sup>5</sup></b>											
B roads	5,611	5,615	5,618	5,622	5,626	5,630	5,633	5,638	5,641	5,538	5,550
C roads	10,922	10,943	10,966	10,986	11,009	11,031	11,054	11,076	11,098	10,859	10,878
Unclassified	112,081	112,417	112,754	113,093	113,432	113,772	114,114	114,456	114,816	113,520	113,757
<b>All minor urban roads</b>	<b>128,614</b>	<b>128,975</b>	<b>129,338</b>	<b>129,702</b>	<b>130,068</b>	<b>130,432</b>	<b>130,802</b>	<b>131,169</b>	<b>131,556</b>	<b>129,917</b>	<b>130,186</b>
<b>All major roads</b>	<b>49,572</b>	<b>49,490</b>	<b>49,735</b>	<b>49,816</b>	<b>50,018</b>	<b>50,074</b>	<b>50,130</b>	<b>50,152</b>	<b>50,130</b>	<b>50,192</b>	<b>50,176</b>
<b>All minor roads:<sup>5</sup></b>	<b>336,828</b>	<b>337,494</b>	<b>338,158</b>	<b>338,825</b>	<b>339,496</b>	<b>340,163</b>	<b>340,838</b>	<b>341,512</b>	<b>342,212</b>	<b>337,482</b>	<b>337,832</b>
<b>All roads</b>	<b>386,401</b>	<b>386,983</b>	<b>387,893</b>	<b>388,641</b>	<b>389,515</b>	<b>390,237</b>	<b>390,969</b>	<b>391,663</b>	<b>392,342</b>	<b>387,674</b>	<b>388,008</b>

1 A number of minor revisions have been made to the lengths of major roads from 1993 onwards.

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2 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area.

3 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

4 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Department for Communities and Local Government web site at:

<http://www.communities.gov.uk/index.asp?id=1147748>

5 New information has enabled better estimates of minor road lengths to be made from 2004.

# Transport Statistics Great Britain 2006

## 7.9 Public road length: by class of road and country: 2005

	Kilometres			
	England	Wales	Scotland	Great Britain
<b>Motorways:</b>				
Trunk	2,938	141	386	3,466
Principal	54	.	.	54
<b>Dual Carriageway:</b>				
Trunk urban <sup>1,2</sup>	206	19	50	274
Trunk rural <sup>1,3</sup>	2,428	329	459	3,216
Principal urban <sup>1,2</sup>	2,356	108	185	2,649
Principal rural <sup>1,3</sup>	1,579	97	89	1,765
<b>Single Carriageway:</b>				
Trunk urban <sup>1,2</sup>	102	29	38	170
Trunk rural <sup>1,3</sup>	1,594	1,170	2,259	5,023
Principal urban <sup>1,2</sup>	7,006	375	632	8,013
Principal rural <sup>1,3</sup>	16,944	2,045	6,558	25,546
<b>B roads <sup>4</sup></b>	<b>19,863</b>	<b>2,981</b>	<b>7,345</b>	<b>30,189</b>
<b>C roads <sup>4</sup></b>	<b>64,294</b>	<b>9,841</b>	<b>10,324</b>	<b>84,459</b>
<b>Unclassified roads <sup>4</sup></b>	<b>178,548</b>	<b>16,098</b>	<b>28,538</b>	<b>223,184</b>
<b>Total</b>	<b>297,911</b>	<b>33,233</b>	<b>56,864</b>	<b>388,008</b>

1 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme. ☎020-7944 3095

2 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide which can be found on the Department for Communities and Local Government web site at:* <http://www.communities.gov.uk/index.asp?id=1147748>

3 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area.

4 New information has enabled better estimates of minor road lengths to be made from 2004.



## 7.10 Vehicle speeds on non-urban roads by road type and vehicle type: Great Britain: 2005

	per cent/miles per hour/number of vehicles									
	Heavy goods vehicles <sup>5</sup>									
						Rigid		Articulated		
	Motor-cycles	Cars	Cars towing	Light Goods <sup>4</sup>	Buses/Coaches	2 axles <sup>6</sup>	3 axles	4 axles	4 axles	5+ axles
<b>(a) Motorways <sup>1</sup></b>										
Under 50 mph	3	3	13	4	5	6	12	12	8	8
50-59 mph	16	12	53	14	45	46	81	87	90	91
60-64 mph	9	12	19	13	42	15	6	1	1	1
65-69 mph	13	17	9	18	5	14	1	0	1	0
70-74 mph	16	20	4	19	2	9	0	0	0	0
75-79 mph	16	17	1	15	0	5	0	0	0	0
80-89 mph	19	16	0	14	0	3	0	0	0	0
90 mph and over	7	3	0	3	0	1	0	0	0	0
Speed limit	70	70	60	70	70	n/a	60	60	60	60
Percentage more than 10 mph over limit	27	19	5	17	0	n/a	0	0	0	0
Average speed	72	71	57	70	59	61	54	53	54	54
Number observed (thousands)	2,536	455,408	3,482	58,594	2,493	27,556	2,661	1,747	8,608	42,381
<b>(b) Dual carriageways <sup>2</sup></b>										
Under 30 mph	0	0	1	0	0	0	0	0	1	0
30-39 mph	1	0	1	0	1	1	2	1	1	0
40-49 mph	5	3	17	3	11	10	21	21	18	13
50-59 mph	16	15	51	17	49	48	74	77	78	86
60-64 mph	10	15	17	15	33	15	2	1	2	1
65-69 mph	13	19	8	18	4	11	0	0	1	0
70-79 mph	30	34	5	32	1	12	0	0	0	0
80 mph and over	25	13	0	14	0	3	0	0	0	0
Speed limit	70	70	60	70	60	n/a	50	50	50	50
Percentage more than 10 mph over limit	25	13	5	14	2	n/a	2	1	3	1
Average speed	71	69	56	69	57	60	52	52	53	53
Number observed (thousands)	312	43,598	390	4,816	200	2,141	252	188	518	2,494
<b>(c) Single carriageways <sup>3</sup></b>										
Under 20 mph	2	0	2	0	0	1	1	1	1	0
20-29 mph	5	2	5	2	3	3	5	6	6	2
30-39 mph	13	14	17	14	21	18	24	25	21	19
40-49 mph	28	41	50	41	50	47	51	49	50	50
50-59 mph	29	32	23	31	23	26	18	20	21	28
60-64 mph	9	6	2	6	2	3	0	0	0	1
65-69 mph	5	2	0	3	0	1	0	0	0	0
70 mph and over	9	2	0	2	0	1	0	0	0	0
Speed limit	60	60	50	60	50	n/a	40	40	40	40
Percentage more than 10 mph over limit	9	2	3	2	3	n/a	19	20	22	29
Average speed	51	49	44	49	45	46	43	43	44	46
Number observed (thousands)	514	46,688	568	5,098	273	2,149	330	195	448	2,237

1 Average vehicle speeds from 27 motorway sites.

2 Average vehicle speeds from 7 dual carriageway sites

3 Average traffic speeds from 26 single carriageway sites

4 Goods vehicles under 3.5 tonnes gross weight

5 Goods vehicles over 3.5 tonnes gross weight

6 Speed limit depends on loading which cannot be determined

020-7944 6397

7.11: Vehicle speeds on urban roads by speed limit and vehicle type: Great Britain: 2005

(a) 30 mph speed limit roads <sup>1</sup>						per cent/miles per hour/number of vehicles				
						Heavy goods vehicles <sup>5</sup>				
						Rigid			Articulated	
	Motor-cycles <sup>3</sup>	Cars	Cars towing	Light goods <sup>4</sup>	Buses/Coaches	2 axles	3 axles	4 axles	4 axles	5+ axles
Under 20 mph	12	7	7	7	10	9	7	5	8	3
20-29 mph	38	43	47	40	62	45	47	43	45	44
30-34 mph	24	30	33	30	20	28	34	37	32	39
35-39 mph	14	15	11	16	6	13	10	12	11	12
40-44 mph	6	4	2	5	1	4	2	2	2	2
45-49 mph	3	1	0	1	0	1	0	0	0	0
50 mph and over	2	0	0	0	0	0	0	0	0	0
Percent over 35 mph	26	21	13	22	8	18	12	15	14	14
Average speed	30	30	29	30	27	29	29	30	29	30
Number observed (thousands)	752	63,621	162	5,751	501	1,769	135	122	93	196

(b) 40 mph speed limit roads <sup>2</sup>						per cent/miles per hour/number of vehicles				
						Heavy goods vehicles <sup>5</sup>				
						Rigid			Articulated	
	Motor-cycles <sup>3</sup>	Cars	Cars towing	Light goods <sup>4</sup>	Buses/Coaches	2 axles	3 axles	4 axles	4 axles	5+ axles
Under 20 mph	5	3	3	4	4	5	4	3	3	2
20 - 29 mph	15	13	18	13	19	16	16	12	13	12
30 - 34 mph	19	26	27	24	30	26	24	21	20	21
35 - 39 mph	27	33	33	32	34	32	38	40	39	42
40 - 44 mph	17	16	14	17	10	14	15	20	18	19
45 - 49 mph	9	6	3	7	2	5	3	4	5	4
50 - 59 mph	6	2	1	3	1	2	1	1	2	1
60 mph and over	2	0	0	1	0	0	0	0	0	0
Percent over 45 mph	17	9	4	11	3	7	4	5	6	5
Average speed	37	36	35	36	34	35	35	36	36	36
Number observed (thousands)	777	52,361	233	5,225	329	1,932	239	190	254	657

1 Speed measurements taken from 26 sites.

2 Speed measurements taken from 10 sites.

3 Motorcycles includes mopeds and other types of powered two wheeled vehicles.

4 Goods vehicles up to 3.5 tonnes gross weight.

5 Goods vehicles over 3.5 tonnes gross weight.

## 7.12 Average traffic speeds in London: 1968-2006

	Miles per hour			
Morning peak period:	Central area	Inner area	Outer area	All areas
1968 - 1970 cycle <sup>1</sup>	12.7	15.1	20.5	18.1
1971 - 1973 "	12.9	14.5	20.0	17.7
1974 - 1976 "	14.2	15.9	19.3	17.9
1977 - 1979 "	12.3	13.9	18.7	16.9
1980 - 1982 "	12.1	14.2	19.6	17.5
1983 - 1986 "	11.8	13.5	18.8	16.9
1986 - 1990 "	11.5	11.8	18.4	16.0
1990 - 1994 "	10.3	13.3	17.5	15.8
1994 - 1997 "	10.9	13.4	17.0	15.6
1997 - 2000 "	10.0	12.0	18.2	15.9
2000 - 2003 "	9.9	11.6	16.9	15.0
2003 - 2006 "	10.6	11.7	16.3	14.8
<b>Daytime off-peak period:</b>				
1968 - 1970 cycle	12.1	18.3	26.5	21.3
1971 - 1973 "	12.6	18.6	26.2	21.6
1974 - 1976 "	12.9	18.6	26.1	21.7
1977 - 1979 "	12.6	17.3	25.0	20.9
1980 - 1982 "	11.6	17.2	24.9	20.6
1983 - 1986 "	11.9	16.3	25.3	20.9
1986 - 1990 "	11.0	14.6	22.7	18.9
1990 - 1994 "	10.6	15.8	22.8	19.3
1994 - 1997 "	10.9	15.0	22.7	19.1
1997 - 2000 "	10.0	14.8	21.9	18.5
2000 - 2003 "	9.0	13.7	21.4	17.7
2003 - 2006 "	10.5	14.1	21.3	18.3
<b>Evening peak period:</b>				
1968 - 1970 cycle	11.8	15.2	21.9	18.6
1971 - 1973 "	12.7	14.5	21.5	18.3
1974 - 1976 "	13.2	15.5	20.7	18.3
1977 - 1979 "	11.9	13.5	20.1	17.2
1980 - 1982 "	12.2	14.1	20.5	18.0
1983 - 1986 "	11.5	13.1	20.1	17.2
1986 - 1990 "	11.0	11.6	19.8	16.5
1990 - 1994 "	10.3	13.2	19.7	17.0
1994 - 1997 "	10.8	12.8	19.0	16.6
1997 - 2000 "	10.2	11.4	19.1	16.2
2000 - 2003 "	9.6	11.3	18.4	15.7
2003 - 2006 "	10.6	12.3	17.9	16.0

<sup>1</sup> A cycle consists of a complete set of surveys on the three areas of London, beginning with the central area and ending with the outer area.

# Transport Statistics Great Britain 2006

## 7.13 Regional expenditure on roads: 2004/05

	£ Million									
	Yorkshire		North	East	West	East of	South		South	
	North	and the	West	Midlands	Midlands	England	East	London	West	England
	East	Humber								
<b>Motorways and trunk roads <sup>1</sup>:</b>										
New construction/improvement and structural maintenance	27.2	35.7	156.0	120.3	196.5	120.9	225.7	24.1	147.0	1,053.4
Current maintenance, including routine & winter maintenance <sup>2</sup>	10.7	14.1	61.4	47.4	77.4	47.6	88.8	9.5	57.9	414.7
DBFO shadow tolls <sup>3</sup>	32.7	48.2	-	14.6	-	47.4	21.5	-	52.5	216.9
<b>Local Roads <sup>4</sup>:</b>										
New construction/improvement for highways, lighting, road safety and structural maintenance <sup>5</sup>	139.4	247.0	363.6	269.1	265.6	309.6	370.8	382.3	265.9	2,613.4
Revenue expenditure on bridge structural maintenance & strengthening	3.0	5.8	7.3	2.8	4.7	5.2	7.4	18.3	5.7	60.1
Routine and winter maintenance	46.3	91.6	124.3	59.6	89.9	124.4	148.1	204.1	96.0	984.2
Revenue expenditure on road safety	7.1	14.5	20.5	14.3	14.6	24.1	28.1	208.5	12.8	344.5
Revenue expenditure on public lighting	24.4	33.7	52.1	26.2	34.5	23.0	43.1	51.3	27.7	316.0
<b>All road expenditure</b>	<b>290.8</b>	<b>490.6</b>	<b>785.0</b>	<b>554.3</b>	<b>683.0</b>	<b>702.4</b>	<b>933.5</b>	<b>898.2</b>	<b>665.5</b>	<b>6,003.3</b>

1 Figures are now collected on a resource accounting basis and cannot be compared with data prior to 2001/02. ☎020-7944 3092

Until 2001/02, associated costs of investment (including depreciation and capital costs) were not included within these figures. Apportionment between the Government Office Regions involves an estimation process.

2 Until 2001/02 this table showed figures for 'routine and winter maintenance and public lighting'

Highways Agency is no longer able to separately identify this expenditure and this now falls within the wider category 'Current maintenance, including routine & winter maintenance.'

3 Payments to contractors under Design, Build, Finance & Operate (DBFO) schemes.

4 Local authority expenditure excludes car parks.

5 Includes expenditure on 'patching'.

Sources - Highways Agency Financial Accounts and local authority returns to DfT

## 7.14 Road construction tender price index: 1995-2005

	1990=100										
Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
All roads	125	122	124	123	125	142	146	151	149	152	168 <sup>P</sup>

☎020-7944 3092

The figures in this table are outside the scope of National Statistics

Source - DTI

## 7.15 Road taxation revenue in 2004/05

(a) Vehicle Excise Duty classified by vehicle taxation group	Number of vehicles (thousand)	Road taxes (£million)	
			Vehicle excise duty
Cars, light vans and taxis	28,738		4,338
Motorcycles	1,085		46
Buses and coaches	100		29
Goods vehicles over 3.5 tonnes gross weight	433		278
Other vehicles	2,013		50
All vehicles	32,369		4,741
		<b>Petrol</b>	<b>Diesel</b>
(b) Fuel tax classified by propulsion type <sup>1</sup>		12,500	10,548
			<b>Total</b>
			23,048

1 Information on receipts from hydrocarbon oils can be found on the Hydrocarbon Oils bulletin which is available on the HMRC website at: <http://www.uktradeinfo.com/index.cfm?task=statindex>

☎020-7944 6386  
The road tax figures in this table are outside the scope of National Statistics  
Source: HMRC and DVLA

## 7.16 New road construction and improvement: motorways and all purpose trunk roads: England: 1995/96-2005/06

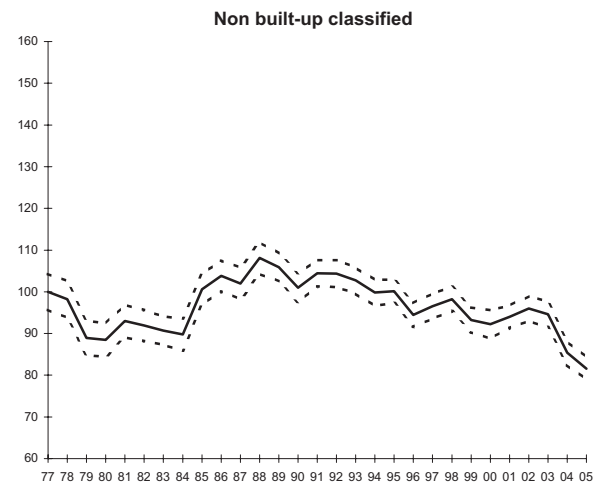
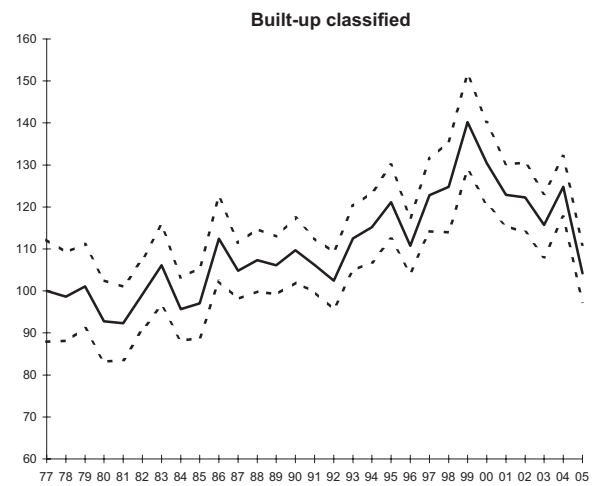
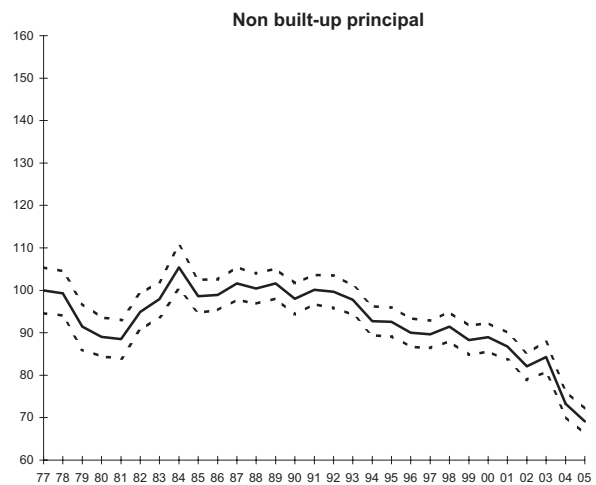
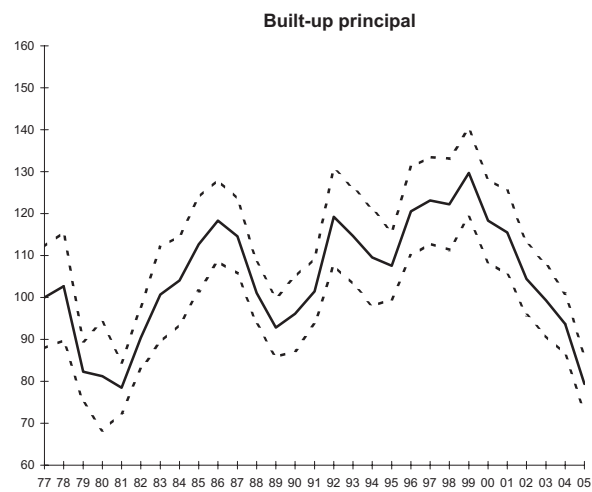
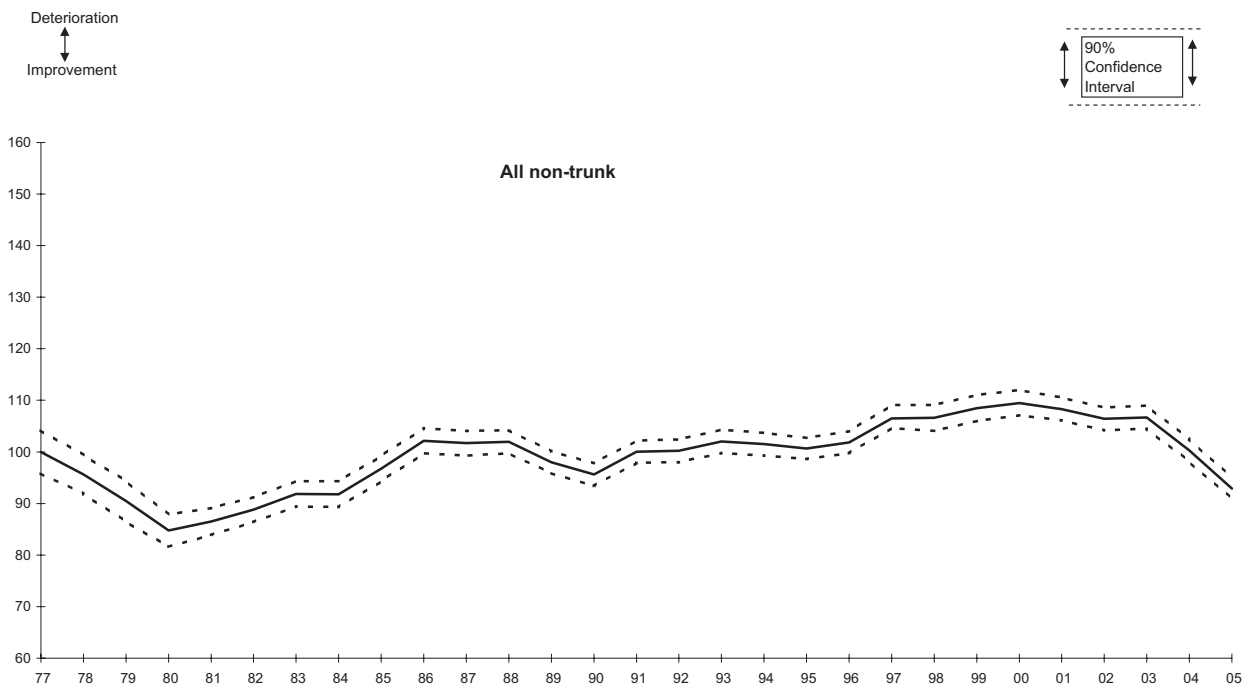
(a) Starts	1995/96	1996/97 <sup>1</sup>	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Route kilometres	6	159	0 <sup>2</sup>	10	20	23	5	21	51	30	69
Lane kilometres	50	839	0 <sup>2</sup>	65	126	95	18	65	195	82	153
(b) Completions											
Route kilometres	151	74	133	96	40	38	0 <sup>2</sup>	56	113	49	37
Lane kilometres	514	204	657	559	160	197	0 <sup>2</sup>	191	446	172	108

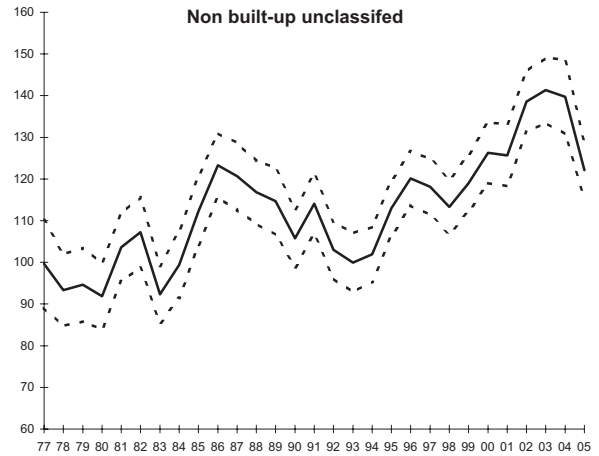
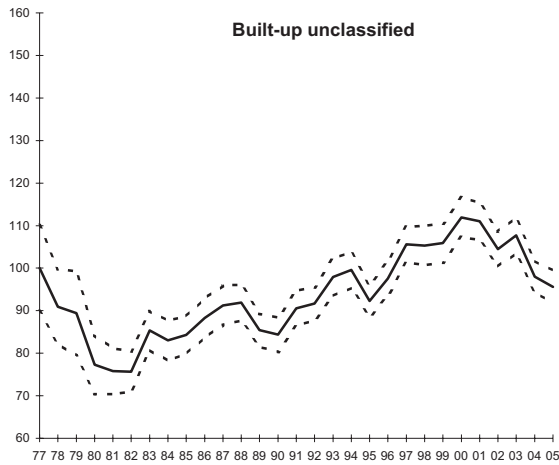
1 Starts and completions for 1996/97 onwards include DBFO schemes.  
2 See comments on Table 7.16 in the Notes and Definitions of Section 7.

☎020-7944 3092  
The figures in this table are outside the scope of National Statistics  
Source - Highways Agency

## 7.17 Defects index of road condition<sup>1</sup>: England and Wales: 1977- 2005

Index 1977 = 100

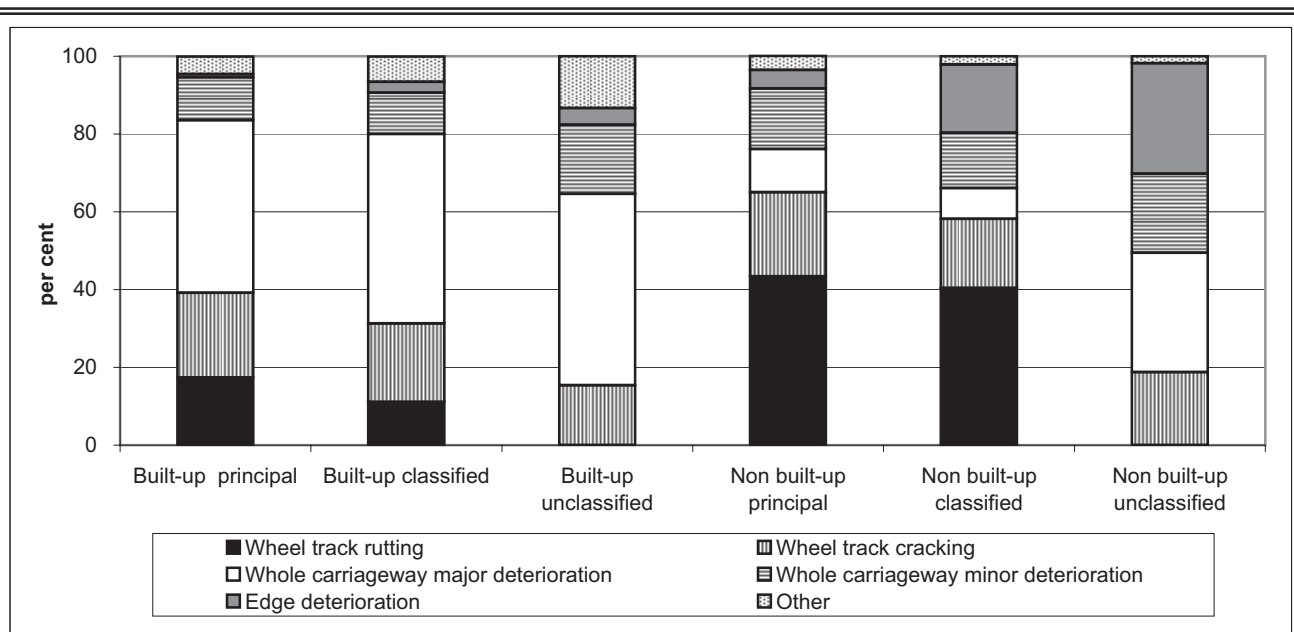




<sup>1</sup> Built-up and non built-up were previously referred to as urban and rural. Results for all purpose trunk roads, and hence all roads, have not been available since 2003.

020-7944 3092

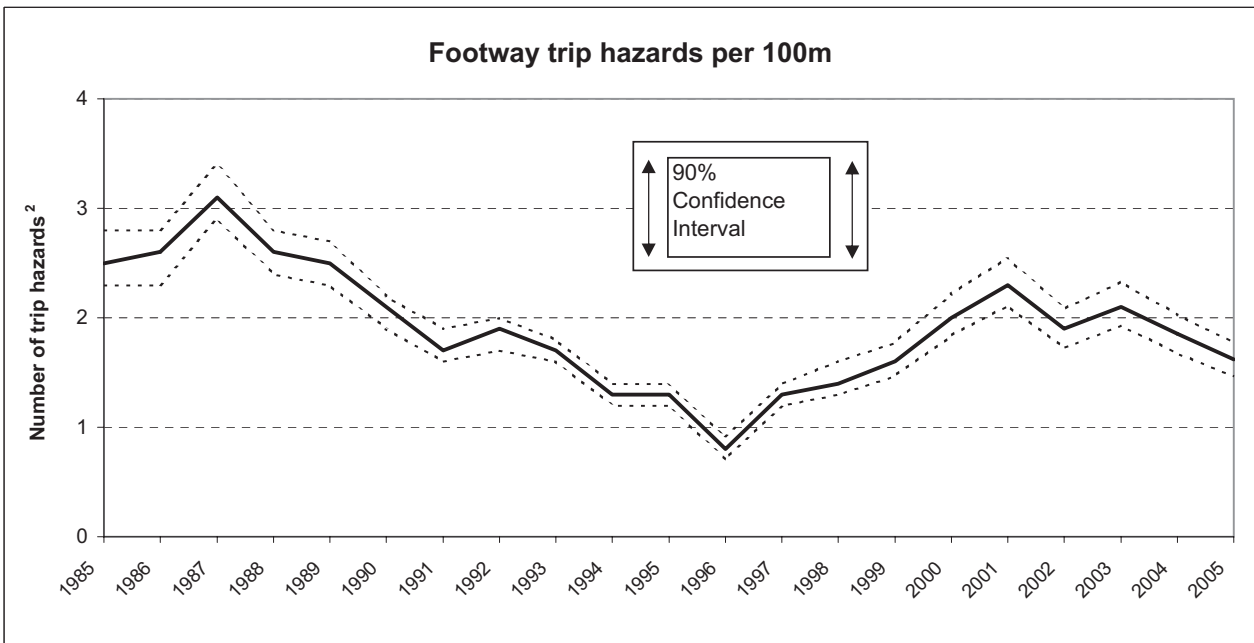
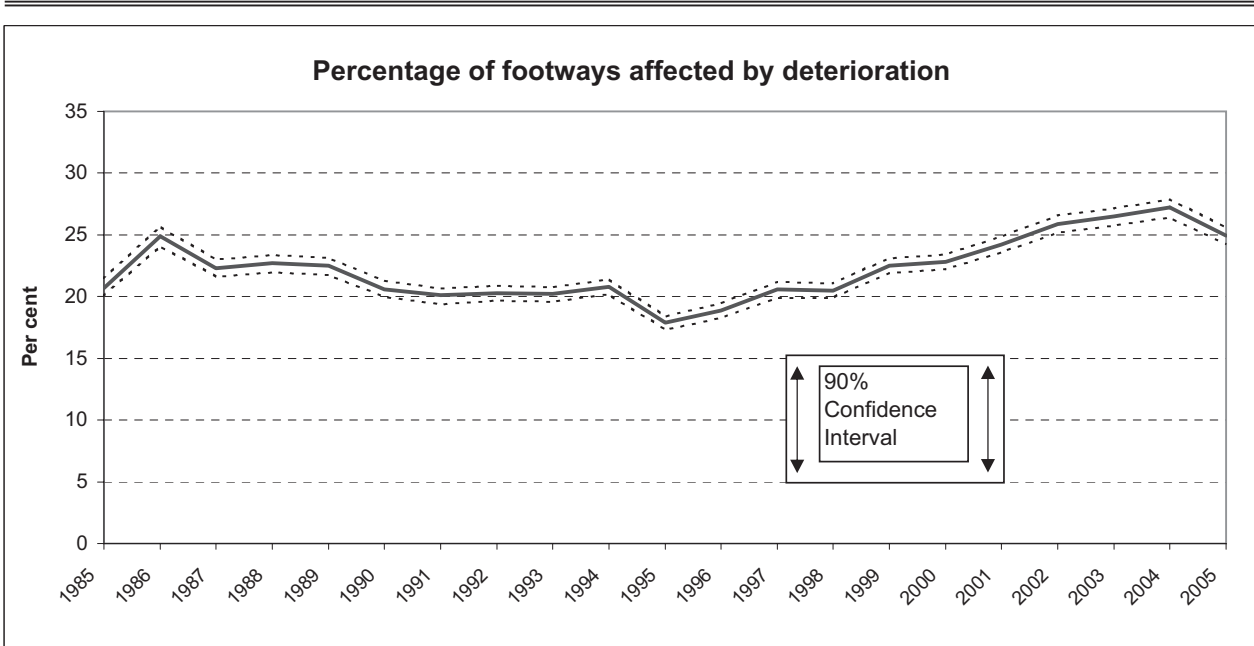
### 7.18 Percentage contribution of defects to defects index: England and Wales: 2005 <sup>1</sup>



<sup>1</sup> In practice, wheel track rutting alone would not generally be treated on unclassified roads and so the contribution is zero. Reliable results for all purpose trunk roads are not available. Built-up and non built-up were previously referred to as urban and rural.

020-7944 3092

7.19 Footways condition<sup>1</sup>: England and Wales: 1985- 2005

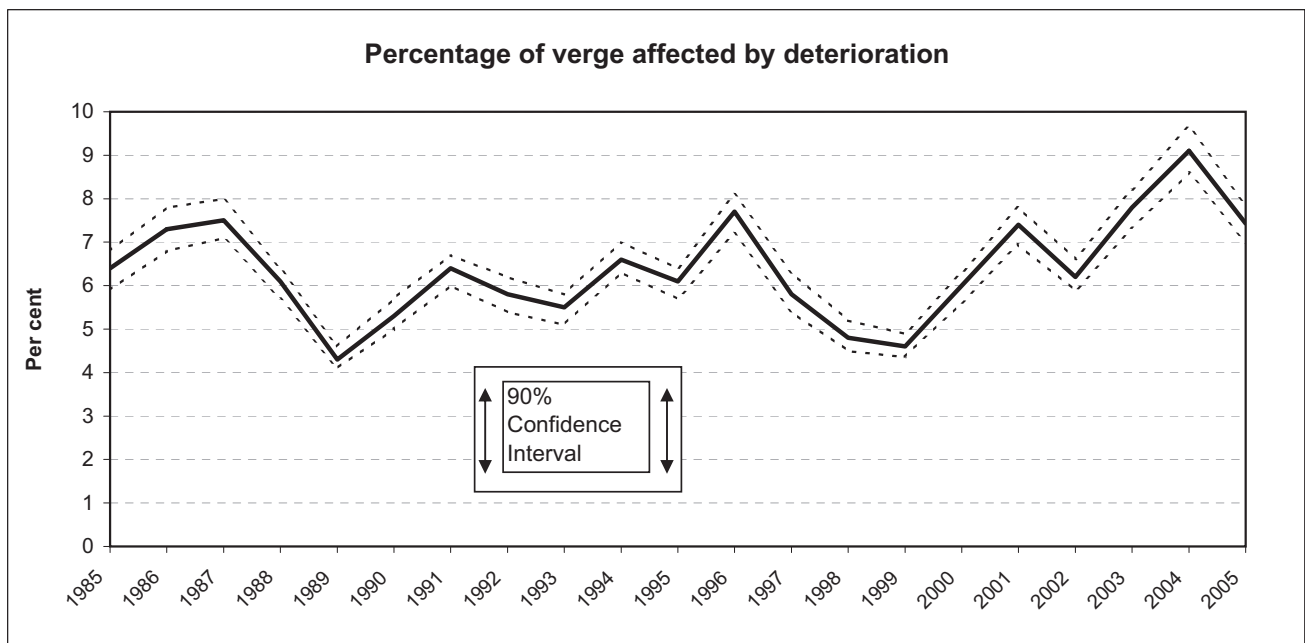
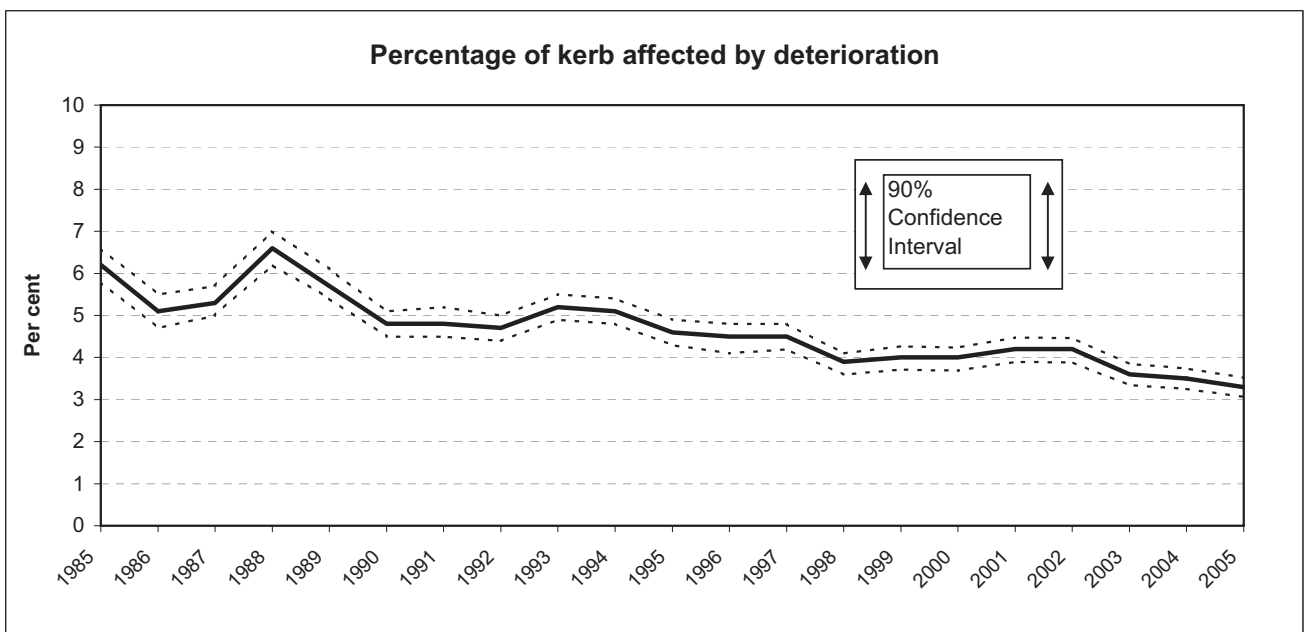


1 Figures are for local roads from 1999. Prior to that the include all purpose trunk roads although this will have little effect on the overall total.

2 The average number of spot conditions in every 100 metres which constitute a specific danger to pedestrians.



7.20 Percentage of verge area and kerb lengths<sup>1</sup> affected by deterioration:  
England and Wales: 1985- 2005



1 Figures are for local roads from 1999. Prior to that they include all purpose trunk roads although this will have little effect on the overall total.



## 8 Transport Accidents and Casualties:

### Notes and Definitions

#### Road accidents and casualties: 8.1

*Accident:* Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. The vehicle need not be moving and accidents involving stationary vehicles and pedestrians or users are included. One accident may give rise to several casualties. “Damage-only” accidents are not included in this publication.

*Fatality:* Since 1954 fatality is defined as ‘death within 30 days’, conforming to the Vienna Convention. Prior to 1954 the definition was two months. The effect of the change was an approximate 5 per cent reduction in fatalities.

#### Road Accidents: 8.2-8.5

In these tables the underlying definitions of personal injury road accidents involving road using vehicles and pedestrians in addition to those described for Table 1.7 are:

*Adults:* Persons aged 16 years and over.

*Children:* Persons under 16 years of age.

*Failed breath test:* Drivers or riders tested with a positive result, or who failed or refused to provide a specimen of breath.

*Goods vehicles:* These are divided into two groups according to vehicle weight (see below). They include tankers, tractor units travelling without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

*Heavy goods vehicles (HGV):* Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

*Light goods vehicles (LGV):* Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

*Cars:* Includes taxis, estate cars, three and four wheel cars and minibuses. Also includes motor caravans prior to 1999.

*Mopeds:* Two-wheel motor vehicles with an engine capacity not over 50 cc, a maximum design speed of 30 mph, a kerbside weight not exceeding 250 kg and an index plate identifying them as mopeds (i.e. as defined in the Road Vehicles (Construction and Use) Regulations 1986).

*Motor cycles:* Mopeds, motor scooters and motor cycles (including motor cycle combinations).

*Motorways:* “M” roads and “A”(M) roads.

For traffic purposes *Urban roads* are major and minor roads within an urban area defined on the basis of population density. The exact definition is based on the 1991 ODPM (DTLR) definition of urban settlements. *Rural roads* are major and minor roads outside those urban areas.

*Other roads:* All “B”, “C” class and unclassified roads.

*Other vehicles:* Other motor vehicles include ambulances, fire engines, trams, refuse vehicles, road rollers, agricultural vehicles, excavators, mobile cranes, electric scooters and motorised wheelchairs etc. Other non motor vehicles include those drawn by animal, ridden horses, invalid carriages without a motor, street barrows etc.

*Severity:* Of an accident: the severity of the most severely injured casualty (fatal, serious or slight). Of a casualty: killed, seriously injured or slightly injured.

*Slight accident:* One in which at least one person is slightly injured but no person is killed or seriously injured.

*Speed limits:* Permanent speed limits applicable to the roadway.

#### Motoring offences: 8.6-8.7

*Breath tests:* Section 25 and Schedule 8 of the Transport Act 1981 amended the drinking and driving provisions of the Road Traffic Act 1972. These sections of the Act were renumbered (but otherwise unchanged) in the Road Traffic Act 1988. The police can require a person to take a screening breath test if they have reasonable cause to suspect that the person has been driving or attempting to drive or had been in charge of a vehicle with alcohol in his or her body, or that he or she has committed a moving traffic offence, or that he or she has been involved in an accident. A person failing to provide

## Transport Statistics Great Britain 2006

a breath test without reasonable excuse is guilty of an offence.

For the purposes of evidence in court, breath analysis was introduced in May 1983. The prescribed alcohol limit is 80 milligrams (mg) of alcohol in 100 millilitres (ml) of blood or 107mg per 100ml urine. The equivalent breath alcohol limit is expressed as 35 micrograms of alcohol per 100ml breath. In April 1996 the Association of Chief Police Officers recommended that drivers in all injury accidents should be breath tested.

An evidential breath test is required to be taken at a police station after a positive screening test, or where a screening test was refused or could not be provided. It may also be required after arrest for impairment or in certain other cases, e.g. where a person arrested for theft of a motor vehicle is suspected of having consumed alcohol.

A suspect will normally be asked to provide two specimens of breath to establish the amount of alcohol in his or her body. The lower result is taken as evidence of the person's breath alcohol concentration. Where the lower result is between 36 and 50 micrograms the suspect may request a blood or urine test. In certain limited circumstances a suspect can be required to provide a specimen of blood or urine instead of breath.

*Findings of guilt at all courts:* Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. A person appearing in court can be dealt with for more than one offence at that appearance, and in this table the number of offences is counted, not the number of persons appearing at court.

*Fixed penalty notices:* A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance. Offences for which a fixed penalty notice cannot be given include causing death or bodily harm, dangerous driving, driving after consuming alcohol or taking drugs, careless driving, accident offences, unauthorised taking or theft of a motor vehicle, certain driving licence, insurance, and record keeping offences and vehicle test offences. When court proceedings are instituted following non-payment of a fixed penalty, the offence may be included twice in the table.

*Written warnings:* These include cautions given in lieu of prosecutions for offences where there would

have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

### **Motor insurance: 8.8**

The data given in table 8.8 are the latest available figures from insurance companies' DTI returns, the statutory returns which insurers are required to file with the Department of Trade and Industry. Only insurance companies are obliged to complete the returns and so the data does not include business written by Lloyd's underwriters. The data has been provided by the Association of British Insurers from the SynThesys Non-Life database of returns.

Table 8.8 gives claim data for the period 1998 to 2004. The figures are for all insurance claims and will include those arising from fire or theft as well as from road accidents. Exposure (expressed in million vehicle years) is the exposure to risk and is the product of the number of vehicles insured and the proportion of the year for which each vehicle was covered. The claim frequency shows the proportion of policyholders who made a claim.

For further information, see the Association of British Insurers web site at: [www.abi.org.uk](http://www.abi.org.uk)

### **Railway accidents: 8.9-8.11**

These tables give the number of train accidents and casualties on all railway undertakings in Great Britain. Railway undertakings are required to report accidents, failures and dangerous occurrences to the Secretary of State for Transport under the regulatory safety legislation. As well as Network Rail and London Transport railways, the tables also cover accidents on Eurotunnel, tram systems and minor railways.

Casualty figures in table 8.9 are shown in the categories below. Casualty figures are subdivided into casualties resulting from:

- Train accidents
- Accidents through movement of railway vehicles (but excluding train accidents) e.g. boarding or alighting from trains, opening or closing carriage doors at stations,
- Accidents on railway premises not connected with movement of railway vehicles e.g. falling on steps at stations, slipping on platforms,
- Injuries and fatalities of trespassers and suicides on railway land.

Table 8.10 is based on passenger casualties owing to train accidents and movement accidents. This is the basis for comparisons with other modes of transport.

Table 8.11 shows the total number of train accidents (collisions, derailments etc) reported irrespective of whether personal injury was involved. The figures include accidents on non-passenger lines and lines closed to normal traffic while engineering work took place.

Due to European regulations on the reporting of rail transport statistics, the rail accidents data now covers calendar years, rather than financial years. As such, there is overlap between the 2002/03 data and the 2003 data, with accidents from 1 January 2003 to 31 March 2003 reported in both. However, each represents 12 full months.

# Transport Statistics Great Britain 2006

## 8.1 Road accidents and casualties: 1950-2005

\*For greater detail of the years 1995-2005 see Table 8.2 or 8.3

Year	Casualties											
	Accidents (thousands)	Killed (number)					Injured (thousands)			All casualties (thousands)	Casualty rate per 100 million vehicle kilometres	All traffic (billion vehicle Km)
		Pedest- rians	Pedal cyclists	Motor cyclists	All other road users	All	Serious	Slight	All			
1950	167	2,251	805	1,129	827	5,012	49	148	196	201	276	73
1951	178	2,398	800	1,175	877	5,250	52	159	211	216	272	80
1952	172	2,063	743	1,142	758	4,706	50	153	203	208	248	84
1953	186	2,233	720	1,237	900	5,090	57	165	222	227	265	86
1954	196	2,226	696	1,148	940	5,010	57	176	233	238	269	89
1955	217	2,287	708	1,362	1,169	5,526	62	200	262	268	281	95
1956	216	2,270	650	1,250	1,197	5,367	61	201	263	268	276	97
1957	219	2,225	663	1,425	1,237	5,550	64	205	268	274	284	96
1958	237	2,408	668	1,421	1,473	5,970	69	225	294	300	280	107
1959	261	2,520	738	1,680	1,582	6,520	81	246	327	333	283	118
1960	272	2,708	679	1,743	1,840	6,970	84	256	341	348	279	124
1961	270	2,717	645	1,544	2,002	6,908	85	258	343	350	262	133
1962	264	2,681	583	1,323	2,122	6,709	84	251	335	342	248	138
1963	272	2,740	589	1,279	2,314	6,922	88	261	349	356	246	145
1964	292	2,986	583	1,445	2,806	7,820	95	282	378	385	240	160
1965	299	3,105	543	1,244	3,060	7,952	98	292	390	398	234	170
1966	292	3,153	514	1,134	3,184	7,985	100	285	384	392	219	179
1967	277	2,964	463	920	2,972	7,319	94	269	363	370	199	186
1968	264	2,762	391	877	2,780	6,810	89	254	342	349	181	193
1969	262	2,955	402	791	3,217	7,365	91	255	346	353	179	197
1970	267	2,925	373	761	3,440	7,499	93	262	356	363	177	205
1971	259	2,939	411	800	3,549	7,699	91	253	344	352	163	216
1972	265	3,083	367	729	3,584	7,763	91	261	352	360	159	226
1973	262	2,806	336	750	3,514	7,406	89	257	346	354	149	238
1974	244	2,642	282	797	3,162	6,883	82	236	318	325	139	234
1975	246	2,344	278	838	2,906	6,366	77	241	319	325	138	236
1976	259	2,335	300	990	2,945	6,570	80	254	333	340	137	248
1977	266	2,313	301	1,182	2,818	6,614	82	260	341	348	138	253
1978	265	2,427	316	1,163	2,925	6,831	83	260	343	350	134	262
1979	255	2,118	320	1,160	2,754	6,352	80	248	328	335	128	260
1980	252	1,941	302	1,163	2,604	6,010	79	243	323	329	119	277
1981	248	1,874	310	1,131	2,531	5,846	78	241	319	325	115	282
1982	256	1,869	294	1,090	2,681	5,934	80	249	328	334	115	291
1983	243	1,914	323	963	2,245	5,445	71	233	303	309	105	294
1984	253	1,868	345	967	2,419	5,599	73	246	319	324	105	309
1985	246	1,789	286	796	2,294	5,165	71	241	312	318	101	316
1986	248	1,841	271	762	2,508	5,382	69	247	316	321	97	331
1987	239	1,703	280	723	2,419	5,125	64	242	306	311	87	356
1988	247	1,753	227	670	2,402	5,052	63	254	317	322	85	381
1989	261	1,706	294	683	2,690	5,373	63	273	336	342	83	412
1990	258	1,694	256	659	2,608	5,217	60	275	336	341	82	416
1991	236	1,496	242	548	2,282	4,568	52	255	307	311	75	417
1992	233	1,347	204	469	2,209	4,229	49	257	306	311	75	417
1993 <sup>1</sup>	229	1,241	186	427	1,960	3,814	45	257	302	306	74	416
1994	234	1,124	172	444	1,910	3,650	47	265	312	315	74	426
1995	231	1,038	213	445	1,925	3,621	46	261	307	311	71	434
1996	236	997	203	440	1,958	3,598	44	272	317	321	72	445
1997	240	973	183	509	1,934	3,599	43	281	324	328	72	454
1998	239	906	158	498	1,859	3,421	41	281	322	325	70	462
1999	235	870	172	547	1,834	3,423	39	278	317	320	68	471
2000	234	857	127	605	1,820	3,409	38	279	317	320	68	471
2001	229	826	138	583	1,903	3,450	37	273	310	313	65	479
2002	222	775	130	609	1,917	3,431	36	263	299	303	62	491
2003	214	774	114	693	1,927	3,508	34	253	287	291	59	495
2004	207	671	134	585	1,831	3,221	31	246	278	281	56	503
2005	199	671	148	569	1,813	3,201	29	239	268	271	54	504

<sup>1</sup> See Notes and Definitions in Section 7 for details of discontinuity in road traffic figures from 1993 onwards

From 1993 the data has been estimated using the expansion factors and the new methodology for measuring road lengths, they are not directly comparable with the figures for 1992 and earlier.

## 8.2 Road accident casualties by road user type and severity: 1995-2005

	Number										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Child pedestrians: <sup>1</sup></b>											
Killed	132	131	138	103	107	107	107	79	74	77	63
KSI	4,400	4,132	3,954	3,737	3,457	3,226	3,144	2,828	2,381	2,339	2,134
All severities	18,590	18,510	18,407	17,971	16,876	16,184	15,819	14,231	12,544	12,234	11,250
<b>Adult pedestrians: <sup>2</sup></b>											
Killed	897	858	835	803	760	750	712	688	695	589	604
KSI	7,716	7,300	6,925	6,592	6,221	6,112	5,745	5,644	5,422	5,005	4,847
All severities	27,178	26,827	26,223	25,827	24,806	24,481	23,463	23,258	22,531	21,404	20,725
<b>Child pedal cyclists: <sup>1</sup></b>											
Killed	48	54	33	32	36	27	25	22	18	25	20
KSI	1,249	1,231	1,016	915	950	758	674	594	595	577	527
All severities	8,133	8,217	7,899	6,930	7,290	6,260	5,451	4,809	4,769	4,682	3,759
<b>Adult pedal cyclists: <sup>2</sup></b>											
Killed	164	148	150	126	135	98	111	107	95	109	127
KSI	2,673	2,517	2,542	2,345	2,172	1,954	1,951	1,801	1,776	1,697	1,787
All severities	16,140	15,778	16,181	15,326	14,834	13,630	12,974	11,712	11,643	11,366	11,637
<b>Motorcyclists <sup>3</sup> and passengers:</b>											
Killed	445	440	509	498	547	605	583	609	693	585	569
KSI	6,615	6,208	6,446	6,442	6,908	7,374	7,305	7,500	7,652	6,648	6,508
All severities	23,524	23,133	24,492	24,610	26,192	28,212	28,810	28,353	28,411	25,641	24,824
<b>Car drivers and passengers:</b>											
Killed	1,749	1,806	1,795	1,696	1,687	1,665	1,749	1,747	1,769	1,671	1,675
KSI	23,461	24,048	23,191	21,676	20,368	19,719	19,424	18,728	17,291	16,144	14,617
All severities	194,027	205,336	211,448	210,474	205,735	206,799	202,802	197,425	188,342	183,858	178,302
<b>Bus/coach drivers and passengers:</b>											
Killed	35	11	14	18	11	15	14	19	11	20	9
KSI	836	695	601	631	611	578	562	551	500	488	363
All severities	9,278	9,345	9,439	9,839	10,252	10,088	9,884	9,005	9,068	8,820	7,920
<b>LGV drivers and passengers:</b>											
Killed	69	61	64	67	65	66	64	70	72	62	54
KSI	1,106	989	928	949	867	813	811	780	765	631	587
All severities	7,200	7,215	7,476	7,672	7,124	7,007	7,304	7,007	6,897	6,166	6,048
<b>HGV drivers and passengers:</b>											
Killed	57	63	45	60	52	55	54	63	44	47	55
KSI	635	555	573	560	540	571	500	524	429	406	395
All severities	3,331	3,245	3,302	3,444	3,484	3,597	3,388	3,178	3,061	2,883	2,843
<b>All road users: <sup>4</sup></b>											
Killed	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201
KSI	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155
All severities	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017

1 Casualties aged 0 -15.

2 Casualties aged 16 and over.

3 Includes mopeds and scooters.

4 Includes other motor or non-motor vehicle users, and unknown road user type and casualty age.

Note: KSI = Killed and seriously injured.

# Transport Statistics Great Britain 2006

## 8.3 Road accidents and accident rates: by road class and severity: 1995-2005

	Number/rate per 100 million vehicle kilometres										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Motorway/A(M) roads</b>											
Fatal	154	153	159	157	176	161	180	175	184	149	176
Fatal and serious	1,153	1,100	1,204	1,148	1,218	1,190	1,235	1,162	1,166	1,047	1,007
All severities	7,392	7,787	8,678	8,861	9,118	9,394	9,128	8,942	8,746	9,072	8,619
Rate <sup>1</sup>	10	10	11	10	10	11	10	10	9	9	9
<b>Urban roads <sup>2</sup></b>											
<b>A roads:</b>											
Fatal	663	693	716	601	587	611	628	636	639	533	506
Fatal and serious	11,012	10,612	10,439	9,827	9,123	9,255	8,879	8,543	7,941	7,237	6,568
All severities	70,124	70,513	71,752	70,779	69,062	70,094	68,163	65,098	62,432	58,665	54,789
Rate <sup>1</sup>	87	87	88	86	84	86	83	79	76	70	67
<b>Other roads:</b>											
Fatal	615	614	563	562	588	554	573	491	532	518	517
Fatal and serious	13,427	12,926	12,345	11,828	11,222	10,809	10,594	10,307	9,686	8,991	8,785
All severities	84,216	86,405	86,735	86,388	85,129	84,353	82,127	79,361	75,907	73,327	72,317
Rate <sup>1</sup>	83	85	84	82	79	78	75	70	66	64	63
<b>Rural roads <sup>2</sup></b>											
<b>A roads:</b>											
Fatal	1,223	1,165	1,219	1,184	1,169	1,157	1,177	1,182	1,207	1,134	1,106
Fatal and serious	8,905	8,745	8,649	8,332	8,128	7,837	7,799	7,593	7,370	6,811	6,488
All severities	37,109	38,114	39,211	38,802	37,706	36,922	36,880	37,041	35,890	35,699	33,771
Rate <sup>1</sup>	31	31	31	30	29	28	28	27	26	25	24
<b>Other roads:</b>											
Fatal	628	646	635	626	578	602	585	636	683	642	608
Fatal and serious	7,209	7,143	6,919	6,548	6,444	6,303	6,070	5,982	5,961	5,625	5,081
All severities	31,293	32,988	33,460	33,569	32,504	31,709	31,511	30,767	30,795	30,487	29,152
Rate <sup>1</sup>	53	55	55	55	52	51	51	47	47	46	43
<b>All roads <sup>3</sup></b>											
Fatal	3,286	3,274	3,298	3,137	3,138	3,108	3,176	3,124	3,247	2,978	2,913
Fatal and serious	41,787	40,601	39,628	37,770	36,405	35,607	34,764	33,645	32,160	29,726	27,942
All severities	230,544	236,193	240,287	238,923	235,048	233,729	229,014	221,751	214,030	207,410	198,735
Rate <sup>1</sup>	53	53	53	52	50	50	48	45	43	41	39
<b>All A roads:</b>											
Fatal	1,887	1,860	1,939	1,788	1,782	1,782	1,826	1,821	1,847	1,669	1,612
Fatal and serious	19,959	19,402	19,128	18,201	17,388	17,204	16,761	16,168	15,328	14,055	13,063
All severities	107,428	108,803	111,165	109,807	107,474	107,544	105,548	102,378	98,436	94,429	88,599
Rate <sup>1</sup>	54	53	53	52	50	51	49	47	44	42	40
<b>Other non-motorway roads:</b>											
Fatal	1,245	1,261	1,200	1,192	1,180	1,165	1,170	1,128	1,216	1,160	1,125
Fatal and serious	20,675	20,099	19,296	18,421	17,799	17,213	16,768	16,315	15,666	14,624	13,872
All severities	115,724	119,603	120,444	120,255	118,456	116,791	114,338	110,431	106,848	103,909	101,517
Rate <sup>1</sup>	73	74	73	72	70	69	66	62	59	57	55

1 Figures have been revised from those published in previous years, see Notes and Definitions for more details.

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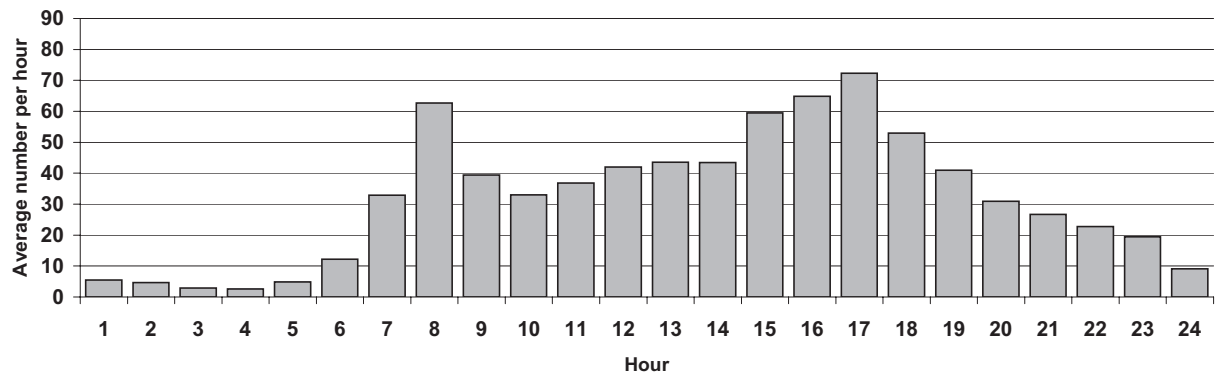
2 The definition of urban and rural roads is different to that of built-up and non built-up shown in editions prior to 2003.

3 Includes unallocated roads.

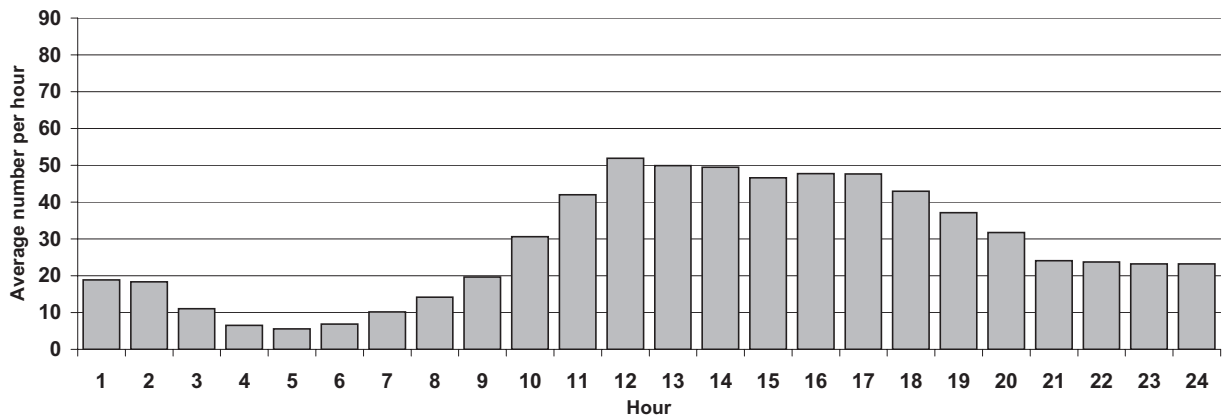


8.4 Casualties by hour of day: 2005

(a) Weekdays



(b) Weekends



Note: The hours are defined as being the beginning of an hour, i.e 1 being between 1 am and 2 am, and 12 being between midday and 1 pm, etc.

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8.5 Road accidents: breath tests performed on car drivers and motorcycle riders involved in injury accidents: Great Britain: 1995-2005

	Number/percentage										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Car drivers involved</b>	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,333	291,842	281,810
Breath tested <sup>1</sup>											
Number	99,631	133,347	157,373	173,610	175,916	172,840	163,540	159,782	151,442	149,430	149,687
Percentage of drivers involved	31	40	46	51	53	52	51	51	51	51	53
Failed breath test <sup>1</sup>											
Number	6,639	7,303	7,087	6,690	6,669	7,124	7,264	7,285	7,289	6,655	6,397
Percentage of drivers tested	7	5	5	4	4	4	4	5	5	4	4
<b>Motorcycle riders involved</b>	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870
Breath tested <sup>1</sup>											
Number	5,720	7,906	9,926	11,416	12,970	13,945	13,725	12,992	13,178	12,422	12,221
Percentage of riders involved	24	33	39	45	48	48	46	44	45	46	47
Failed breath test <sup>1</sup>											
Number	438	408	428	426	443	442	446	441	510	423	391
Percentage of riders tested	8	5	4	4	3	3	3	3	4	3	3

<sup>1</sup> Includes refusals.

## Transport Statistics Great Britain 2006

### 8.6 Motor vehicle offences: drinking and driving: summary of breath tests and blood or urine tests: England and Wales: 1994-2004

	Number/percentage										
	1994	1995	1996	1997	1998	1999	2000	2001	2002 <sup>2</sup>	2003	2004
<b>Screening breath test:</b>											
number required (inc. refused/not able)	679,000	703,000	781,000	800,000	815,000	764,000	714,800	623,900	570,200	534,300	577,600
<b>Of which:</b>											
positive/refused <sup>1</sup>	93,000	94,000	101,000	104,000	102,000	94,000	95,000	100,000	103,500	106,300	103,000
<b>Result (per cent)</b>											
Positive/Refused	14	13	13	13	13	12	13	16	18	20	18
Negative	86	87	87	87	87	88	87	84	82	80	82
Total	100	100	100	100	100	100	100	100	100	100	100

1 Includes persons unable to provide a breath test specimen.

2 The figures for 2002 have been revised.

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Source - Home Office

For further details on vehicle offences see Home Office Statistical Bulletin, Issue 06/05 Motoring Offences - England & Wales 2004 and associated Supplementary Tables - England & Wales 2004. Copies of this report and other RDS publications can be downloaded free from the Home Office web site at: <http://www.homeoffice.gov.uk/rds/index.htm>

For details on motor vehicle offences in Scotland see Scottish Executive Criminal Justice Series Statistical Bulletin, Criminal Proceedings in Scottish Courts 2004. The Scottish Executive ☎0131-244 2227

### 8.7 Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings: by type of offence: England and Wales: 1994-2004

	Thousands of offences										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>Offence type:</b>											
Dangerous, careless or drunken driving etc	190	189	191	199	190	183	144	137	171	177	231
Accident offences	24	23	22	22	21	19	18	18	18	19	18
Speed limit offences	602	680	752	881	962	1,001	1,188	1,391	1,538	2,041 <sup>1</sup>	2,076
Unauthorised taking or theft of motor vehicle	46	41	40	37	37	36	32	31	32	30	27
Licence, insurance and record keeping offences	872	874	846	829	817	807	785	769	819	953	957
Vehicle test and condition offences	314	313	293	286	277	261	243	226	228	241	227
Neglect of traffic signs and directions and pedestrian rights	260	272	276	282	271	245	232	218	213	264	258
Other offences relating to motor vehicles (except obstruction, waiting and parking)	276	278	311	349	353	488	315	290	239	280	354
<b>All offences (except obstruction, waiting and parking)</b>	<b>2,584</b>	<b>2,670</b>	<b>2,730</b>	<b>2,885</b>	<b>2,927</b>	<b>2,401</b>	<b>2,958</b>	<b>3,080</b>	<b>3,259</b>	<b>4,005 <sup>1</sup></b>	<b>4,147</b>
Obstruction, waiting and parking offences	2,723	2,290	2,302	2,219	2,139	1,828	1,611	1,341	1,180	1,059 <sup>1</sup>	896
<b>All offences</b>	<b>5,307</b>	<b>4,960</b>	<b>5,031</b>	<b>5,104</b>	<b>5,066</b>	<b>4,700</b>	<b>4,569</b>	<b>4,421</b>	<b>4,439</b>	<b>5,244</b>	<b>5,043</b>

1 These figures for 2003 have been revised

☎020-8760 1680

Source - Home Office

For further details on vehicle offences see Home Office Statistical Bulletin, Issue 06/05 Motoring Offences - England & Wales 2004 and associated Supplementary Tables - England & Wales 2004. Copies of this report and other RDS publications can be downloaded free from the Home Office web site at: <http://www.homeoffice.gov.uk/rds/index.htm>

For details on motor vehicle offences in Scotland see Scottish Executive Criminal Justice Series Statistical Bulletin, Criminal Proceedings in Scottish Courts 2004. The Scottish Executive ☎0131-244 2227

## 8.8 Collation of motor insurance figures: United Kingdom: 1998-2004

	Million vehicle years						
(a) Exposure	1998	1999	2000	2001	2002 <sup>1</sup>	2003 <sup>1</sup>	2004 <sup>1</sup>
Private car (comprehensive):	15.1	15.4	16.7	16.9	17.9	18.0	18.5
Private car (non-comprehensive):	3.2	3.0	2.9	3.3	3.3	3.3	2.9
Motor cycle	0.4	0.5	0.5	0.5	0.5	0.5	0.5
Commercial vehicle (including fleet)	4.9	4.9	4.8	4.2	4.5	4.5	4.8
All vehicles	23.6	23.8	24.9	25.0	26.2	26.4	26.8
(b) Number of claims	Millions						
Private car (comprehensive):	2.71	2.78	2.93	2.99	3.05	3.10	3.06
Private car (non-comprehensive):	0.31	0.27	0.24	0.29	0.29	0.25	0.31
Motor cycle	0.03	0.03	0.03	0.04	0.03	0.04	0.03
Commercial vehicle (including fleet)	1.03	1.08	1.03	0.95	0.88	0.85	0.83
All vehicles	4.09	4.16	4.23	4.26	4.25	4.24	4.23
(c) Estimated cost of claims	£ million						
Private car (comprehensive):	3,684	3,969	4,479	4,644	4,841	5,174	5,307
Private car (non-comprehensive):	654	630	643	756	846	889	862
Motor cycle	72	87	72	77	84	94	82
Commercial vehicle (including fleet)	1,827	1,882	1,885	1,835	1,904	2,052	2,059
All vehicles	6,236	6,568	7,078	7,311	7,675	8,210	8,310
(d) Claim frequency	Percentage						
Private car (comprehensive):	18.0	18.0	17.6	17.6	17.0	17.2	16.6
Private car (non-comprehensive):	9.7	8.9	8.2	8.9	8.7	7.7	10.5
Motor cycle	7.1	6.9	5.9	7.1	6.4	6.9	6.1
Commercial vehicle (including fleet)	21.2	22.0	21.3	22.3	19.8	18.8	17.1
All vehicles	17.3	17.5	17.0	17.1	16.2	16.1	15.8
(e) Average claim	£'s						
Private car (comprehensive):	1,359	1,429	1,527	1,553	1,590	1,671	1,734
Private car (non-comprehensive):	2,080	2,345	2,649	2,614	2,906	3,492	2,796
Motor cycle	2,290	2,722	2,623	1,985	2,437	2,632	2,639
Commercial vehicle (including fleet)	1,775	1,748	1,833	1,939	2,157	2,407	2,494
All vehicles	1,526	1,580	1,673	1,714	1,804	1,936	1,967
(f) Annual percentage change in claim frequency	Percentage						
Private car (comprehensive):	0.8	-	-2.2	0.3	-3.6	1.1	-3.7
Private car (non-comprehensive):	4.0	-8.2	-7.9	8.2	-2.0	-11.4	36.1
Motor cycle	31.8	-2.8	-14.5	19.5	-9.6	7.6	-10.9
Commercial vehicle (including fleet)	2.4	3.8	-3.2	4.9	-11.3	-5.1	-9.3
All vehicles	3.0	1.2	-2.9	0.4	-5.0	-0.8	-1.8
(g) Annual percentage change in average claim	Percentage						
Private car (comprehensive):	5.9	5.2	6.9	1.7	2.4	5.1	3.8
Private car (non-comprehensive):	0.4	12.7	13.0	-1.3	11.2	20.1	-19.9
Motor cycle	-20.6	18.9	-3.6	-24.3	22.8	8.0	0.3
Commercial vehicle (including fleet)	4.7	-1.5	4.9	5.8	11.2	11.6	3.6
All vehicles	3.7	3.5	5.9	2.5	5.3	7.3	1.6

<sup>1</sup> Subject to minor revisions.

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 The figures in this table are outside  
 the scope of National Statistics  
 Source - ABI

# Transport Statistics Great Britain 2006

## 8.9 Railway accidents: casualties: by type of accident: 1995/96-2005

		Number										
		1995/96	1996/97 <sup>1</sup>	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>2</sup>	2004	2005
<b>Train accidents:</b>												
<b>Killed:</b>	Passengers	1	1	7	0	29	10	0	6	0	5	0
	Railway staff	1	0	0	0	2	4	0	1	1	2	1
	Others	5	0	3	3	2	3	5	3	10	5	6
	<b>Total</b>	<b>7</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>33</b>	<b>17</b>	<b>5</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>7</b>
<b>Major injuries:</b>	Passengers	1	.	.	.	.	.	.	.	.	.	.
	Railway staff	15	9	2	2	3	6	6	0	0	5	0
	Others	7	.	.	.	.	.	.	.	.	.	.
	<b>Total</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>
<b>Minor injuries:</b>	Passengers	61	.	.	.	.	.	.	.	.	.	.
	Railway staff	60	52	37	29	20	36	17	23	12	21	20
	Others	22	.	.	.	.	.	.	.	.	.	.
	<b>Total</b>	<b>143</b>	<b>52</b>	<b>37</b>	<b>29</b>	<b>20</b>	<b>36</b>	<b>17</b>	<b>23</b>	<b>12</b>	<b>21</b>	<b>20</b>
<b>Public injuries:</b>	Passengers	.	180	190	40	290	178	21	128	53	76	22
	Railway staff	.	.	.	.	.	.	.	.	.	.	.
	Others	.	14	15	13	19	15	8	15	19	9	9
	<b>Total</b>	<b>.</b>	<b>194</b>	<b>205</b>	<b>53</b>	<b>309</b>	<b>193</b>	<b>29</b>	<b>143</b>	<b>72</b>	<b>85</b>	<b>31</b>
<b>Accidents through movement of railway vehicles:</b>												
<b>Killed:</b>	Passengers	8	13	15	17	14	7	10	14	8	3	5
	Railway staff	2	2	3	1	2	3	4	2	1	7	5
	Others	8	5	14	11	11	7	10	16	8	7	10
	<b>Total</b>	<b>17</b>	<b>20</b>	<b>32</b>	<b>29</b>	<b>27</b>	<b>17</b>	<b>21</b>	<b>32</b>	<b>17</b>	<b>17</b>	<b>20</b>
<b>Major injuries:</b>	Passengers	52	.	.	.	.	.	.	.	.	.	.
	Railway staff	18	31	34	35	37	25	26	26	35	48	28
	Others	5	.	.	.	.	.	.	.	.	.	.
	<b>Total</b>	<b>75</b>	<b>31</b>	<b>34</b>	<b>35</b>	<b>37</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>35</b>	<b>48</b>	<b>28</b>
<b>Minor injuries:</b>	Passengers	2,808	.	.	.	.	.	.	.	.	.	.
	Railway staff	188	222	215	246	289	296	293	313	299	328	311
	Others	7	.	.	.	.	.	.	.	.	.	.
	<b>Total</b>	<b>3,003</b>	<b>222</b>	<b>215</b>	<b>246</b>	<b>289</b>	<b>296</b>	<b>293</b>	<b>313</b>	<b>299</b>	<b>328</b>	<b>311</b>
<b>Public injuries:</b>	Passengers	.	559	617	668	569	610	573	556	584	547	580
	Railway staff	.	.	.	.	.	.	.	.	.	.	.
	Others	.	16	17	13	13	18	17	13	16	16	15
	<b>Total</b>	<b>.</b>	<b>575</b>	<b>634</b>	<b>681</b>	<b>582</b>	<b>628</b>	<b>590</b>	<b>569</b>	<b>600</b>	<b>563</b>	<b>595</b>
<b>Accidents on railway premises:</b>												
<b>Killed:</b>	Passengers	2	3	4	3	4	3	3	3	5	5	5
	Railway staff	2	0	0	3	1	1	1	4	3	1	0
	Others	0	1	2	1	0	1	2	1	1	0	1
	<b>Total</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>6</b>
<b>Major injuries:</b>	Passengers	161	.	.	.	.	.	.	.	.	.	.
	Railway staff	192	270	315	339	300	269	319	323	303	349	304
	Others	20	.	.	.	.	.	.	.	.	.	.
	<b>Total</b>	<b>373</b>	<b>270</b>	<b>315</b>	<b>339</b>	<b>300</b>	<b>269</b>	<b>319</b>	<b>323</b>	<b>303</b>	<b>349</b>	<b>304</b>
<b>Minor injuries:</b>	Passengers	4,601	.	.	.	.	.	.	.	.	.	.
	Railway staff	3,896	1,568	1,836	1,795	1,756	1,803	1,713	1,744	1,699	1,549	1,616
	Others	176	.	.	.	.	.	.	.	.	.	.
	<b>Total</b>	<b>8,673</b>	<b>1,568</b>	<b>1,836</b>	<b>1,795</b>	<b>1,756</b>	<b>1,803</b>	<b>1,713</b>	<b>1,744</b>	<b>1,699</b>	<b>1,549</b>	<b>1,616</b>
<b>Public injuries:</b>	Passengers	.	1,710	1,940	1,963	1,883	2,007	1,807	1,861	1,913	2,004	2,198
	Railway staff	.	.	.	.	.	.	.	.	.	.	.
	Others	.	120	95	75	53	51	67	55	60	44	36
	<b>Total</b>	<b>.</b>	<b>1,830</b>	<b>2,035</b>	<b>2,038</b>	<b>1,936</b>	<b>2,058</b>	<b>1,874</b>	<b>1,916</b>	<b>1,973</b>	<b>2,048</b>	<b>2,234</b>

## 8.9 (continued) Railway accidents: casualties: by type of accident: 1995/96-2005

											Number										
											2004	2005									
											1995/96	1996/97 <sup>1</sup>	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>2</sup>	2004	2005
<b>Overall totals:</b>																					
<b>Killed:</b>	<b>Passengers</b>	10	17	26	20	47	20	10	23	13	13	10									
	<b>Railway staff</b>	5	2	3	4	5	8	5	7	5	10	6									
	<b>Others</b>	13	6	19	15	13	11	17	20	19	12	17									
	<b>Total</b>	28	25	48	39	65	39	32	50	37	35	33									
<b>Major injuries:</b>	<b>Passengers</b>	214	.	.	.	.	.	.	.	.	.	.									
	<b>Railway staff</b>	225	310	351	376	340	300	351	349	338	402	332									
	<b>Others</b>	32	.	.	.	.	.	.	.	.	.	.									
	<b>Total</b>	471	310	351	376	340	300	351	349	338	402	332									
<b>Minor injuries:</b>	<b>Passengers</b>	7,470	.	.	.	.	.	.	.	.	.	.									
	<b>Railway staff</b>	4,144	1,842	2,088	2,070	2,065	2,135	2,023	2,080	2,010	1,898	1,947									
	<b>Others</b>	205	.	.	.	.	.	.	.	.	.	.									
	<b>Total</b>	11,819	1,842	2,088	2,070	2,065	2,135	2,023	2,080	2,010	1,898	1,947									
<b>Public injuries:</b>	<b>Passengers</b>	.	2,449	2,747	2,671	2,742	2,795	2,401	2,545	2,550	2,627	2,800									
	<b>Railway staff</b>	.	.	.	.	.	.	.	.	.	.	.									
	<b>Others</b>	.	150	127	101	85	84	92	83	95	69	60									
	<b>Total</b>	.	2,599	2,874	2,772	2,827	2,879	2,493	2,628	2,645	2,696	2,860									
<b>Trespassers and suicides:</b>																					
	<b>Deaths</b>	246	252	265	247	274	300	275	256	252	242	280									
	<b>Injured</b>	82	106	136	149	144	177	179	137	132	132	127									

1 Under the RIDDOR 95 accident reporting system, brought into force on 1 April 1996,

there is no distinction between a major or minor injury for a member of the public.

The reporting trigger for a public injury is that they are taken from the site of the incident to hospital for treatment. The criteria for major and minor injury remains for railway staff and contractors (see Notes and Definitions section at start of Chapter 8).

2 Prior to 2003 data covered financial years. See Notes and Definitions section at start of Chapter 8.

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The figures in this table are outside the scope of National Statistics  
Source - ORR, previously HSE

## 8.10 Railway movement accidents: passenger casualties and casualty rates: 1995/96-2005

											Number/rate per billion passenger kilometres										
											2004	2005									
											1995/96	1996/97 <sup>2</sup>	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>3</sup>	2004	2005
<b>Casualties: <sup>1</sup></b>																					
	<b>Deaths</b>	9	14	22	17	43	17	10	20	8	8	5									
	<b>Major injuries</b>	53	.	.	.	.	.	.	.	.	.	.									
	<b>Minor injuries</b>	2,869	739	807	708	859	788	594	684	637	623	602									
	<b>All casualties</b>	2,931	753	829	725	902	806	604	704	645	631	607									
<b>Casualty rates:</b>																					
	<b>Deaths</b>	0.2	0.4	0.5	0.4	0.9	0.4	0.2	0.4	0.2	0.2	0.1									
	<b>Major injuries</b>	1.4	.	.	.	.	.	.	.	.	.	.									
	<b>Minor injuries</b>	77.9	19.1	19.4	16.2	18.6	16.9	12.5	14.3	12.9	12.4	11.6									
	<b>All casualties</b>	79.6	19.4	19.9	16.6	19.5	17.3	12.7	14.7	13.1	12.5	11.7									

1 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles.

2 Under the new Accidents Reporting Regulations (RIDDOR 95) brought into force on 1 April 1996, there is no distinction between major and minor injury to members of the public. All injuries to members of the public are now shown as either minor injuries or killed. The reporting trigger for minor injuries is that the person is taken to hospital for treatment.

3 Prior to 2003 data covered financial years. See Notes and Definitions section at start of Chapter 8. The casualty rates continue to be calculated using financial year rail passenger kilometre data because calendar year data is not available for all sources.

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The figures in this table are outside the scope of National Statistics  
Source - ORR, previously HSE

## Transport Statistics Great Britain 2006

### 8.11 Railway accidents: train accidents: 1995/96-2005

	Number										
	1995/96	1996/97 <sup>1</sup>	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>3</sup>	2004	2005
Collisions	123	120	127	121	94	106	101	69	61	60	27
Derailments	104	119	93	117	89	93	88	67	63	62	64
Running into level crossing gates and other obstructions	488	741	680	690	753	693	557	495	433	523	480
Fires	256	302	344	343	340	301	291	292	271	323	187
Damage to drivers' cab windscreens <sup>2</sup>	.	468	619	564	617	607	665	498	409	368	299
Miscellaneous	18	3	0	0	2	1	2	0	0	0	0
<b>All accidents</b>	<b>989</b>	<b>1,753</b>	<b>1,863</b>	<b>1,835</b>	<b>1,895</b>	<b>1,801</b>	<b>1,704</b>	<b>1,421</b>	<b>1,237</b>	<b>1,336</b>	<b>1,057</b>

1 New Accidents reporting regulations (RIDDOR 95) came into force on 1 April 1996.

2 Category now reportable under RIDDOR 95.

3 Prior to 2003 data covered financial years.

See Notes and Definitions section at start of Chapter 8.

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The figures in this table are outside the scope of National Statistics  
Source - ORR, previously HSE

## 9 Vehicles:

### Notes and Definitions

#### Vehicles registered for the first time and vehicles currently licensed: 9.1-9.8

*Changes in the vehicle taxation system:* There have been three major sets of changes to the vehicle taxation system in recent years:

From 1 October 1982, all general goods vehicles less than 1,525 kgs unladen weight were assessed for vehicle excise duty at the same rate as private vehicles and the old 'private car and van' taxation class was replaced by the new 'Private and Light Goods' (PLG) taxation class. Also goods vehicles greater than 1,525 kgs unladen weight were to be taxed with reference to their gross vehicle weight and axle configuration, as opposed to unladen weight as in previous years (farmers' light goods vehicles and showmen's light goods vehicles, ie. vehicles of less than 1,525 kgs unladen weight, were allocated to their own distinct taxation classes and were not included in the PLG taxation class).

From 1 October 1990, goods vehicles less than 3,500 kgs gross vehicle weight was transferred from the 'Goods Vehicle' taxation class to the 'Private and Light Goods' class. (Farmers' and showmen's goods vehicles of less than 3,500 kgs gross vehicle weight, but more than 1,525 kgs unladen weight, were transferred to the 'Light Goods Farmers' and 'Light Goods Showmen's' taxation classes.)

Important changes to the vehicle taxation system were introduced from 1 July 1995, with the intention of removing many of the complications in the existing structure. The strategy was to link VED rates for as many vehicles as possible either to the rate for the private and light goods group (PLG), or the basic minimum rate for heavy goods vehicles (HGVs).

To achieve this, three 'umbrella' taxation groups were created: an emergency vehicles group exempt from VED; a special concessionary group including agricultural machines, snow ploughs, gritting vehicles, electric vehicles and, later, steam powered vehicles; and a special vehicles group, limited to vehicles over 3,500 kgs, including mobile cranes, works trucks, digging machines, showmen's vehicles, etc.

In addition, the goods vehicle taxation system was itself considerably simplified by the abolition of separate goods vehicle classes for farmers and showmen. All remaining light goods vehicle taxation classes were also abolished and vehicles in those groups transferred to the PLG class. At the same

time, the basis for calculation of excise duty for goods vehicles was amended to 'revenue weight'. Revenue weight means either 'confirmed maximum gross weight' as determined by plating and testing regulations, or 'design weight' for vehicles not subject to plating and testing (formerly known as Restricted HGVs).

The process also included further simplifications and 'tidying' arrangements. These included cases in which vehicles of less than 3,500 kgs gross weight were moved into the private and light goods taxation class rather than remaining in specialised taxation classes and groups, and the reallocation of some tax classes into more appropriate groups. The changes were completed by the introduction of a new exempt class in the November 1995 budget for vehicles previously in the private and light goods or motor cycle groups over 25 of years of age, and the reallocation of a small number of minor tax classes.

In general, the process of implementing these changes was gradual, and vehicles were allowed to remain in their current class until a new tax disk was required, whereupon they were transferred into other groups and classes as appropriate. Since tax disks may run for up to a year, some vehicles remained legitimately taxed in abolished groups at end 1995.

*Current taxation system:* Following the reforms introduced in 1995, the vehicle taxation system consists of the following main groups.

*Exempt vehicles:* The exempt vehicles includes a number of distinct sub-groups and classes, of which the most important are:-

- Emergency vehicles.
- Crown vehicles.
- Disabled driver and disabled passenger carrying vehicles.
- Vehicles previously in PLG, motor cycle or tricycle tax groups manufactured before 1993.

The emergency vehicles group was created from 1 July 1995. These vehicles are required to obtain and display an annual tax disk but pay a nil rate of duty. Similarly, vehicles exempt because of age are still required to obtain and display an annual tax disk but pay a nil rate of duty.

Vehicles owned by Government Departments and operated under Certificates of Crown ownership (apart from those belonging to the Armed Forces) are registered but exempt from vehicle excise duty.

## Transport Statistics Great Britain 2006

The exempt vehicle statistics exclude cars and motor cycles used temporarily in Great Britain before being privately exported under the personal export and direct export schemes by non-United Kingdom citizens. Electric vehicles, which were previously an exempt class, fall into the special concession group from 1st July 1995.

*General haulage:* General haulage vehicles may not be used for carrying loads or transporting goods except on the trailer which it is towing, where, unlike articulated heavy goods vehicles, the trailer does not form an integral part of vehicles. Many vehicles taxed for general haulage are agricultural tractors.

*Goods vehicles:* Goods vehicles over 3,500 kgs gross vehicle weight. Now limited to two main groups, class 01 for heavy goods vehicles, and class 02 for goods vehicles paying additional trailer duty. Goods vehicles on certain off-shore islands may qualify to tax in class 16-small island goods. Reductions are available for goods vehicles meeting certain emission standards and generally the VED rates are based on the maximum gross vehicle weight and the number of axles used by the vehicles. Rates are lower for vehicles that have a lower average weight per axle, since these will cause less damage to the roads. The VED system for HGV's has been simplified to reduce the number of different rates in operation.

*Motorcycles, scooters and mopeds:* No distinction between these different types of machine is made for taxation purposes. The vehicle excise duty payable depends upon the engine capacity of the bike. The numbers licensed are influenced by seasonal factors and peaks in the summer months.

*Private and light goods:* Includes all vehicles used privately. The bulk of this group consists of private cars (whether owned by individuals or companies) and vans and light goods vehicles. The group also contains a number of important minority groups including private buses and coaches, private heavy goods vehicles, and some vehicles not exceeding 3,500 kgs which before 1st July 1995 were taxed in specialised taxation classes. A substantial number of motorcars are now taxed in the exempt disabled driver class. Taxation for private and light goods vehicles has changed in recent years. From June 1999, a reduced rate has been available for vehicles with smaller engine sizes. For existing vehicles, a reduced rate is currently in operation for those vehicles with an engine size of 1549cc or less. For new vehicles, from March 2001, taxation rates will be based upon the CO<sub>2</sub> emissions from the vehicle with seven graduated bands, dependent upon the vehicle's fuel type.

*Public transport vehicles:* All vehicles classified for taxation purposes as class 34 - Bus (introduced 1 July 1995). These are vehicles used for public

conveyance, with more than 8 seats. Prior to 1st July 1995 public transport vehicles were taxed in class 35 Hackney, used, similarly for public transportation but with no lower limit on seating capacity. Tables in part 9 concerned with public transport vehicles show time series for class 35 (Hackney vehicles) up to the end of 1994 and class 34 (Bus) thereafter, with retrospective estimates for class 34 wherever possible. Buses and coaches not licensed for public conveyance, and operated and used privately, are excluded and are classified for excise licensing with private and light goods. Taxis and private hire cars are now included in the private and light goods group and are not separately identified within the VED taxation system. Regulation and control of taxis and private hire cars is through local authorities who issue appropriate hackney and hire car plates. As with goods vehicles, reduced rates are available for reduced pollution public transport vehicles.

*Special concessionary group:* This class includes agricultural vehicles which are now exempt from duty. Also included are electric vehicles, gritting vehicles and snow ploughs, and steam powered vehicles. However, works trucks, mobile cranes and digging machines previously in the 'agricultural and special machines' group are no longer included and are in the special vehicles group.

*Special vehicles group:* This group consists of vehicles over 3,500 kgs, which do not pay VED as heavy goods vehicles nor qualify for taxation in the special concessionary group. Vehicles in this group pay VED at the basic minimum rate for HGVs. Types include road rollers, works trucks, digging machines, mobile cranes and showman's vehicles.

*Other vehicles:* This group includes three-wheeled cars and vans not exceeding 450 kgs unladen weight, recovery vehicles and general haulage vehicles, as described above. Motorised tricycles are included but motor cycle combinations are included with motor cycles.

*Trade licences:* These are issued to manufacturers and repairers of, and dealers in, motor vehicles but as they do not relate to particular vehicles they are not included in any of the tables relating to current licences or new registrations.

*Vehicles owned by the Armed Forces:* Vehicles officially belonging to the Armed Forces, except for a small number which for particular reasons, are licensed in the ordinary way, operate under a special registration and licensing system operated by them. Such vehicles are excluded from vehicle registration figures.



**New registrations: 9.2**

Census method: The statistics in this section are based on a complete analysis of new registrations and not on a sample count. Monthly analyses are compiled from the records of the Driver and Vehicle Licensing Agency (DVLA).

Statistics in this table are based on a complete analysis of new registrations and not on a sample count. In addition to the information already provided for Table 9.2, there are other historical licensing changes that affect the data.

In the past these were obtained from monthly returns of licensing authorities' records of new registrations. On 1 October 1974, the Driver and Vehicle Licensing Centre (DVLC) at Swansea took over responsibility for the licensing of vehicles from Local Taxation Offices (LTO). Initially, DVLC dealt only with new registrations, but from 1 April 1975 they began to take on the registration of older vehicles from the Local Vehicle Licensing Offices, which replaced the LTOs. On 1 April 1990, DVLC became the Driver and Vehicle Licensing Agency (DVLA). From July 1995 new tax arrangements applied to many minor taxation groups.

**Vehicles currently licensed: 9.1, 9.3-9.8**

*Census Method:* The census methods employed to estimate vehicles currently licensed fall into three distinct periods. Prior to 1978, information on vehicle stock had been obtained mainly from a sample of vehicles, and, for purely administrative reasons, counts of licensed vehicles at Local Taxation Offices included any vehicle licensed for at least one month during the third quarter of the year.

Estimates of vehicles currently licensed were based on the record of licensed vehicles at DVLA. The first such census was taken on 31 December 1978, and subsequent counts were also taken on the last day of the year. Censuses derived from DVLA records were based on a single point (one day) in time, and were a complete count of all vehicles determined to be licensed on that specific day.

The 1995 changes did not produce any major change in total number of vehicles taxed within the PLG group, and the PLG series has not been subject to any retrospective adjustment or recalculation. Retrospective series have been estimated for the new 'bus' taxation class and are included in the tables.

*Regional analysis:* The only regional information easily obtainable from vehicle records held on computer by DVLA is the post code of the registered keeper of the vehicle (which may be a company car or a private individual). This can be used to determine the county in which the keeper lives. The regional analysis of body type cars in Table 9.5 has

been compiled in this way. In this table, the figures for Great Britain include vehicles whose county is unknown. The number of cars licensed per 1,000 population is based on 2004 mid-year population estimates. This table is based upon cars in all taxation classes, whereas figures in Table 9.3 are different since they are for cars in the PLG tax class only. For an analysis by county and for more detailed information on vehicle stock and new registrations see *Vehicle Licensing Statistics 2005*, available from DfT, as a free statistical bulletin, or from the DfT website at: [www.dft.gov.uk/transtat](http://www.dft.gov.uk/transtat)

In addition to the information provided for Tables 9.1, 9.3-9.8, the following is also relevant. Up to 1974, the figures for motor vehicles currently licensed were compiled from information received by the Department for Transport from all registration/licensing authorities or Local Taxation Offices (County, County Borough and Borough Councils) in Great Britain, which administered the Vehicles (Excise) Act 1971. Since October 1974, all new vehicles have been registered at the Driver and Vehicle Licensing Agency (DVLA), and records for older vehicles have also been transferred there, the process being completed in March 1978. For 1975 and 1976, the census was based on a combination of records held at Local Taxation Offices and at DVLA. Because of the closure of Local Taxation Offices, it was not possible to produce census results in 1977. The first census based entirely on the record of licensed vehicles at DVLA was taken on 31 December 1978.

Figures for the period 1950-1976 are at 30th September; the 1977 census results are estimates; those for 1978-1993 are at 31st December. For years up to 1992, estimates are taken from the annual vehicle census analyses, based on the Driver and Vehicle Licensing Agency main vehicle file. From 1992, estimates of licensed stock are taken from DfT's Vehicle Information Database. From July 1995 new tax arrangements applied to many minor taxation groups.

**Goods vehicles: 9.6-9.8**

Vehicles included fall mainly into the goods vehicles taxation classes which include HGV, trailer HGV, and restricted HGV, for general goods, showman's goods and farmer's goods. Also included are vehicles in the Small Island goods, crown, electric vehicles and exempt taxation classes, which exceed 3.5 tonnes gross weight and have goods vehicle body type. Legislative changes have had an effect on the distribution of lorry weights. From the beginning of 1999, vehicles with 5 or more axles have been permitted to operate at a gross weight of 40 tonnes and since the start of 2001, 6 axle vehicles are allowed to run at 44 tonnes.

### Trailer tests: 9.9

Although there is no registration system for trailers which carry goods, there is still a requirement to have them tested each year under the DfT's plating and testing scheme. These tests carried out by the Vehicle and Operator Services Agency provide the best current estimate of the number of trailers in use and includes a breakdown according to number of axles.

### Vehicle testing scheme (MOT): 9.10-9.13

The following information gives some background on the testing process:

- 1 January 1977: stop lamps, indicators, windscreen wipers & washers, horn and the condition of the wheels, seat belts, exhaust systems, bodywork and suspension became testable;
- 1 January 1980: introduction of new testing station approval standards;
- 1 November 1991: introduction of exhaust emissions testing;
- 1 January 1992: minimum tyre tread depth raised from 1mm to 1.6mm;
- 1 January 1993: inspections of field of vision/condition of glass, mirrors, fuel tanks and pipes, bodywork and body security, seat security, security of doors and other openings, registration plates, vehicle identification numbers, rear registration plate lamps, rear fog lamps, hazard warning signal devices, and diesel (smoke emission) were added to the test. The diesel smoke emission test was withdrawn in February 1993, but reintroduced in February 1994;
- 1 September 1995: the emissions limit for petrol and diesel engine vehicles in classes IV, V and VII were lowered.
- 1 January 1996: new limits for certain catalyst equipped petrol engine class IV vehicles, registered on or after 1 August 1992 were introduced. The tests were extended to include large petrol fuelled cars and petrol fuelled light goods vehicles from 1 August 1997.
- 1 August 1998 changes were made to the seat belt installation checks.

In 1999/00, there were 18,899 authorised examiners for the private MOT scheme. In addition there were 92 other MOT test stations operated by Post Offices, designated local authorities, the Crown or police authorities.

From 1 July 1970 to date a 2 per cent sample of all tests has been the basis on which vehicle testing statistics have been compiled. Computerisation of the MOT system has begun and will, once data are available, ensure a greater level of detail and accuracy. The 2 per cent sample gives:

- an estimate of the total number of vehicles presented for testing each year, with the actual total lying within 2.5 per cent of the estimate;
- a percentage breakdown of the total into 4 separate classes, normally within 0.1 per cent of the true percentage figure;
- for each class of vehicle an estimated failure rate within 0.2 per cent of the true figure for light goods vehicle, cars and other passenger vehicles and within 0.8 per cent for motor cycles;

*Prohibition notice (PG9):* Is a ban on the use of a vehicle on the public road. A Prohibition will normally be issued where a vehicle is found by an examiner to be, or likely to become, unfit for use or where driving the vehicle would involve a risk of injury to any person. For further details on Prohibition Notices, see publication *Categorisation of Defects on Road Vehicles*, available from the Vehicle and Operator Services Agency Publications Unit (☎01792 454267).

### Road passenger service vehicle testing scheme: 9.11

EEC Directive 77/143 stipulated that all class VI (Public Service Vehicles) in use for more than one year must by 1 January 1983 have undergone a road-worthiness examination and be subject to an annual inspection thereafter. To meet this deadline, statutory testing of class VI vehicles commenced on 1 January 1982.

### Goods vehicles over 3.5 tonnes testing scheme: 9.12

Table 9.12 shows from 1993 and up to including 2003 the number of tests carried out on heavy goods vehicles under the DfT's plating and testing scheme. Vehicles subject to plating and testing have to undergo a test when they are 1 year old and are tested annually thereafter; the term 'first test' refers to the first test of a vehicle in a particular year. The figures quoted cover the 52 week period ending on the Friday which precedes the first Monday in April.

For the purposes of this section, the vehicles are goods vehicles with a gross weight (gross train weight for articulated vehicles) exceeding 3,500 kgs. Further information on all vehicle testing schemes may be purchased from:

Vehicle and Operator Services Agency, Welcombe House  
91-92 The Strand, Swansea, SA1 2DH  
(☎01792 454233).

### Households with regular use of cars: 9.14

Data from 1961 onwards are derived from household surveys. Figures for earlier years are estimates. Also, see notes to Table 9.15.

**Private motoring: 9.15 and 9.16**

The mid-year estimates of the percentage of households with regular use of a car or van in Tables 9.15 (a) and (b) are based on combined data from the National Travel Survey (NTS), the Expenditure and Food Survey (previously the Family Expenditure Survey) and the General Household Survey, where available. Comparisons with Census data are also shown. Table 9.15 (c) by area type is based on data from the NTS only. The percentage of driving licence holders in Table 9.16 is based on data from the NTS, and the estimated number of licence holders based on the mid-year resident population estimates from ONS.

**Annual mileage of 4-wheeled cars: 9.17**

These figures are based upon annual estimates for each purpose (commuting, business and other private) per vehicle as reported by participants in the National Travel Survey (NTS). The data are for 4-wheeled cars only. Company cars provided by an employer for the use of a particular employee (or director) are included, but cars borrowed temporarily from a company pool are not.

**Private motoring: 9.18**

Driving tests data are supplied by the Driving Standards Agency: contact: (☎ 0115 901 2500).

# Transport Statistics Great Britain 2006

## 9.1 Motor vehicles currently licensed: 1950-2005

Thousands										
Year	Private and light goods			Motor cycles etc	Public transport vehicles	Special machines/ Special concessionary <sup>1</sup>	Other vehicles	Special Vehicles group	Crown and exempt vehicles <sup>1</sup>	All vehicles
	Private cars	Other vehicles	Goods vehicles							
1950	1,979	439	439	643	123	262	24	.	61	3,970
1951	2,095	457	451	725	123	250	26	.	63	4,190
1952	2,221	477	450	812	119	270	29	.	86	4,464
1953	2,446	516	446	889	105	289	30	.	88	4,809
1954	2,733	566	450	977	97	307	32	.	88	5,250
1955	3,109	633	462	1,076	92	326	35	.	89	5,822
1956	3,437	685	471	1,137	89	336	37	.	95	6,287
1957	3,707	723	473	1,261	87	355	41	.	96	6,743
1958	4,047	772	461	1,300	86	367	46	.	96	7,175
1959	4,416	824	473	1,479	83	383	55	.	96	7,809
1960	4,900	894	493	1,583	84	392	65	.	101	8,512
1961	5,296	944	508	1,577	82	400	76	.	106	8,989
1962	5,776	1,002	512	1,567	84	401	83	.	107	9,532
1963	6,462	1,092	535	1,546	86	412	88	.	115	10,336
1964	7,190	1,184	551	1,534	86	421	90	.	120	11,176
1965	7,732	1,240	584	1,420	86	417	91	.	127	11,697
1966	8,210	1,283	577	1,239	85	399	87	.	142	12,022
1967	8,882	1,358	593	1,190	85	416	89	.	147	12,760
1968	9,285	1,388	580	1,082	89	409	92	.	157	13,082
1969	9,672	1,408	547	993	92	398	90	.	162	13,362
1970	9,971	1,421	545	923	93	385	89	.	121	13,548
1971	10,443	1,452	542	899	96	380	92	.	126	14,030
1972	11,006	1,498	525	866	95	371	95	.	128	14,584
1973	11,738	1,559	540	887	96	373	97	.	137	15,427
1974	11,917	1,547	539	918	96	380	96	.	149	15,642
1975	12,526	1,592	553	1,077	105	384	108	.	166	16,511
1976	13,184	1,626	563	1,175	110	387	117	.	156	17,318
1977	13,220	1,591	559	1,190	110	393	115	.	167	17,345
1978	13,626	1,597	549	1,194	110	394	111	.	177	17,758
1979	14,162	1,623	561	1,292	111	402	106	.	359	18,616
1980	14,660	1,641	507	1,372	110	397	100	.	412	19,199
1981	14,867	1,623	489	1,371	110	365	95	.	427	19,347
1982	15,264	1,624	477	1,370	111	371	91	.	454	19,762
1983	15,543	1,692	488	1,290	113	376	86	.	621	20,209
1984	16,055	1,752	490	1,225	116	375	82	.	670	20,765
1985	16,454	1,805	485	1,148	120	374	78	.	695	21,159
1986	16,981	1,880	484	1,065	125	371	73	.	720	21,699
1987	17,421	1,952	485	978	129	374	68	.	744	22,152
1988	18,432	2,096	502	912	132	383	83	.	761	23,302
1989	19,248	2,199	505	875	122	384	77	.	785	24,196
1990	19,742	2,247	482	833	115	375	71	.	807	24,673
1991	19,737	2,215	449	750	109	346	65	.	840	24,511
1992	20,116	2,230	437	688	108	324	59	.	891	24,853
1992 <sup>2</sup>	19,870	2,198	432	684	107	324	59	.	903	24,577
1993	20,102	2,187	428	650	107	318	55	.	979	24,826
1994	20,479	2,192	434	630	107	309	50	.	1,030	25,231
1995 <sup>2</sup>	20,505	2,217	421	594	74	274	44	28	1,169	25,369
1996	21,172	2,267	413	609	77	254	40	48	1,424	26,302
1997	21,681	2,317	414	626	79	249	38	48	1,522	26,974
1998	22,115	2,362	412	684	80	243	37	47	1,558	27,538
1999	22,785	2,427	415	760	84	241	36	47	1,573	28,368
2000	23,196	2,469	418	825	86	233	34	46	1,590	28,898
2001	23,899	2,544	422	882	89	233	33	45	1,602	29,747
2002	24,543	2,622	425	941	92	.	32	46	1,855	30,557
2003	24,985	2,730	426	1,005	96	.	32	47	1,887	31,207
2004	25,754	2,900	434	1,060	100	.	32	50	1,929	32,259
2005	26,208	3,019	433	1,075	103	.	31	51	1,978	32,897

1 The "Special Concession" vehicles form part of the "Crown and Exempt" taxation class from 2002.

2 Changes to the taxation system have meant that there are some discontinuities in the series.

## 9.2 Motor vehicles registered for the first time: 1951-2005

							Thousands
Year	Private and light goods	Goods vehicles	Motor cycles etc	Public transport vehicles	Special machines and special concessionary <sup>1</sup>	Exempt and Other vehicles <sup>1</sup>	All vehicles
1951	136.2	84.5	133.4	7.8	34.4	17.6	413.9
1952	187.6	81.8	132.5	5.4	35.3	16.0	458.6
1953	295.1	97.2	138.6	5.0	33.5	14.1	583.5
1954	386.4	109.6	164.6	5.5	35.2	17.1	718.4
1955	500.9	153.5	185.2	5.6	39.2	22.1	906.5
1956	399.7	148.0	142.8	5.1	31.9	23.3	750.8
1957	425.4	140.5	206.1	5.0	39.8	19.9	836.7
1958	555.3	172.6	182.7	4.9	47.2	18.9	981.6
1959	645.6	191.7	331.8	5.1	49.0	29.7	1,252.9
1960	805.0	225.9	256.7	6.4	42.5	32.9	1,369.4
1961	742.8	220.2	212.4	6.1	46.4	31.4	1,259.3
1962	784.7	192.3	140.2	5.5	42.8	26.7	1,192.2
1963	1,008.6	206.4	165.5	6.4	47.9	31.2	1,466.0
1964	1,190.6	229.3	205.1	6.5	46.1	33.6	1,711.2
1965	1,122.5	229.4	150.9	6.8	45.4	45.7	1,600.7
1966	1,065.4	227.2	109.4	6.8	48.4	36.4	1,493.6
1967	1,116.7	221.5	137.7	6.5	53.9	38.9	1,575.2
1968	1,116.9	231.7	112.0	7.1	57.0	37.2	1,561.9
1969	987.4	239.6	85.4	7.1	49.3	33.0	1,401.8
1969 <sup>2</sup>	1,133.2	93.8	85.4	7.1	49.3	33.0	1,401.8
1970	1,248.1	85.2	104.9	7.7	48.8	30.2	1,524.9
1971	1,462.1	74.2	127.9	9.5	37.9	30.0	1,741.6
1972	1,854.8	74.9	152.5	9.8	47.6	44.1	2,183.7
1973	1,851.3	82.7	193.6	10.0	49.7	43.0	2,230.3
1974	1,399.6	68.0	189.8	7.8	45.6	39.6	1,750.4
1975	1,317.2	67.0	264.8	7.8	48.5	44.6	1,749.9
1976	1,401.8	63.9	270.6	8.7	51.8	41.2	1,838.0
1977	1,445.0	68.8	251.3	8.8	48.3	39.8	1,862.0
1978	1,745.8	79.8	225.3	9.1	50.0	41.4	2,151.4
1979	1,891.5	91.3	285.9	9.1	47.7	44.4	2,370.0
1980	1,679.2	74.7	312.7	8.8	36.7	43.5	2,155.6
1980 <sup>2</sup>	1,699.2	54.9	312.7	8.8	36.7	43.5	2,155.8
1981	1,643.6	39.9	271.9	7.5	32.6	34.8	2,030.3
1982	1,745.5	41.2	231.6	7.1	38.9	39.6	2,103.9
1983	1,989.1	46.6	174.5	7.3	42.1	47.9	2,307.5
1984	1,932.6	49.6	145.2	7.2	40.1	64.2	2,238.9
1985	2,029.5	51.7	125.8	6.8	40.1	55.4	2,309.3
1986	2,070.7	51.4	106.4	8.9	34.8	61.5	2,333.7
1987	2,212.6	54.0	90.8	8.7	37.7	70.1	2,473.9
1988	2,437.0	63.4	90.1	9.2	45.2	78.6	2,723.5
1989	2,535.2	64.5	97.3	8.0	42.5	81.4	2,828.9
1990	2,179.9	44.4	94.4	7.4	34.2	78.4	2,438.7
1991	1,708.5	28.6	76.5	5.2	26.1	76.6	1,921.5
1992	1,694.4	28.7	65.6	5.1	24.1	83.9	1,901.8
1993	1,853.4	32.8	58.4	5.4	30.0	93.8	2,073.8
1994	1,991.6	41.1	64.6	6.7	35.3	109.7	2,249.0
1995 <sup>2</sup>	2,024.0	48.0	68.9	5.2	33.3	127.1	2,306.5
1996	2,093.3	45.5	89.6	6.5	25.7	149.5	2,410.1
1997	2,244.3	41.8	121.7	6.6	21.7	161.7	2,597.7
1998	2,367.9	49.1	143.7	7.4	15.2	157.0	2,740.3
1999	2,342.0	48.3	168.4	8.0	24.9	174.3	2,765.8
2000	2,429.8	50.4	182.9	7.5	24.0	176.3	2,870.9
2001	2,709.7	48.6	177.1	6.8	26.7	168.8	3,137.7
2002	2,815.6	44.9	162.2	7.8	-	199.0	3,229.4
2003	2,820.7	48.4	157.3	8.4	-	197.1	3,231.9
2004	2,784.7	48.0	133.7	8.3	-	210.7	3,185.4
2005	2,603.5	51.2	132.3	8.9	-	225.5	3,021.4

<sup>1</sup> The "Special Concessionary" vehicles form part of "Exempt and other vehicles" as they are exempt from tax from 2002.

☎020-7944 3077

<sup>2</sup> Changes to the taxation system have meant that there are some discontinuities in the series.

9.3 Motor vehicles currently licensed at end of year: by type of vehicle: 1995-2005

(a) Private and light goods											Thousands	
Year	1995 <sup>1</sup>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
Body type cars classified by cylinder capacity												
Over	Not over											
	700cc	46	42	37	29	18	19	23	29	37	47	52
700cc	1,000cc	1,757	1,678	1,564	1,459	1,435	1,415	1,368	1,314	1,237	1,199	1,153
1,000cc	1,200cc	2,258	2,327	2,336	2,293	2,275	2,228	2,244	2,252	2,221	2,210	2,139
1,200cc	1,500cc	5,225	5,321	5,418	5,497	5,600	5,677	5,819	5,894	5,939	6,089	6,181
1,500cc	1,800cc	6,345	6,540	6,655	6,766	6,922	6,992	7,124	7,241	7,284	7,405	7,439
1,800cc	2,000cc	3,274	3,550	3,828	4,090	4,389	4,604	4,869	5,166	5,398	5,686	5,929
2,000cc	2,500cc	791	851	925	1,003	1,094	1,159	1,275	1,400	1,520	1,639	1,725
2,500cc	3,000cc	494	524	548	574	608	630	666	704	762	841	918
3,000cc		315	340	371	403	443	473	510	543	587	638	671
All capacities		20,505	21,172	21,681	22,115	22,785	23,196	23,899	24,543	24,985	25,754	26,208
Other vehicles		2,217	2,267	2,317	2,362	2,427	2,469	2,544	2,622	2,730	2,900	3,019
All private and light goods		22,722	23,439	23,998	24,477	25,212	25,666	26,443	27,165	27,715	28,654	29,226

(b) Motor cycles, scooters and mopeds: by engine size												
Over	Not over											
	50cc	112	105	96	102	117	141	154	155	159	161	153
50cc	125cc	170	162	143	143	148	160	172	177	182	189	192
125cc	150cc	1	1	1	1	1	1	1	1	1	1	1
150cc	200cc	14	13	12	12	12	13	13	14	16	16	16
200cc	250cc	46	46	44	42	41	38	35	33	33	33	32
250cc	350cc	12	11	10	10	9	9	8	8	9	9	8
350cc	500cc	43	48	54	57	61	62	62	70	74	75	74
500cc		196	223	265	317	371	403	437	482	531	576	599
All over 50cc		482	504	530	582	642	685	727	786	845	899	922
All engine sizes		594	609	626	684	760	825	882	941	1,005	1,060	1,075

1 The vehicle taxation system was subject to substantial revisions from 1 July 1995.

020-7944 3077

9.4 Motor vehicles currently licensed in 2005: by method of propulsion

								Thousands
Taxation class	Petrol	Diesel	Petrol/Gas	Gas/GasBi Fuel/Gas-Diesel	Electric & Hybrid-Electric	Steam	All	
Private and light goods	21,013.0	8,155.6	26.8	21.1	8.0	1.7	29,226.2	
ow: Private cars	20,762.2	5,399.4	25.0	11.9	8.0	1.2	26,207.7	
Motor cycles, scooters and mopeds	1,073.6	1.0	0.1	0.0	0.0	0.4	1,075.0	
Bus	0.9	102.0	0.1	0.0	0.0	-	103.0	
Goods	1.8	430.8	-	0.0	0.0	0.3	433.0	
Special vehicles group	0.4	48.9	0.5	0.3	-	0.9	51.1	
Other vehicles	13.8	16.9	-	0.0	0.0	-	30.7	
Exempt vehicles	1,334.3	628.0	1.1	1.1	0.1	13.5	1,978.2	
ow:								
former Special concessionary group	13.0	261.3	0.1	0.0	0.0	8.5	283.0	
Total All Vehicles	23,437.8	9,383.4	28.7	22.6	8.1	16.8	32,897.4	

020-7944 3077

## 9.5 Body type cars currently licensed: by government office region: 2005

	2005					
	Body type cars in all taxation classes					
	1995 (thousand)	2004 (thousand)	(thousand)	Per 1000 population	Average vehicle age	Percentage first registered in 2005
North East	751	982	1,006	395	5.8	8.1
North West	2,388	3,056	3,140	460	5.9	10.0
Yorkshire and the Humber	1,646	2,110	2,161	429	6.0	8.9
East Midlands	1,547	2,001	2,064	482	6.5	10.1
West Midlands	2,095	2,675	2,723	511	6.1	11.8
East of England	2,212	2,757	2,812	512	6.8	8.2
London	2,259	2,523	2,562	345	7.2	7.5
South East	3,324	4,248	4,344	536	6.7	9.3
South West	1,991	2,571	2,612	518	7.3	6.9
Total England	18,212	22,921	23,425	468	6.5	9.1
Wales	1,017	1,357	1,392	471	6.7	6.7
Scotland	1,604	2,076	2,139	421	5.7	9.0
Great Britain <sup>1</sup>	21,394	27,028	27,520	473	6.5	8.9

<sup>1</sup> Totals for Great Britain include vehicles for which the region is unknown

020-7944 3077

## 9.6 Goods vehicles over 3.5 tonnes currently licensed: 2005

Body type	Thousands												All weights
	Over Not over	3.5 t 7.5 t	7.5 t 12 t	12 t 16 t	16 t 20 t	20 t 24 t	24 t 28 t	28 t 32 t	32 t 33 t	33 t 37 t	37 t 38 t	38 t	
<b>Rigid vehicles</b>													
Box Van		65.0	4.2	6.4	19.6	1.2	2.9	0.1	-	-	-	0.1	99.6
Tipper		21.1	0.8	1.0	5.4	0.2	6.2	15.3	-	-	-	0.1	50.0
Dropside Lorry		12.3	0.9	1.2	5.2	0.3	2.1	0.2	-	0.0	-	-	22.0
Flat Lorry		8.0	1.0	1.1	4.2	0.8	4.0	0.9	-	-	-	0.1	20.1
Curtain Sided		7.5	0.6	0.6	6.0	0.4	2.4	0.1	0.0	-	-	0.1	17.6
Goods		6.3	0.6	1.1	3.0	0.5	2.1	1.1	-	-	0.1	0.6	15.4
Insulated Van		6.9	0.7	1.7	3.8	0.5	1.4	-	0.0	0.0	-	-	15.0
Refuse Disposal		0.7	0.3	0.3	1.8	2.0	6.8	1.8	0.0	0.0	-	-	13.7
Skip Loader		1.2	0.2	0.3	5.8	0.2	0.8	2.3	-	-	-	-	10.9
Panel Van		7.6	0.1	-	0.2	-	-	-	0.0	-	0.0	-	8.0
Tanker		0.4	0.3	0.3	2.3	0.1	2.7	0.9	-	-	-	-	7.0
Concrete Mixer		-	-	0.2	0.5	-	2.8	0.8	-	-	-	-	4.4
Street Cleansing		1.8	0.1	2.0	0.3	-	0.1	-	0.0	0.0	0.0	0.0	4.3
Tractor		0.4	-	0.1	0.5	0.2	1.0	0.3	-	-	0.4	1.2	4.2
Car Transporter		1.1	0.2	0.1	1.4	0.8	-	-	0.0	-	-	-	3.7
Livestock Carrier		2.9	0.2	0.2	0.2	-	0.2	-	0.0	0.0	0.0	-	3.6
Van		2.4	0.1	0.1	0.2	-	-	-	0.0	0.0	-	-	2.8
Luton Van		1.8	0.1	0.2	0.1	-	-	-	0.0	0.0	0.0	0.0	2.3
Special Purpose		0.6	0.1	0.3	0.5	0.1	0.2	0.1	0.0	-	-	-	1.9
Skeletal Vehicle		0.7	0.1	0.2	0.4	-	0.1	0.2	-	0.0	0.0	-	1.7
Truck		0.9	0.1	0.1	0.2	-	0.1	0.1	0.0	-	-	-	1.6
Float		1.5	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Specially Fitted Van		0.8	0.2	0.1	0.2	-	0.1	-	-	0.0	0.0	-	1.4
Tower Wagon		1.1	0.1	-	-	0.0	-	-	0.0	0.0	0.0	0.0	1.3
Pantehnicon		0.2	-	0.1	0.3	0.1	-	-	0.0	0.0	0.0	0.0	0.7
Motor Home/Caravan		0.7	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Special Mobile Unit		0.4	0.1	-	0.1	-	-	-	0.0	0.0	0.0	0.0	0.6
Glass Carrier		0.2	-	-	0.2	-	-	-	0.0	0.0	0.0	0.0	0.5
Mobile Plant		0.2	-	-	0.1	-	0.1	0.1	0.0	0.0	-	0.0	0.5
Others/Unknown		3.1	0.6	0.7	1.4	0.2	0.6	0.6	0.0	0.0	-	-	7.2
<b>Total</b>		<b>157.7</b>	<b>11.6</b>	<b>18.5</b>	<b>63.6</b>	<b>7.8</b>	<b>36.9</b>	<b>25.0</b>	<b>-</b>	<b>0.1</b>	<b>0.7</b>	<b>2.2</b>	<b>324.1</b>
<b>Articulated vehicles<sup>1</sup></b>													
<b>Total</b>		<b>0.2</b>	<b>0.1</b>	<b>-</b>	<b>0.4</b>	<b>1.3</b>	<b>8.2</b>	<b>3.9</b>	<b>1.2</b>	<b>3.2</b>	<b>20.7</b>	<b>77.8</b>	<b>117.0</b>
<b>Rigid and articulated vehicles</b>													
<b>Total</b>		<b>157.9</b>	<b>11.7</b>	<b>18.5</b>	<b>64.0</b>	<b>9.1</b>	<b>45.1</b>	<b>28.9</b>	<b>1.2</b>	<b>3.3</b>	<b>21.3</b>	<b>80.0</b>	<b>441.1</b>

<sup>1</sup> Body type refers to that of the trailer, or most frequently used trailer. The majority of these are recorded as "Goods" or are not known. Consequently there is insufficient reliable data for articulated vehicles by body type.

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9.7 Goods vehicles over 3.5 tonnes gross weight currently licensed at end of year: 1995-2005

Thousands					
Year	Rigid vehicles	Articulated vehicles			All vehicles
		Not over 28 tonnes	Over 28 tonnes	All	
1995	311	13	94	107	418
1996	311	13	96	110	421
1997	310	13	99	112	422
1998	310	13	98	111	421
1999	311	14	98	112	423
2000	311	14	100	114	425
2001	314	13	102	115	430
2002	316	12	104	117	433
2003	317	12	105	117	433
2004	323	11	107	119	442
2005	324	10	107	117	441

020-7944 3077

9.8 Goods vehicles over 3.5 tonnes gross weight by axle configuration: 2005

Thousands								
(tonnes)		Rigid				Articulated		
		2 axles	3 axles	4 axles	All rigid vehicles	2 axle tractive unit	3 axle tractive unit	All articulated vehicles
Over	Not over							
3.5	16	187.3	0.4	0.1	187.8	0.3	0.1	0.3
16	24	63.5	7.8	0.1	71.4	1.6	0.1	1.7
24	28	0.5	36.1	0.4	36.9	7.8	0.4	8.2
28	32	0.2	0.1	24.7	25.0	3.6	0.3	3.9
32	33	-	-	-	-	1.0	0.2	1.2
33	37	-	-	-	0.1	2.6	0.5	3.2
37	38	0.1	0.1	0.4	0.7	14.6	6.0	20.7
38		0.1	0.2	1.8	2.2	8.1	69.8	77.8
All weights		251.7	44.8	27.6	324.1	39.7	77.3	117.0

020-7944 3077



## 9.9 Trailer tests by axle type: 1997/98-2005/06

National totals									Thousands
First / Annual tests in:	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
1 axle	8.6	8.1	7.5	7.1	6.7	6.4	6.0	5.6	5.2
2 axle	104.9	98.1	89.8	82.2	74.1	68.9	63.9	58.4	53.9
3 axle	121.7	131.8	143.2	151.2	156.7	166.5	171.5	177.9	184.7
4 axle	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2
5 axle	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>235.3</b>	<b>238.1</b>	<b>240.6</b>	<b>240.6</b>	<b>237.6</b>	<b>241.9</b>	<b>241.5</b>	<b>242.1</b>	<b>244.1</b>

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The figures in this table are outside the scope of National Statistics  
Source - VOSA

## 9.10 Road vehicle testing scheme (MOT): test results: 1995/96-2005/06

Thousand/percentage											
(a) Motor cycles	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Tested	580.4	582.1	541.1	564.4	513.8	567.8	568.4	584.9	745.0 <sup>1</sup>	801.0	873.2
Failed	139.7	151.4	116.0	124.4	114.4	112.9	113.1	108.4	126.5	166.4	164.1
Percentage failed	24	26	21	22	22	20	20	19	17	21	19
(b) Cars, light goods vehicles, private passenger vehicles and other passenger vehicles											Million/percentage
Cars and other passenger vehicles:											
Tested	22.5	21.7	21.5	22.2	22.0	22.8	22.8	22.8	22.5	20.7	22.7
Failed	8.4	7.8	7.8	7.9	7.4	7.2	7.3	7.1	6.6	6.0	7.5
Percentage failed	37	36	36	36	34	32	32	31	29	29	33
Light goods vehicles:											
Tested	0.2	0.2	0.3	0.2	0.3	0.3	0.3	0.4	0.5	0.6	0.4
Failed	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Percentage failed	36	36	37	37	33	36	34	35	34	33	44
Private passenger vehicles: <sup>2</sup>											
Tested	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.03	0.05
Failed	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Percentage failed	33	29	28	30	21	25	21	20	25	17	27
(c) All vehicles											Million/percentage
Tested	23.3	22.5	22.3	23.0	22.9	23.7	23.7	23.8	23.8	22.2	24.0
Failed	8.6	8.1	8.0	8.1	7.6	7.4	7.5	7.3	6.9	6.3	7.9
Percentage failed	37	36	36	35	33	31	32	31	29	29	33

1 The overall increase in 2003/04 reflects an increase in small cc scooters, bikes and mopeds being tested

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2 Vehicles with more than 12 passenger seats.

The figures in this table are outside the scope of National Statistics  
Source - VOSA

## Transport Statistics Great Britain 2006

### 9.11 Road passenger service vehicle testing scheme (PSV tests): 1995/96-2005/06

Year	Number of tests and failure rates										
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02 <sup>1</sup>	2002/03	2003/04	2004/05	2005/06
<b>First tests:</b>											
Passed	62,663	64,198	64,769	62,950	67,219	67,016	65,899	65,458	67,528	67,425	69,270
Failed	11,766	11,071	11,001	12,332	11,216	11,583	14,290	14,515	13,832	13,045	12,086
<b>Total tested</b>	<b>74,429</b>	<b>75,269</b>	<b>75,770</b>	<b>75,282</b>	<b>78,435</b>	<b>78,599</b>	<b>80,189</b>	<b>79,973</b>	<b>81,360</b>	<b>80,470</b>	<b>81,356</b>
<b>Re-tests:</b>											
Passed	10,497	10,054	9,894	11,443	10,417	10,533	13,207	13,731	13,067	11,608	10,148
Failed	1,017	989	998	1,141	980	1,053	1,265	1,318	1,197	1,076	847
<b>Total tested</b>	<b>11,514</b>	<b>11,043</b>	<b>10,892</b>	<b>12,584</b>	<b>11,397</b>	<b>11,586</b>	<b>14,472</b>	<b>15,049</b>	<b>14,264</b>	<b>12,684</b>	<b>10,995</b>
<b>Percentage failed:</b>											
First test	15.8	14.7	14.5	16.4	14.3	14.7	17.8	18.1	17.0	16.2	14.9
Re-tests	8.8	9.0	9.2	9.1	8.6	9.1	8.7	8.8	8.4	8.5	7.7
<b>All tests</b>	<b>14.9</b>	<b>14.0</b>	<b>13.8</b>	<b>15.3</b>	<b>13.6</b>	<b>14.0</b>	<b>16.4</b>	<b>16.7</b>	<b>15.7</b>	<b>15.2</b>	<b>14.0</b>

1 Due to revisions of testing policy, from 2001/02 onwards fewer defects are now allowed to be rectified at the testing station, resulting in a decrease in passes, an increase in failures and an increase in retests.

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The figures in this table are outside the scope of National Statistics

Source - VOSA

### 9.12 Goods vehicles over 3.5 tonnes testing scheme (HGV Motor vehicles & Trailers): 1995/96-2005/06

Year	Thousands of tests and failure rates										
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02 <sup>1</sup>	2002/03	2003/04	2004/05	2005/06
<b>First tests:</b>											
Passed	521.6	530.0	531.7	535.5	536.1	530.0	510.5	511.5	526.9	538.9	556.9
Failed	152.8	155.4	157.2	158.2	163.1	166.4	192.1	196.6	182.3	168.6	155.1
<b>All</b>	<b>674.4</b>	<b>685.4</b>	<b>688.9</b>	<b>693.6</b>	<b>699.2</b>	<b>696.4</b>	<b>702.6</b>	<b>708.0</b>	<b>709.1</b>	<b>707.4</b>	<b>711.9</b>
<b>Re-tests:</b>											
Passed	145.8	148.9	149.9	150.3	150.7	153.9	179.1	182.7	169.5	148.0	127.9
Failed	22.5	21.6	21.5	22.0	23.7	24.4	31.5	29.9	25.8	23.9	20.5
<b>All</b>	<b>168.3</b>	<b>170.5</b>	<b>171.4</b>	<b>172.3</b>	<b>174.4</b>	<b>178.3</b>	<b>210.6</b>	<b>212.6</b>	<b>195.3</b>	<b>171.9</b>	<b>148.4</b>
<b>Percentage failed:</b>											
First test	22.7	22.7	22.8	22.8	23.3	23.9	27.3	27.8	25.7	23.8	21.8
Re-tests	13.4	12.7	12.5	12.8	13.6	13.7	15.0	14.1	13.2	13.9	13.8
<b>All tests</b>	<b>20.8</b>	<b>20.7</b>	<b>20.8</b>	<b>20.8</b>	<b>21.4</b>	<b>21.7</b>	<b>24.5</b>	<b>24.6</b>	<b>23.0</b>	<b>21.9</b>	<b>20.4</b>

1 Due to revisions of testing policy, from 2001/02, fewer defects are now allowed to be rectified at the testing station, resulting in a decrease in passes, an increase in failures and an increase in retests.

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The figures in this table are outside the scope of National Statistics

Source - VOSA

### 9.13 Road vehicle testing scheme (MOT): percentage of vehicles failing: by type of defect: 1994/95-2004/05

Motor cycles: <sup>1</sup>	Percentage										
	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Brakes	8.7	8.9	9.3	7.9	7.4	8.6	6.5	6.1	5.7	5.7	7.1
Steering	9.5	10.4	10.1	8.3	8.9	9.2	7.9	6.6	6.7	6.7	7.4
Lights	12.3	12.3	12.6	10.7	11.4	11.6	10.1	9.8	9.5	9.1	9.5
Tyres	6.6	6.4	6.7	5.2	5.5	6.2	4.9	4.4	4.4	4.0	4.3
Other	8.9	10.0	10.3	7.5	7.2	5.9	6.4	6.2	5.8	5.4	6.2
Cars and other passenger vehicles: <sup>2</sup>											
Brakes	15.5	15.4	14.7	15.1	14.3	13.4	12.4	12.4	12.0	11.1	10.6
Steering	17.3	17.4	16.7	16.8	16.8	15.8	14.4	13.9	13.5	12.3	11.4
Lights	20.3	20.0	18.6	18.4	18.0	17.6	15.9	16.1	15.8	15.7	14.9
Tyres	9.6	9.6	10.0	9.2	9.3	8.9	8.1	8.0	8.2	8.0	7.7
Petrol emission	6.0	7.4	7.9	7.1	6.4	5.6	4.3	3.1	2.4	1.8	1.4
Diesel emission	8.5	10.6	9.6	8.5	7.3	5.9	6.1	5.5	5.0	4.4	3.8
Other <sup>3</sup>	18.0	18.0	16.4	16.4	15.6	14.0	12.8	12.1	11.2	9.9	9.0
Light goods vehicles: <sup>4</sup>											
Brakes	15.4	16.7	18.4	18.7	18.1	14.2	16.8	15.9	16.4	14.9	14.1
Steering	17.5	20.5	22.1	21.2	20.3	17.3	19.3	17.0	19.1	16.3	16.0
Lights	19.6	22.7	22.9	22.5	22.4	18.7	21.2	19.9	20.5	20.4	19.0
Tyres	7.5	8.5	9.6	9.2	8.1	7.0	7.2	7.7	7.9	6.7	7.0
Petrol emission	5.9	7.7	9.4	8.4	6.9	5.6	5.0	4.4	4.8	2.8	2.2
Diesel emission	4.0	8.3	7.4	6.4	5.6	4.6	4.6	4.0	4.3	4.0	3.1
Reg. plates and VIN	1.9	2.2	2.4	2.0	1.8	2.1	1.9	1.7	1.7	2.0	1.6
Other <sup>3</sup>	16.9	20.4	18.5	19.8	18.6	13.9	16.7	15.8	15.3	13.8	12.7
Private passenger vehicles: <sup>5</sup>											
Brakes	15.5	12.6	8.5	13.0	9.7	7.8	7.8	7.1	6.4	10.6	6.2
Steering	15.7	15.8	8.6	10.6	10.8	8.1	7.6	7.5	6.7	9.3	6.2
Lights	20.8	17.2	10.1	12.7	12.3	10.0	9.8	8.2	8.4	14.0	8.9
Tyres	8.2	6.9	3.3	5.9	4.3	3.0	4.0	3.0	2.5	5.2	2.5
Petrol emission	8.6	6.9	9.8	4.5	4.1	2.5	2.6	1.4	1.7	1.6	2.0
Diesel emission	4.2	5.6	6.2	3.8	5.1	3.7	3.2	3.4	3.0	5.7	2.0
Other <sup>3</sup>	22.9	18.4	10.2	14.1	19.2	12.6	10.7	8.9	10.2	11.6	8.3

1 Emissions testing is not carried out on motorcycles.

2 Cars, 3 wheeled vehicles, motor caravans, vehicles with up to 12 passenger seats, taxis, goods vehicles not exceeding 3000kg gross weight

3 Figures include seat belts.

4 Gross weight over 3000kg upto 3500kg

5 Private passenger vehicles and ambulances with 13 or more passenger seats (including community buses) etc

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The figures in this table are outside the scope of National Statistics  
Source - VOSA

# Transport Statistics Great Britain 2006

## 9.14 Households with regular use of car(s): 1951-2004

For details of household car ownership by region and area type, see Table 9.15

Year					Percentage
	No car	One car	Two cars	Three or more cars	All Households
1951	86	13	1	-	100
1952	84	14	1	-	100
1953	83	16	1	-	100
1954	81	17	2	-	100
1955	80	19	2	-	100
1956	78	20	2	-	100
1957	76	22	2	-	100
1958	74	24	2	-	100
1959	73	25	2	-	100
1960	71	27	2	-	100
1961	69	29	2	-	100
1962	67	30	3	-	100
1963	64	33	3	-	100
1964	62	34	4	-	100
1965	59	36	5	-	100
1966	55	39	6	-	100
1967	53	41	6	-	100
1968	51	43	6	-	100
1969	49	45	6	-	100
1970	48	45	6	1	100
1971	48	44	7	1	100
1972	48	44	8	1	100
1973	46	43	9	1	100
1974	45	44	10	1	100
1975	44	45	10	1	100
1976	45	44	10	1	100
1977	43	45	10	1	100
1978	44	45	10	1	100
1979	43	44	11	2	100
1980	41	44	13	2	100
1981	40	45	13	2	100
1982	40	44	13	2	100
1983	39	44	14	2	100
1984	39	44	14	3	100
1985	38	45	15	3	100
1986	38	45	15	3	100
1987	36	45	16	3	100
1988	35	44	17	3	100
1989	34	44	18	4	100
1990	33	44	19	4	100
1991	32	45	19	4	100
1992	32	45	20	4	100
1993	31	45	20	4	100
1994	32	45	20	4	100
1995	30	45	21	4	100
1996	30	45	21	4	100
1997	30	45	21	5	100
1998	28	44	23	5	100
1999	28	44	22	5	100
2000	27	45	23	5	100
2001	26	45	23	5	100
2002	26	44	24	5	100
2003	26	44	25	5	100
2004	25	44	25	5	100

Note: Data from 1961 onward are derived from household surveys. Figures for earlier years are estimates.

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Sources - Family Expenditure Survey, ONS;  
General Household Survey, ONS;  
National Travel Survey, DfT

## 9.15 Private motoring: households with regular use of cars

Historic details from 1951 are available in Table 9.14

(a) 1991-2004					Percentage
	<u>No car</u>	<u>One car</u>	<u>Two cars</u>	<u>Three or more cars</u>	<u>All Households</u>
<b>Combined survey data<sup>1</sup></b>					
1991	32	45	19	4	100
2001	26	45	23	5	100
2002	26	44	24	5	100
2003	26	44	25	5	100
2004	25	44	25	5	100
<b>Census data</b>					
1991	33	44	19	4	100
2001	27	44	23	6	100

(b) By Government Office Region: 2004 <sup>1</sup>					Percentage
	<u>No car</u>	<u>One car</u>	<u>Two or more cars</u>	<u>All Households</u>	
North East	35	42	24	100	
North West	26	44	30	100	
Yorkshire and the Humber	27	46	26	100	
East Midlands	22	46	32	100	
West Midlands	24	44	32	100	
East of England	17	45	37	100	
London	39	43	18	100	
South East	18	43	39	100	
South West	16	47	37	100	
England	25	44	31	100	
Wales	25	44	32	100	
Scotland	31	43	26	100	
Great Britain	25	44	31	100	

(c) By area type : 2005 <sup>2</sup>					Percentage/number
	<u>Cars per Household</u>	<u>No car</u>	<u>One car</u>	<u>Two or more cars</u>	<u>All Households</u>
London Boroughs	0.83	39	43	18	100
Metropolitan areas	0.99	32	41	27	100
<b>Other urban areas with population:</b>					
Over 250 thousand	1.14	23	45	32	100
25 to 250 thousand	1.13	25	43	31	100
10 to 25 thousand	1.13	23	47	30	100
3 to 10 thousand	1.24	20	43	37	100
Rural areas	1.59	11	37	52	100
Great Britain	1.15	25	43	32	100

1 Based on combined survey data sources - Family Expenditure Survey, ONS; General Household Survey, ONS; National Travel Survey, DfT.

2 All figures in part c are based on weighted data and therefore differ from previously published figures which were based on unweighted data.

# Transport Statistics Great Britain 2006

## 9.16 Private motoring: full car driving licence holders by age and gender: 1975/1976 - 2005

Year	Age							Percentage/number (millions)	
	17-20	21-29	30-39	40-49	50-59	60-69	70 or over	All adults	Estimated number of licence holders
<b>(a) All adults</b>									
1975/1976	28	59	67	60	50	35	15	48	19.4
1985/1986	33	63	74	71	60	47	27	57	24.3
1989/1991	43	72	77	78	67	54	32	64	27.8
1992/1994	48	75	82	79	72	57	33	67	29.3
1995/1997 <sup>1</sup>	43	74	81	81	75	63	38	69	30.3
1998/2000	41	75	84	83	77	67	39	71	31.4
2002	33	67	82	84	81	70	44	70	31.9
2003	29	67	82	83	80	72	44	70	32.1
2004	27	65	82	83	80	72	46	70	32.2
2005	32	66	82	84	82	74	51	72	33.3
<b>(b) Male</b>									
1975/1976	36	78	85	83	75	58	32	69	13.4
1985/1986	37	73	86	87	81	72	51	74	15.1
1989/1991	52	82	88	89	85	78	58	80	16.7
1992/1994	54	83	91	88	88	81	59	81	17.0
1995/1997 <sup>1</sup>	50	80	88	89	89	83	65	81	17.2
1998/2000	44	80	89	91	88	83	65	82	17.4
2002	35	71	88	90	89	85	68	80	17.5
2003	33	73	87	90	91	87	69	81	17.8
2004	30	68	87	89	90	86	72	79	17.7
2005	37	69	86	90	90	88	73	81	18.1
<b>(c) Female</b>									
1975/1976	20	43	48	37	24	15	4	29	6.0
1985/1986	29	54	62	56	41	24	11	41	9.2
1989/1991	35	64	67	66	49	33	15	49	11.1
1992/1994	42	68	73	70	57	37	16	54	12.2
1995/1997 <sup>1</sup>	36	67	74	73	62	45	21	57	13.1
1998/2000	38	69	78	76	67	53	22	60	14.0
2002	31	62	76	78	73	55	27	61	14.4
2003	25	62	77	77	70	58	26	61	14.3
2004	24	62	77	77	71	58	28	61	14.5
2005	27	62	77	79	73	61	35	63	15.2

1 From 1995 figures are based on weighted data and therefore may differ from previously published figures which were based on unweighted data.

9.17 Annual mileage of 4-wheeled cars by type of car and trip purpose: 2005<sup>1</sup>

	Miles/percentage				
	Business Mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample
All company cars	7,440	6,880	5,160	19,490	6
Self-employed business car	5,450	3,150	4,420	13,030	3
Household car used for work	3,580	3,910	4,650	12,140	12
Other household car	70	2,360	5,120	7,550	79
All private cars	720	2,600	5,030	8,350	94
All cars	1,100	2,840	5,040	8,980	100
	Business Mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of company cars in sample
All 4-wheeled cars:					
1995/1997	1,680	2,790	5,080	9,560	7
1998/2000	1,570	2,930	4,990	9,480	8
2002	1,250	2,770	5,100	9,120	7
2003	1,220	2,840	5,140	9,200	6
2004	1,130	2,850	5,140	9,120	6
2005	1,100	2,840	5,040	8,980	6

1 All figures are based on weighted data and therefore differ from previously published figures which were based on unweighted data.

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## 9.18 Private motoring: driving tests: 1995-2005/06

	Thousands/rate										
	1995	1996	1997	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Applications received <sup>1</sup>	1,631	1,741	1,206	1,286	1,205	1,263	1,315	1,468	1,526	1,675	1,847
Tests conducted	1,489	1,685	1,122	1,166	1,130	1,015	1,216	1,344	1,399	1,668	1,834
Passed:											
Male	342	366	257	267	256	229	273	300	304	365	411
Female	342	382	269	268	240	214	254	283	295	340	370
Total	684	748	526	535	496	443	527	583	598	706	781
Pass rate, by sex:											
Male	51	50	52	51	48	48	47	47	46	46	46
Female	42	40	43	42	40	40	40	40	40	39	40
Total	46	44	47	46	44	44	43	43	43	42	43

1 These are gross figures and take no account of applications which do not mature into a test due to cancellations etc.

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The figures in this table are outside the scope of National Statistics  
Source - DSA





# 10 International Comparisons:

## Notes and Definitions

This section gives some broad comparisons between transport in the United Kingdom and transport in other major industrialised countries, based on statistics obtained from international publications. Although efforts have been made to achieve comparability, there are still hazards in international comparisons because of differences in the statistical methods and definitions, so the figures should be used with caution.

In most tables the figures relate to either 1993 and 2003 or 1994 and 2004. For some countries recent data are not available and figures for earlier years are shown as best estimates with appropriate footnotes.

To ease comparisons, much of the data in the tables have been rounded, typically to three significant figures or fewer, but it should not be assumed that figures are always accurate to the precision shown.

Some United Kingdom (or Great Britain) figures differ from comparable tables in other sections of *Transport Statistics Great Britain*, as they conform to slightly different definitions for consistency with figures for other countries.

### Data sources

The data are from a wide variety of sources. Population and Gross Domestic Product estimates are from *National Accounts (OECD)*. Other data come from the EU publication *Transport in Figures*, *Rail Statistics (IRU)*, *World Road Statistics (IRF)*, and *Annual Bulletin of Transport Statistics (UN/ECE & UNESCAP)*, or from national statistics.

### General Statistics: 10.1

Values at market exchange rates are series at current domestic prices converted to US dollars by way of current exchange rates. Purchasing power parities are price relatives which show the ratio of the prices in national currencies of the same good or service in different countries

### Road vehicles by type: 10.3

*Stock of road vehicles:* The number of road vehicles registered at a given date in a country and licensed to use roads open to public traffic. This includes road vehicles exempted from annual taxes or license fees; it also includes imported second-hand vehicles and

other road vehicles according to national practices. The statistics should exclude military vehicles.

*Passenger car:* Road motor vehicle, other than a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). This, therefore, includes taxis and hired passenger cars provided that they have fewer than ten seats. This category may also include pick-ups.

*Goods vehicle:* Any single road motor vehicle designed to carry goods. This excludes articulated tractors and semi-trailers.

*Motorcycles etc:* Includes motorcycles and mopeds.

*Motorcycle:* Two-wheeled road motor vehicle with or without side-car, including motor scooter, or three-wheeled road motor vehicle not exceeding 400kg unladen weight. All such vehicles with a cylinder capacity of 50cc or over are included, as are those under 50cc which do not meet the definition of moped.

*Moped:* Two- or three-wheeled road vehicle fitted with an engine with a cylinder capacity of less than 50cc and a maximum authorised design speed in accordance with national regulations.

*Buses and coaches:* Passenger road motor vehicle (including mini-buses) designed to seat more than nine persons (including the driver).

### Road traffic: 10.4

The Great Britain figures are gathered from traffic counts as described in Section 7 of this volume: for Great Britain, the traffic measured includes that by Great Britain registered (national) vehicles together with a small amount by foreign vehicles on British roads. Other countries' figures are generally for national vehicles, but comparable statistics are not always available since not all countries have a regular monitoring programme. Some countries rely on roadside interviews, fuel consumption and vehicle ownership data to derive the road traffic statistics.

For Great Britain, vehicle kilometres for buses and coaches relate to vehicles with bus and coach body types as opposed to just those taxed as hackneys with nine or more seats. This differs from Table 10.3 and may differ from other countries.

## Transport Statistics Great Britain 2006

### Freight Transport: 10.5

*Road traffic:* Figures relate to national and international freight carried by vehicles registered in the country. For most countries these are not comparable with those published previously, as earlier figures related to all freight moved regardless of the nationality of the vehicle.

*Inland waterway traffic:* Includes all transport loaded and moved on a country's inland waterways on inland waterway craft. It excludes traffic on vessels passing from the sea to an inland waterway.

*Rail traffic:* Includes all traffic on the country's network.

### Passenger transport: 10.6

There are substantial differences in methods used to estimate passenger kilometres, so that results give only a broad indication of variation between countries.

### Road deaths: 10.7

The data shown in this table are reproduced from the OECD International Road Traffic and Accident Database, ECMT and EU (CARE DATABASE).

International definition (Vienna Convention 1968) of road death: Any person who was killed outright or who died within 30 days as a result of the accident. Some countries use different definitions but adjustments are made for international comparability to a common 30 day basis.

### Fuel prices: 10.8

The figures comparing the price of petrol and diesel are supplied by the Department of Trade and Industry, and are extracted from the IEA publication 'Energy Prices & Taxes'.

The use of the term Tax in part (b) of this table is necessary because some other European countries impose other taxes and fees on fuel. For the United Kingdom this includes just fuel duty and VAT.

The figures in Table 10.8 differ from those in Table 3.3 because of the differences in availability and timing of data collection. The international comparisons in Table 10.8 are based on averages over the year. Table 3.3 attempts to be as up to date as reasonably possible.

### Principal fleets: 10.9

*Fleets:* Includes all trading ships of 100 gross tons and over, so that totals given here for the United Kingdom are not comparable with those given in Table 5.14 which includes trading ships in excess of 500 gross tons.

### Airlines: 10.10

The data have been extracted from Table 2.3 of the publication *Civil Aviation Statistics of the World*, published by ICAO. Airlines have been allocated to the country in which they are registered, apart from Cathay Pacific, which is based in Hong Kong, and which has been excluded from the United Kingdom figures. Traffic of the Scandinavian Airline System (SAS) has been divided 2:2:3 between Denmark, Norway and Sweden, respectively. The freight tonne-kilometres shown are those carried on freight-only flights.

Because they are not necessarily based on the same airlines each year, figures for some countries will not strictly be comparable over time.

### Carbon dioxide emissions from transport: 10.11

This table is based on data compiled by the European Environment Agency (EEA). From these submissions by member states, the EEA compiles its annual report on greenhouse gas emissions for the United Nations Framework Convention on Climate Change (UNFCCC). The full report and data can be found at:

[http://reports.eea.eu.int/technical\\_report\\_2006\\_6/en](http://reports.eea.eu.int/technical_report_2006_6/en)

The data follow the Intergovernmental Panel on Climate Change (IPCC) definitions of emissions, and are on the source basis. Land Use, Land Use Change and Forestry (LULUCF) emissions have been excluded from the totals for international comparisons, because treatment of this category can vary between countries. The data in Table 3.8 (a) for UK 'net emissions all sources' includes LULUCF.

Transport emissions of carbon dioxide are based on fuel purchases in the country in question. International aviation and shipping are not included.

## 10.1 General Statistics: 2004

	Population <sup>1</sup> (millions)	Area (1000 sq kms)	Population per square kilometre	Gross Domestic Product at current prices			
				At market exchange rates		At purchasing power parity	
				\$ (billion)	\$ per head of Population	\$ (billion)	\$ per head of Population
Great Britain	58.0	230	252	..	..	..	..
Northern Ireland	1.7	14	120	..	..	..	..
United Kingdom	59.7	244	245	2,132	35,600	1,840	30,800
Austria	8.2	84	97	294	36,000	270	32,500
Belgium	10.4	31	341	358	34,300	330	31,400
Denmark	5.4	43	125	245	45,300	170	32,300
Finland	5.2	338	15	186	35,600	160	29,800
France	60.2	544	111	2,047	32,900	1,750	29,000
Germany	82.5	357	231	2,751	33,300	2,380	28,800
Greece	11.0	132	84	209	18,900	240	21,700
Irish Republic	4.0	70	57	185	45,400	150	36,300
Italy	57.9	301	192	1,725	29,600	1,620	28,000
Luxembourg	0.5	3	175	32	70,500	30	60,200
Netherlands	16.3	42	392	607	37,300	540	33,000
Portugal	10.5	92	114	177	16,900	200	19,200
Spain	42.3	506	84	1,040	24,400	1,100	25,900
Sweden	9.0	450	20	350	38,900	280	31,100
Cyprus	0.7	9	79	..	..	..	..
Czech Republic	10.2	79	129	108	10,600	190	18,600
Estonia	1.4	45	30	..	..	..	..
Hungary	10.1	93	109	101	10,000	160	15,900
Latvia	2.3	65	36	..	..	..	..
Lithuania	3.4	65	53	..	..	..	..
Malta	0.4	-	1,266	..	..	..	..
Poland	38.2	313	122	242	6,300	470	12,400
Slovak Republic	5.4	49	110	42	7,800	80	14,100
Slovenia	2.0	20	99	..	..	..	..
Norway	4.6	324	14	255	55,500	190	40,700
Switzerland	7.4	41	178	359	47,900	260	34,700
Japan	127.8	378	338	4,666	36,500	3,780	29,600
USA	293.5	9,363	31	11,679	39,700	11,650	39,700

1 At 1 January 2004

020-7944 3088

The figures in this table are outside the scope of UK National Statistics  
Sources - European Commission, National Accounts (OECD)

# Transport Statistics Great Britain 2006

## 10.2 Road and rail infrastructure: 1993 and 2003

	Thousand kilometres											
	Road network						Rail network					
	All roads		OW: motorways		All roads per 1,000 square kilometres (kilometres)		In operation		OW: electrified		Rail network per 1,000 square kilometres (kilometres)	
	1993	2003	1993	2003	1993	2003	1993	2003	1993	2003	1993	2003
Great Britain	385	392	3.2	3.5	1,674	1,707	16.5	16.7	5.0	5.2	72	72
Northern Ireland	24	25	0.1	0.1	1,698	1,746	0.2	0.3	..	..	15	21
United Kingdom	409	417	3.3	3.6	1,676	1,709	16.7	17.0	5.0	5.2	68	70
Austria	129	134	1.6	1.7	1,543	1,593	5.6	5.7	3.3	3.4	67	68
Belgium	141	150	1.7	1.7	4,612	4,907	3.4	3.5	2.4	2.9	112	115
Denmark	71	72 <sup>1</sup>	0.7	1.0	1,651	1,671 <sup>1</sup>	2.3	2.3	0.3	0.6	54	53
Finland	..	104	0.3	0.7	..	308	5.9	5.9	1.7	2.4	17	17
France	892	891	7.6	10.4	1,639	1,638	32.6	29.3	13.6	14.5	60	54
Germany	640	644 <sup>2</sup>	11.1	12.0	1,794	1,806 <sup>2</sup>	40.4	36.1	16.8	19.8	113	101
Greece	..	115 <sup>3</sup>	0.3	0.7 <sup>3</sup>	..	872 <sup>3</sup>	2.5	2.4	-	0.1	19	18
Irish Republic	92	96	0.1	0.2	1,314	1,363	1.9	1.9	-	0.1	28	27
Italy	..	669 <sup>1</sup>	6.4	6.5	..	2,220 <sup>1</sup>	15.9	16.3	11.2	11.2	53	54
Luxembourg	5	5 <sup>3</sup>	0.1	0.1	1,977	1,933 <sup>3</sup>	0.3	0.3	0.3	0.3	106	106
Netherlands	106	..	2.2	2.5	2,549	..	2.8	2.8	2.0	2.1	66	68
Portugal	..	179 <sup>1</sup>	0.6	2.0	..	1,948 <sup>1</sup>	3.1	2.8	0.5	1.1	33	31
Spain	..	..	6.6	10.3	..	..	12.6	14.4	6.9	8.1	25	28
Sweden	136	140	1.1	1.6	302	311	9.5	9.9	7.3	7.6	21	22
Cyprus	..	12	0.2	0.3	..	1,271	.	.	.	.	.	.
Czech Republic	..	128 <sup>1</sup>	0.4	0.5	..	1,620 <sup>1</sup>	9.0	9.6	2.7	2.9	114	122
Estonia	..	57	0.1	0.1 <sup>1</sup>	..	1,257	..	1.0	..	0.1	..	21
Hungary	159	161	0.3	0.5	1,704	1,728	8.0	8.0	2.3	2.8	86	85
Latvia	65	70	.	.	1,002	1,083	..	2.3	..	0.3	..	35
Lithuania	57	79	0.4	0.4	870	1,210	..	1.8	..	0.1	..	27
Malta	..	2	.	.	..	-	.	.	.	.	.	.
Poland	368	378	0.2	0.4	1,178	1,208	..	19.9	..	12.0	..	64
Slovak Republic	18	18	0.2	0.3	366	369	3.0	3.7	1.4	1.6	61	75
Slovenia	..	38	0.3	0.5	..	1,896	..	1.2	..	0.5	..	61
Norway	91	92	0.1	0.2	279	284	4.0	4.1	2.4	2.5	12	13
Switzerland	71	71	1.2	1.4	1,723	1,727	..	3.2	..	3.2	..	78
Japan	1,131	1,177 <sup>1</sup>	5.4	6.9	2,993	3,115 <sup>1</sup>	20.0	23.7	11.9	16.5	53	63
USA	6,284	6,394	87.5	90.7	671	683	178.0	207.2	..	..	19	22

1. 2002 data.

2. 2004 data.

3. 2001 data.

☎020-7944 3088

The figures in this table are outside the scope of UK National Statistics

Sources: EU Transport in Figures (EUROSTAT); IRF

## 10.3 Road vehicles by type, at end of year: 1994 and 2004

	Thousands							
	Cars and taxis		Goods vehicles <sup>1</sup>		Motor cycles etc <sup>2</sup>		Buses and coaches	
	1994	2004	1994	2004	1994	2004	1994	2004
Great Britain	21,231	27,069	2,526	3,244	755	1,209	154	178
Northern Ireland	509	737	59	97	13 <sup>5</sup>	27	5	5
United Kingdom	21,740	27,806	2,585	3,341	768	1,236	159	183
Austria	3,480	4,109	689	775	546 <sup>4</sup>	612	10	9
Belgium	4,210	4,874	391	626	212 <sup>5</sup>	323	15	15
Denmark	1,625	1,916	322	436	58 <sup>4</sup>	162	14	14
Finland	1,873	2,347	249	355	160 <sup>4</sup>	272	8	11
France	24,900	29,730	4,881	6,057	2,289 <sup>4</sup>	2,462	79	88
Germany	39,765	45,023	2,289	2,758	4,184 <sup>4</sup>	5,530	89	87
Greece	2,074	3,840 <sup>3</sup>	849	1,131 <sup>3</sup>	..	970 <sup>3</sup>	24	27 <sup>3</sup>
Irish Republic	939	1,583	136	268	23 <sup>4</sup>	35	5	7
Italy	29,665	33,973	2,638	4,016	6,228 <sup>4</sup>	8,962 <sup>3</sup>	78	93
Luxembourg	218	300	15	28	28 <sup>4</sup>	37	1	1
Netherlands	5,884	6,992	644	1,036	308 <sup>4</sup>	537	11	11
Portugal	3,532	5,996 <sup>3</sup>	1,118	1,952 <sup>3</sup>	216 <sup>4</sup>	419	14	22 <sup>3</sup>
Spain	13,734	19,542	2,826	4,418	1,301 <sup>4</sup>	1,612	47	57
Sweden	3,594	4,113	304	440	264 <sup>4</sup>	403	14	13
Cyprus	210	336	101 <sup>4</sup>	118	50 <sup>4</sup>	41	3 <sup>4</sup>	3
Czech Republic	2,924	3,816	203 <sup>4</sup>	396	915 <sup>4</sup>	757	20 <sup>4</sup>	20
Estonia	338	471	66 <sup>4</sup>	86	3 <sup>4</sup>	9	6	5
Hungary	2,177	2,828	292 <sup>4</sup>	410	157 <sup>4</sup>	114	21 <sup>4</sup>	17
Latvia	252	686	69 <sup>4</sup>	108	16 <sup>4</sup>	24	17 <sup>4</sup>	11
Lithuania	653	1,316	109 <sup>4</sup>	116	20 <sup>4</sup>	23	17 <sup>4</sup>	14
Malta	170	211	41 <sup>4</sup>	45	17 <sup>4</sup>	13	1 <sup>4</sup>	1
Poland	7,153	11,975	1,354 <sup>4</sup>	2,393	929 <sup>4</sup>	836	85 <sup>4</sup>	83
Slovak Republic	994	1,197	103	152	82 <sup>4</sup>	52	12	9
Slovenia	667	911	39 <sup>4</sup>	66	..	40 <sup>6</sup>	2 <sup>4</sup>	2
Norway	1,654	1,978	336	450	159 <sup>4</sup>	249	31	31
Switzerland	3,165	3,811	256	298	371 <sup>4</sup>	583	36	45
Japan	46,869	55,213	22,091	18,773	15,909	13,369	245	232
USA	127,883 <sup>7</sup>	136,431 <sup>7</sup>	69,491 <sup>8</sup>	100,017 <sup>8</sup>	3,757	5,781	670	795

1 There are differences in definitions between countries which limit comparisons.

2 Includes mopeds and three-wheeled vehicles but excludes pedal cycles.

3 2003 data.

4 1995 data.

5 1996 data.

6 Mopeds only

7 Passenger cars only.

8 Includes 2-axle, 4-wheel vehicles other than passenger cars.

020-7944 3088

The figures in this table are outside the scope of UK National Statistics  
Source: EU Transport in Figures (EUROSTAT)

# Transport Statistics Great Britain 2006

## 10.4 Road traffic on national territory: 1993 and 2003

	Billion vehicle kilometres							
	Cars and taxis		Goods vehicles <sup>1</sup>		Motor cycles etc <sup>2</sup>		Buses and coaches	
	1993	2003	1993	2003	1993	2003	1993	2003
Great Britain	338.1	393.1	65.9	86.4	3.8	5.6	4.6	5.4
Austria	..	37.0	..	12.4	..	0.5	..	0.4
Belgium	76.6	..	..	..	-	..	-	..
Denmark	31.6	38.9 <sup>3</sup>	6.6	7.4 <sup>3</sup>	..	0.6 <sup>3</sup>	0.5	0.2 <sup>3</sup>
Finland	35.5	42.6	5.7	6.6	..	..	0.6	0.6
France	343.0	425.0	106.0	121.5	6.0	8.0	4.0	2.4
Germany	517.8	577.8	56.0	57.7	11.3	16.4	3.8	3.6
Greece	..	..	..	..	..	..	0.5	..
Irish Republic	21.2	..	4.7	..	0.3	..	0.3	..
Italy	176.1	..	30.3	..	..	..	1.1 <sup>4</sup>	..
Luxembourg	3.3	3.5	0.6	0.5	-	..	-	-
Netherlands	72.4	..	12.1	..	0.7	..	0.6	..
Portugal	33.2	..	33.6	..	1.0	..	0.7	..
Spain	109.0	204.2	28.3	32.1	1.4	..	2.9	..
Sweden	65.1	44.1 <sup>3</sup>	6.4	13.9 <sup>3</sup>	0.6	1.2 <sup>3</sup>	0.8	1.0 <sup>3</sup>
Cyprus	..	..	..	..	..	..	..	..
Czech Republic	27.2	..	..	..	0.6	..	11.7	..
Estonia	..	5.4 <sup>3</sup>	..	1.4	..	..	..	0.2
Hungary	..	15.8 <sup>3</sup>	..	7.1 <sup>3</sup>	..	..	..	0.3 <sup>3</sup>
Latvia	..	..	..	..	..	..	..	..
Lithuania	..	6.5	2.5	1.3	..	0.1	0.2	..
Malta	..	..	..	..	..	..	..	..
Poland	73.1	..	32.6	..	3.2	..	5.2	..
Slovak Republic	7.5	..	2.9	1.2	0.1	..	-	0.4
Slovenia	5.6	8.9	0.7	1.3	-	-	0.1	0.1
Norway	22.4	29.2	2.4 <sup>4</sup>	4.9	..	1.0	0.3	1.0
Switzerland	42.3	52.0	4.8	7.0	1.8	2.2	0.1	0.1
Japan	413.0	529.2 <sup>3</sup>	263.8	255.0 <sup>3</sup>	..	..	6.9	6.7 <sup>3</sup>
USA	2,228.3	4,223.5 <sup>3</sup>	..	..	15.9	15.4 <sup>3</sup>	9.9	11.0 <sup>3</sup>

1 Including light vans.

2 Including mopeds and three wheeled vehicles but excluding pedal cycles.

3 2002 data.

4 1994 data.

020-7944 3088

The figures in this table are outside the scope of UK National Statistics

Source - IRF

## 10.5 Freight moved by mode: 1994 and 2004

	Billion tonne-kilometres							
	Road <sup>1</sup>		Rail		Inland waterway excluding coastal and one port traffic		Inland pipeline (Oil) 50km long and over	
	1994	2004	1994	2004	1994	2004	1994	2004
Great Britain	..	162.8	13.0	20.7	0.2	0.2	12.0	10.7
Northern Ireland	..	5.4	-	-	..	..	-	-
United Kingdom	152.2	168.2	13.0	20.7	0.2	0.2	12.0	10.7
Austria	26.5 <sup>2</sup>	39.2	12.4	17.9	1.8	1.7	7.0	7.6
Belgium	45.6 <sup>2</sup>	47.9	8.1	7.7	5.6	8.5	1.4	1.8
Denmark	22.4 <sup>2</sup>	23.1	2.0	2.1	.	.	3.0	5.3
Finland	24.5 <sup>2</sup>	32.3	9.9	10.1	0.3	0.1	.	.
France	178.2 <sup>2</sup>	212.2	48.8	45.1	7.5	8.4	22.2	20.5
Germany	237.8 <sup>2</sup>	303.8	70.6	86.4	61.8	63.7	16.8	16.2
Greece	13.2 <sup>2</sup>	22.0	0.3	0.6	.	.	.	.
Irish Republic	5.5 <sup>2</sup>	17.1	0.6	0.4	.	.	.	.
Italy	174.4 <sup>2</sup>	197.0	20.4	21.0	0.1	0.1	9.6	11.0
Luxembourg	5.5 <sup>2</sup>	9.6	0.6	0.6	0.3	0.4	.	.
Netherlands	67.1 <sup>2</sup>	89.7	2.8	5.2	36.0	43.1	5.6	6.1
Portugal	27.3 <sup>2</sup>	40.8	1.6	2.3	.	.	.	.
Spain	101.6 <sup>2</sup>	220.8	9.1	11.4	.	.	5.5	8.3
Sweden	31.6 <sup>2</sup>	37.0	19.1	20.9	.	.	.	.
Cyprus	1.2 <sup>2</sup>	1.1	.	.	.	.	.	.
Czech Republic	31.3 <sup>2</sup>	46.0	22.8	15.1	1.2	0.4	2.2	1.9
Estonia	1.5 <sup>2</sup>	5.1	3.6	10.5	.	.	.	.
Hungary	13.8 <sup>2</sup>	20.6	7.7	8.3	1.4	1.9	2.2 <sup>2</sup>	2.5
Latvia	1.8 <sup>2</sup>	7.4	9.5	18.6	.	.	4.6	3.3
Lithuania	5.2 <sup>2</sup>	12.3	8.0	11.6	.	.	1.9	4.3
Malta	0.5 <sup>2</sup>	0.5	.	.	.	.	.	.
Poland	51.2 <sup>2</sup>	102.8	64.7	47.9	0.8	1.1	14.3	24.8
Slovak Republic	15.9 <sup>2</sup>	18.5	12.2	9.7	0.8	0.7	.	.
Slovenia	3.3 <sup>2</sup>	9.0	2.5	3.5	.	.	.	.
Norway	9.7 <sup>2</sup>	17.5	2.7	2.8	.	.	4.0	3.4
Switzerland	15.0 <sup>2</sup>	..	8.6	9.3	0.2	-	1.2	0.2
Japan	..	312.0 <sup>3</sup>	..	22.0 <sup>3</sup>	..	..	..	..
USA	1,521.0 <sup>2</sup>	1,845.0 <sup>4</sup>	1,923.0	2,341.0 <sup>4</sup>	534.0	476.0 <sup>4</sup>	878.0	861.0 <sup>4</sup>

1 Freight moved by vehicles registered in the country on national and international territory.

2 1995 Data

3 2002 Data

4 2003 Data

☎020-7944 3088

The figures in this table are outside

the scope of UK National Statistics

Source: EU Transport in Figures (EUROSTAT)

# Transport Statistics Great Britain 2006

## 10.6 Passenger transport by national vehicles on national territory: 1993 and 2003

	Billion passenger kilometres							
	Cars		Buses and coaches		Rail excluding metro systems		Total of these modes	
	1993	2003	1993	2003	1993	2003	1993	2003
Great Britain	607.0	677.0	44.2	47.0	30.4	40.9	681.6	764.9
Austria	67.4	81.3	14.3	14.8	9.3	8.2	91.0	104.3
Belgium	94.7	109.9	11.6	13.7	6.7	8.3	113.0	131.9
Denmark	51.1	61.0	9.5	9.0	4.9	5.8	65.5	75.8
Finland	49.7	59.6	8.0	7.7	3.0	3.3	60.7	70.6
France	611.1	738.6	42.0	42.7	58.6	71.9	711.7	853.2
Germany	729.8	854.1	70.2	67.5	63.4	71.3	863.4	992.9
Greece	33.0	64.0	18.9	22.5	1.7	1.6	53.6	88.1
Irish Republic	14.0	24.0	4.5	6.5	1.3	1.6	19.8	32.1
Italy	603.1	711.0	81.5	97.6	42.7	45.2	727.3	853.8
Luxembourg	4.5	6.0	0.9	1.0	0.3	0.3	5.7	7.3
Netherlands	126.1	146.1	8.7	7.4	15.2	13.8	150.0	167.3
Portugal	53.0	97.0	11.8	10.5	5.4	3.3	70.2	110.8
Spain	229.0	346.0	37.1	49.3	15.2	19.3	281.3	414.6
Sweden	85.6	96.3	8.4	10.5	6.4	9.1	100.4	115.9
Cyprus	2.3 <sup>1</sup>	3.2	0.6 <sup>1</sup>	0.7	.	.	2.9 <sup>1</sup>	3.9
Czech Republic	49.0	68.6	13.6	9.4	8.5	6.5	71.1	84.5
Estonia	7.1 <sup>1</sup>	10.0	2.5	2.3	0.7	0.2	10.3	12.5
Hungary	44.4	46.4	15.8	18.7	8.4	10.3	68.6	75.4
Latvia	5.0 <sup>1</sup>	10.0	1.7	2.6	2.4	0.8	9.1	13.4
Lithuania	10.0 <sup>1</sup>	19.4	4.5	2.6	2.7	0.4	17.2	22.4
Malta	1.3 <sup>1</sup>	1.5	0.2 <sup>1</sup>	0.2	.	.	1.5	1.7
Poland	110.7 <sup>1</sup>	172.4	37.8	30.0	30.9	19.6	179.4	222.0
Slovak Republic	17.6	25.2	11.5	7.8	4.6	2.3	33.7	35.3
Slovenia	11.2	15.5	2.5 <sup>1</sup>	1.1	0.6	0.8	14.3	17.4
Norway	42.2	50.5	3.9	4.0	2.3	2.4	48.4	56.9
Switzerland	71.4	85.3	3.5	3.4	13.4	14.5	88.3	103.2
Japan	..	757.0 <sup>2</sup>	..	86.0 <sup>2</sup>	..	239.0 <sup>2</sup>	..	1,082.0 <sup>2</sup>
USA	5,702.0 <sup>13</sup>	7,008.0 <sup>3</sup>	219.0	226.0	17.0 <sup>1</sup>	22.0	5,938.0 <sup>1</sup>	7,256.0

1 1995 data.

2 2002 data. Cars includes light vehicles.

3 Including light trucks/vans.

020-7944 3088

The figures in this table are outside the scope of UK National Statistics

Source: EU Transport in Figures (EUROSTAT)



10.7 International comparisons of road deaths for selected OECD countries: 1994-2004<sup>1</sup>

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Rate of road deaths in 2004 per 100,000 population <sup>1</sup>	Rate of road deaths in 2004 per billion motor-vehicle kilometres <sup>1</sup>
Great Britain	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221	5.5	6.5
Northern Ireland	157	144	142	144	160	141	171	148	150	150	147	8.6	7.7
United Kingdom	3,807	3,765	3,740	3,743	3,581	3,564	3,580	3,598	3,581	3,658	3,368	5.6	6.5
Austria	1,338	1,210	1,027	1,105	963	1,079	976	958	956	931	878	10.7	10.8
Belgium <sup>3</sup>	1,692	1,449	1,356	1,364	1,500	1,397	1,470	1,486	1,306	1,214	1,162	11.2	12.3
Denmark	546	581	514	489	499	514	498	431	463	432	369	6.8	7.7
Finland	480	441	404	438	400	431	396	433	415	379	375	7.2	7.4
France	9,019	8,891	8,541	8,444	8,918	8,487	8,079	8,160	7,655	6,058	5,530	9.2	9.9
Germany	9,814	9,454	8,758	8,549	7,792	7,772	7,503	6,977	6,842	6,613	5,842	7.1	8.4
Greece <sup>3</sup>	2,253	2,411	2,157	2,105	2,182	2,116	2,037	1,880	1,634	1,605	..	..	..
Irish Republic <sup>3</sup>	404	437	453	472	458	413	415	411	376	337	..	..	..
Italy	7,104	7,033	6,688	6,724	6,849	6,633	6,649	6,682	6,739	6,015	5,625	9.7	..
Luxembourg	66	70	71	60	57	58	76	70	62	53	50	11.1	..
Netherlands	1,298	1,334	1,180	1,163	1,066	1,090	1,082	993	987	1,028	804	4.9	..
Portugal	2,196	2,377	2,394	2,210	2,126	1,995	1,860	1,671	1,675	1,546	1,294	12.3	..
Spain	5,615	5,751	5,483	5,604	5,957	5,738	5,776	5,517	5,347	5,399	4,741	11.0	..
Sweden	589	572	537	541	531	580	591	554	532	529	480	5.3	6.3
Cyprus	..	..	..	..	..	..	..	..	..	..	..	..	..
Czech Republic	1,637	1,588	1,568	1,597	1,360	1,455	1,486	1,334	1,431	1,447	1,382	13.5	29.3
Estonia	..	..	..	..	..	..	..	..	..	..	..	..	..
Hungary	1,562	1,589	1,370	1,391	1,371	1,306	1,200	1,239	1,429	1,326	1,296	12.8	..
Latvia	..	..	..	..	..	..	..	..	..	..	..	..	..
Lithuania	..	..	..	..	..	..	..	..	..	..	..	..	..
Malta	..	..	..	..	..	..	..	..	..	..	..	..	..
Poland	6,744	6,900	6,359	7,310	7,080	6,730	6,294	5,534	5,827	5,640	5,712	15.0	..
Slovakia	..	..	..	..	..	..	..	..	..	..	..	..	..
Slovenia	..	..	..	..	..	..	..	..	..	..	274	..	..
Norway	283	305	255	303	352	304	341	275	312	282	259	5.7	7.3
Switzerland	679	692	616	587	597	583	592	554	513	546	510	6.9	8.1
Australia	1,938	2,013	1,970	1,768	1,755	1,758	1,817	1,737	1,715	1,621	1,590	7.9	..
Canada	3,263	3,351	3,091	3,064	2,934	2,972	2,927	2,779	2,931	2,766	2,725	8.5	8.6
Iceland	12	24	10	15	27	21	32	24	29	23	23	7.8	..
Japan	12,768	12,670	11,674	11,254	10,805	10,372	10,403	10,060	9,575	8,877	8,492	6.7	..
New Zealand	580	581	514	540	502	509	462	455	404	461	436	10.7	..
Republic of Korea	11,600	11,871	14,551	13,343	10,416	10,756	10,236	8,097	7,222	7,212	6,563	13.6	23.1
USA	40,716	41,817	42,065	42,013	41,501	41,717	41,945	42,116	42,815	42,643	42,636	14.5	..

020-7944 6595

The figures in this table are outside the scope of UK National Statistics

Source - OECD International Road and Traffic Accident database, ECMT and EU (CARE Database)

1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the European Conference of Ministers of Transport, to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%.

2 Population and car kilometres taken from the OECD's International Road and Traffic Accidents Database and may differ from the figures in tables 10.1 and 10.4.

3 Figures have been revised from those published in previous years.

# Transport Statistics Great Britain 2006

## 10.8 (a) Petrol and diesel in selected European Union countries: current retail prices: 1995-2005

Premium unleaded petrol (95 RON): per 100 litres										US Dollars	
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
United Kingdom	85	88	101	108	113	121	110	110	125	147	158
Austria	112	108	97	90	87	87	81	82	99	118	130
Belgium	104	111	104	96	96	97	90	92	115	142	142
Denmark <sup>1</sup>	104	111	101	96	102	103	99	104	125	140	140
Germany	108	108	96	91	93	94	91	99	123	141	152
Finland	111	119	106	104	106	105	99	101	124	146	142
France	113	117	106	102	101	101	93	96	115	132	145
Greece	82	85	78	70	69	72	67	69	84	101	111 <sup>P</sup>
Irish Republic	90	95	89	84	80	82	80	81	98	118	129
Italy	106	116	107	101	102	100	94	99	120	140	152
Luxembourg	84	84	76	71	74	76	72	73	88	112	127
Netherlands	118	118	109	107	107	107	103	113	131	161	168
Portugal	103	103	93	90	86	80	81	83	109	128	142
Spain	86	88	79	74	75	76	73	77	92	108	119
Sweden	105	117	108	101	101	104	91	96	116	136	147
Lead replacement petrol <sup>2,3</sup> : per 100 litres											
United Kingdom	94	96	110	118	125	130	115	115	131	155	..
Austria	..	..	..	..	..	..	..	..	..	..	..
Belgium	115	120	112	105	103	101	97	99	..	..	..
Denmark	107	..	..	..	..	..	..	..	..	..	..
Germany	118	117	..	..	..	..	..	..	..	..	..
Finland	..	..	..	..	..	..	..	..	..	..	..
France	118	121	110	107	106	108	100	103	124	142	..
Greece	88	91	84	75	75	76	71	74	89	108	115 <sup>P</sup>
Irish Republic	97	102	98	98	95	96	..	..	..	..	..
Italy	112	122	113	107	107	104	98	..	..	..	..
Luxembourg	95	94	85	80	..	..	..	..	..	..	..
Netherlands	128	127	..	..	..	..	..	..	..	..	..
Portugal	104	105	96	93	89	..	..	..	..	..	..
Spain	91	93	82	78	79	81	77	82	100	117	130
Sweden	111	122	121	106	105	107	..	..	..	..	..
Diesel: per 100 litres											
United Kingdom	86	90	102	109	117	123	112	113	128	150	165
Austria	85	87	77	70	68	72	67	68	82	101	119
Belgium	83	85	75	69	68	75	70	68	84	109	109
Denmark	77	83	79	77	80	88	84	86	103	114	114
Germany	78	81	72	65	68	94	73	79	100	116	133
Finland	81	82	73	69	73	78	73	74	91	103	105
France	77	84	76	72	73	78	72	73	90	110	128
Greece	60	65	59	51	56	62	56	59	72	92	108 <sup>P</sup>
Irish Republic	85	93	85	79	75	78	73	73	91	110	129
Italy	82	93	85	79	81	82	78	81	99	117	138
Luxembourg	68	70	62	57	58	64	59	60	72	86	105
Netherlands	96	100	77	72	74	78	73	74	90	110	127
Portugal	66	71	64	59	58	60	60	61	80	98	116
Spain	89	98	87	79	60	64	62	65	78	94	111
Sweden	101	100	89	84	81	92	84	86	100	116	139

**10.8 (b) Petrol and diesel in selected European Union countries:  
Tax as a percentage of retail prices: 1995-2005**

Premium unleaded petrol (95 RON)											Percentage
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
United Kingdom	74	76	77	81	81	75	76	77	76	74	69
Austria	67	67	65	68	68	61	63	64	64	62	57
Belgium	72	73	73	76	74	66	67	69	67	66	66
Denmark <sup>1</sup>	71	71	70	72	73	67	68	70	70	68	68
Germany	76	74	72	75	74	69	72	73	74	71	67
Finland	74	75	75	78	74	67	68	70	72	68	70
France	80	80	78	81	79	70	71	74	74	72	67
Greece	70	68	65	67	63	53	55	56	55	52	48 <sup>P</sup>
Irish Republic	66	66	67	68	68	59	56	64	64	64	60
Italy	73	73	72	75	73	65	66	68	68	66	63
Luxembourg	67	65	62	66	64	56	58	59	59	60	56
Netherlands	74	72	72	75	73	66	69	68	71	67	66
Portugal	71	71	70	73	68	49	46	69	68	67	63
Spain	68	67	65	69	67	59	59	62	62	59	55
Sweden	74	74	73	76	73	67	68	70	70	68	65
Lead replacement petrol <sup>2,3</sup>											
United Kingdom	76	79	80	83	81	74	76	78	76	72	..
Austria	..	..	..	..	..	..	..	..	..	..	..
Belgium	75	75	74	77	76	64	64	67	..	..	..
Denmark	74	..	..	..	..	..	..	..	..	..	..
Germany	77	74	..	..	..	..	..	..	..	..	..
Finland	..	..	..	..	..	..	..	..	..	..	..
France	82	81	80	83	81	70	72	74	75	72	..
Greece	75	72	69	70	67	56	58	58	58	54	52 <sup>P</sup>
Irish Republic	68	66	67	70	69	61	..	..	..	..	..
Italy	76	75	74	76	74	66	68	..	..	..	..
Luxembourg	71	68	66	69	..	..	..	..	..	..	..
Netherlands	77	75	..	..	..	..	..	..	..	..	..
Portugal	75	74	73	74	67	..	..	..	..	..	..
Spain	70	69	68	71	69	60	60	63	62	59	55
Sweden	78	79	78	81	78	72	..	..	..	..	..
Diesel											
United Kingdom	73	75	77	82	81	74	74	76	74	72	67
Austria	59	60	58	63	62	54	55	57	57	55	50
Belgium	65	62	61	64	63	53	54	59	58	55	55
Denmark	66	66	64	64	61	56	59	60	61	60	60
Germany	68	64	63	68	67	61	63	66	67	64	58
Finland	54	62	62	67	63	54	55	57	58	56	56
France	72	71	70	75	73	62	64	66	66	64	57
Greece	67	64	62	65	64	52	54	55	54	48	43 <sup>P</sup>
Irish Republic	63	60	63	64	64	55	48	57	58	59	53
Italy	70	68	68	71	70	60	61	64	63	60	54
Luxembourg	63	60	59	63	60	50	52	53	53	50	44
Netherlands	67	56	63	67	65	56	57	59	59	57	52
Portugal	64	62	61	64	63	52	51	57	57	55	50
Spain	64	62	60	64	62	53	54	56	56	53	47
Sweden	54	59	60	62	60	55	55	57	59	59	55

1 Regular unleaded (92 RON) prices have been used from 2000 to date.

2 Refers to Four star petrol in earlier years.

3 The sale of Lead Replacement Petrol has been discontinued in most EU Countries

☎020-7215 2722

The figures in this table are outside the scope of UK National Statistics

Source - DTI

# Transport Statistics Great Britain 2006

## 10.9 Principal trading fleets by type of vessel and flag at mid year: 1995 and 2005

	Gross tonnage (million)									
	All trading ships of 100 gross tons and over		of which:							
			Tankers		Bulk carriers		Container ships		General cargo	
	1995	2005	1995	2005	1995	2005	1995	2005	1995	2005
United Kingdom and Crown Dependencies	5.8	18.0	2.4	6.5	0.4	2.9	1.3	5.4	0.5	1.7
Denmark	5.4	7.5	1.7	2.0	0.5	0.0	1.8	4.5	0.9	0.5
France	4.1	4.8	2.2	2.8	0.5	0.1	0.6	0.9	0.3	0.2
Germany	5.2	10.0	0.3	0.4	0.3	0.2	2.9	8.8	1.4	0.4
Greece	29.8	31.0	13.7	16.4	13.0	10.6	0.7	2.0	1.5	0.3
Italy	6.5	10.8	2.6	3.5	1.6	1.5	0.4	0.8	0.8	2.1
Netherlands	3.8	6.4	0.8	0.5	0.2	0.2	1.0	1.8	1.6	3.0
Bahamas	22.8	35.3	11.2	14.8	4.3	6.9	0.9	2.0	4.8	6.1
Bermuda	2.9	6.4	2.4	2.2	0.2	1.9	0.1	0.7	0.1	0.2
China	15.4	20.1	2.5	4.2	6.2	7.9	1.3	2.7	5.2	5.0
Cyprus	23.8	19.8	4.8	3.5	12.8	10.7	1.3	3.2	4.6	2.0
Hong Kong	8.1	28.6	0.7	6.8	6.0	16.7	0.7	3.2	0.7	1.9
India	6.5	7.3	2.7	4.8	3.0	2.2	0.1	0.1	0.7	0.3
Japan	19.2	11.8	8.2	5.7	5.8	2.5	1.1	0.4	2.6	1.9
Liberia	58.6	56.0	33.3	29.6	16.2	10.8	3.4	12.3	4.5	3.2
Malaysia	2.8	5.5	1.2	3.8	0.9	0.5	0.3	0.6	0.4	0.5
Malta	16.2	22.7	6.4	7.5	6.4	10.8	0.4	1.2	2.7	3.0
Marshall Islands	2.4	26.3	1.6	18.4	0.6	3.9	0.2	2.5	0.1	1.2
Norway	21.4	17.0	12.3	8.6	4.5	3.6	0.1	0.0	3.6	4.0
Panama	66.3	134.8	21.9	36.0	23.7	57.4	6.5	20.1	13.4	18.7
Philippines	9.2	4.8	0.5	0.4	6.5	2.6	0.1	0.0	1.9	1.3
Russia	10.2	5.5	2.3	1.4	1.7	0.8	0.4	0.2	5.5	3.1
St Vincent and the Grenadines	5.4	5.6	1.0	0.3	2.0	2.5	0.2	0.1	2.2	2.5
Singapore	12.6	28.3	5.6	15.4	3.5	6.3	1.5	4.0	2.0	2.7
Republic of Korea	6.3	7.9	0.7	0.9	3.6	4.6	1.1	1.1	0.9	1.1
Taiwan	5.8	3.3	1.0	0.9	2.5	1.4	2.2	0.8	0.2	0.1
Turkey	5.6	4.9	1.0	0.7	3.4	2.4	0.0	0.3	1.0	1.2
USA	13.9	10.6	6.2	2.8	1.6	1.2	2.9	3.3	2.9	2.8
World total <sup>1</sup>	460.0	626.2	171.4	225.7	148.1	187.7	36.3	90.9	88.3	94.0

<sup>1</sup> Including other trading fleets not listed.

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The figures in this table are outside  
the scope of UK National Statistics  
Source: Lloyds Register - Fairplay

10.10 Selected outputs of airlines: 1995 and 2005

State of airline registration	Scheduled services						Non-scheduled services			
	International and domestic traffic									
	Aircraft kilometres flown (million)		Freight <sup>1</sup> tonne-kilometres flown (billion)		Passenger kilometres flown (billion)		International passenger kilometres flown (billion)		International and domestic passenger kilometres flown (billion)	
	1995	2005	1995	2005	1995	2005	1995	2005	1995	2005
United Kingdom <sup>2</sup>	680	1,325	3.7	6.0	115.0	200.0	110.0	191.0	70.0	87.0
Austria	97	159	0.2	0.5	6.7	18.8	6.6	18.7	3.5	3.7
Belgium	141	124	0.6	0.7	8.6	4.9	8.6	4.9	0.0	0.0
Denmark	68	111	0.1	0.2	5.3	10.4	4.4	10.0	1.3	1.6
Finland	78	109	0.2	0.4	8.6	11.9	7.7	10.9	1.9	5.0
France	528	925	4.6	5.8	68.2	135.0	45.0	107.5	17.3	7.0
Germany	622	1,285	5.8	7.7	64.2	182.5	58.4	172.8	54.6	22.7
Greece	62	88	0.1	0.1	7.9	9.4	6.9	7.7	0.1	0.7
Irish Republic	51	292	0.1	0.1	5.9	44.8	5.8	44.8	0.6	-
Italy	265	448	1.5	1.4	33.4	51.1	26.2	39.1	12.5	8.5
Luxembourg	5	91	0.5	5.1	0.4	0.6	0.4	0.6	0.0	0.6
Netherlands	365	481	3.7	4.9	57.6	82.3	57.4	82.3	4.3	5.1
Portugal	82	158	0.2	0.2	8.1	16.8	6.7	14.5	0.7	2.1
Spain	265	561	0.7	1.0	31.1	71.0	19.8	48.0	10.5	14.8
Sweden	110	105	0.2	0.3	8.5	10.2	6.3	7.7	0.1	5.8
Cyprus	20	32	-	-	2.7	4.2	2.7	4.2	0.1	0.3
Czech Republic	27	75	-	-	2.3	6.6	2.3	6.6	0.3	3.1
Estonia	4	9	-	-	0.1	0.7	0.1	0.7	-	0.2
Hungary	27	54	-	-	1.7	3.8	1.7	3.8	0.7	0.5
Latvia	6	21	-	-	0.2	1.2	0.2	1.2	0.2	0.1
Lithuania	8	14	-	-	0.3	0.7	0.3	0.7	0.1	0.2
Malta	21	24	-	-	1.7	2.3	1.7	2.3	0.6	0.3
Poland	42	77	0.1	0.7	4.2	6.2	4.1	6.0	0.2	-
Slovak Republic	2	13	-	-	-	0.9	-	0.9	0.1	0.7
Slovenia	6	15	-	-	0.4	0.7	0.4	0.7	0.3	0.3
Norway	112	115	0.1	0.2	8.0	10.1	4.5	6.2	0.8	1.1
Switzerland	192	166	1.5	1.1	20.4	20.5	20.0	20.3	5.7	4.3
Japan	692	863	6.5	8.5	130.0	153.3	70.2	82.2	0.5	1.5
USA	8,285	12,232	19.6	37.4	858.6	1,244.7	240.2	337.4	19.9	21.2
Russian Federation	1,104	680	1.5	1.5	88.6	63.2	30.7	25.4	16.3	22.6

1 Excludes mail.

2 Source: CAA.

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The figures in this table are outside the scope of UK National Statistics

Source: ICAO

# Transport Statistics Great Britain 2006

## 10.11 Carbon dioxide emissions from transport: by source: 1994 and 2004

Million tonnes of carbon												
	Road transport		Railways		Civil aviation		Shipping		All domestic transport <sup>1</sup>		All sources <sup>2</sup>	
	1994	2004	1994	2004	1994	2004	1994	2004	1994	2004	1994	2004
<b>European Union</b>												
<b>United Kingdom</b>	30.6	32.6	0.5	0.7	0.3	0.6	1.0	1.0	32.5	35.0	153	153
Austria	3.7	6.1	-	-	-	0.1	-	-	3.8	6.4	17	21
Belgium	5.8	7.0	-	-	-	-	0.1	0.1	5.9	7.2	33	35
Denmark	2.8	3.3	0.1	0.1	0.1	-	0.2	0.1	3.1	3.5	17	15
Finland	2.8	3.2	0.1	-	0.1	0.1	0.1	0.1	3.3	3.7	17	19
France	32.6	36.2	0.2	0.2	1.2	1.4	0.5	0.7	34.7	38.7	105	114
Germany	43.9	43.7	0.7	0.4	0.9	1.2	0.6	0.2	47.2	46.7	252	242
Greece	3.7	4.9	-	-	0.4	0.3	0.5	0.6	4.6	5.9	24	30
Irish Republic	1.5	3.2	0.1	-	-	-	-	-	1.6	3.3	9	12
Italy	28.0	32.3	0.1	-	0.4	0.7	1.4	1.7	30.1	34.9	115	134
Luxembourg	1.0	1.9	-	-	0.0	0.0	-	-	1.0	1.9	3	3
Netherlands	7.7	9.2	-	-	-	-	0.1	0.2	7.8	9.5	45	49
Portugal	3.2	5.1	-	-	0.1	0.1	0.1	0.1	3.4	5.3	13	18
Spain	16.2	24.6	0.1	0.1	0.8	1.6	0.5	0.7	17.6	27.1	67	97
Sweden	4.7	5.0	-	-	0.2	0.2	0.1	0.2	5.1	5.4	16	15
Cyprus	..	..	..	..	..	..	..	..	..	..	..	..
Czech Republic	1.9	4.0	0.1	0.1	-	-	-	-	2.1	4.2	36	35
Estonia	..	0.5	..	-	..	-	..	-	0.4	0.6	6	5
Hungary	1.7	2.7	0.1	0.1	0.0	0.0	-	-	1.8	2.8	17	16
Latvia	0.4	0.7	0.1	0.1	-	-	-	-	0.5	0.8	3	2
Lithuania	..	1.0	..	0.1	..	-	..	-	..	1.1	1	4
Malta	..	..	..	..	..	..	..	..	..	..	..	..
Poland	..	8.8	..	0.1	..	-	..	-	..	9.2	..	86
Slovak Republic	..	1.4	..	-	..	-	..	-	..	1.5	12	12
Slovenia	0.9	1.1	-	-	-	-	0.0	0.0	0.9	1.1	4	4

1 Includes a small amount of emissions from other transport sources.

2 The Land Use, Land Use Change and Forestry (LULUCF) category has been excluded from the totals, because treatment of this category can differ between countries.

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The figures in this table are outside the scope of UK National Statistics Sources - European Environment Agency (EEA)

# Abbreviations used in Transport Statistics Great Britain: 2006 Edition

AAIB:	Air Accident Investigation Branch	Grt:	Gross registered tonnage
ABI:	Association of British Insurers	GT:	Gross Tonnage
ABP:	Associated British Ports	HA:	Highways Agency
AES:	Annual Earning Survey	HERL:	Heathrow Express Rail Link
APEG:	Airborne Particles Expert Group	HGV:	Heavy Goods Vehicle
BAA:	British Airports Authority	HSC:	Health and Safety Commission
BEA:	(French) Bureau Enquetes Accidents	HSE:	Health and Safety Exec.
BR:	British Rail	ICAO:	Int. Civil Aviation Org.
BRB:	British Railways Board	ICC:	International Climate Change
BRF:	British Road Federation	Int:	International
BW:	British Waterways	IPS:	International Passenger Survey
CAA:	Civil Aviation Authority	IRF:	International Road Federation
CfIT:	Commission for Integrated Transport	IRFT:	International Rail Freight Terminal
CTRL:	Channel Tunnel Rail Link	KSI:	Killed or seriously injured
CVTF:	Cleaner Vehicles Task Force	LA(s):	Local Authority(s)
DBFO:	Design, Build, Finance and Operate (contracts)	LCA:	London City Airport
DDA:	Disability Discrimination Act	LCR:	London and Continental Railways
DfT:	Department for Transport	LDDC:	London Docklands Development Corporation
DLR:	Docklands Light Railway	LFS:	Labour Force Survey
DPM:	Deputy Prime Minister	LGV:	Light Goods Vehicle
DiPTAC:	Disabled Persons Transport Advisory Committee	LoLo:	Lift-on Lift-off
DSA:	Driving Standards Agency	LRT:	London Regional Transport
DTI:	Dept. of Trade and Industry	LT:	London Transport
DTLR:	Department for Transport, Local Government and the Regions.	LTP:	Local Transport Plan
DVLA:	Driver and Vehicle Licensing Agency	LU:	London Underground
EC:	European Community	MAIB:	Marine Accident Investigation Branch
EPS:	European Passenger Services Ltd (ex-BR subsidiary)	MCA:	Marine and Coastguard Agency
EST:	Energy Saving Trust	MMC:	Monopolies & Mergers Commission.
ETC:	European Transport Council	MML:	Midland Mainline (rail)
EuroNCAP:	EU New Car Assessment Programme	MPV:	Multi-purpose vehicle
EUTC:	European Union Transport Council	NATS:	National Air Traffic Services
FDR:	Fuel Duty Rebate	NBC:	National Bus Company
FFG:	Freight Facilities Grant	NDLS:	National Dock Labour Scheme.
FTA:	Freight Transport Assn.	NEG:	National Express Group
GLA:	Greater London Authority	NET:	Nottingham Express Transit
GMDSS:	Global Maritime Distress and Safety System	NEXUS:	Tyne and Wear Passenger Transport Exec.
GMPTE:	Greater Manchester Passenger Transport Exec.	NTO:	National Training Organisation
GOL:	Gov. Office for London	NTS:	National Travel Survey
		OECD:	Organisation for Economic Co-operation and Development
		ONS:	Office for National Statistics

OPEC:	Organisation of Petroleum Exporting Countries	VI:	Vehicle Inspectorate
ORR:	Office of Rail Regulation	VOSA:	Vehicle and Operator Services Agency
OTIF:	International Railway Transport Organisation	WHR:	Welsh Highland Railway
PCO:	Public Carriage Office	WYPTE:	West Yorkshire Passenger Transport Executive
PFI:	Public Finance Initiative		
PHV:	Private Hire Vehicle		
PLG:	Private Light Goods (vehicle)		
PPM:	Public Performance Measure		
PPP:	Public-Private Partnership		
PSV:	Public Service Vehicle		
PTA:	Passenger Transport Area		
PTE:	Passenger Transport Exec.		
RBSG:	Rural Bus Subsidy Grant		
RDS-TMC:	Radio Data System - Traffic Message Channel		
RID:	Regulations concerning the International Carriage of Dangerous Goods by Rail		
RITC:	Rail Industry Training Council		
Ro-Ro:	Roll-on Roll-off (passenger) ferries		
RPI:	Retail Price Index		
RTRA:	Road Traffic Reduction Act		
RVAR:	Rail Vehicle Accessibility Regulations		
SACTRA:	Standing Advisory Committee on Trunk Road Assessment		
SBG:	Scottish Bus Group		
SMMT:	Society of Motor Manufacturers and Traders		
SPAD:	Signal Passed at Danger		
SPTE:	Strathclyde Passenger Transport Exec.		
SRA:	Strategic Rail Authority		
STAG:	School Travel Advisory Group		
SYPTE:	South Yorkshire Passenger Transport Executive		
TAG:	Track Access Grant		
TCF:	Transport Card Forum		
TfL:	Transport for London		
TEN:	Trans European Network		
TfL:	Transport for London		
TGWU:	Transport and General Workers Union		
TMC:	Traffic Message Channel		
TRL:	Transport Research Laboratory		
TSO:	The Stationery Office		
TWA:	Transport and Works Act		
TWPTE:	Tyne and Wear Passenger Transport Executive		
UA:	Unitary Authority		
VED:	Vehicle Excise Duty		



# Index

## Figures indicate table numbers.

- accidents and casualties
  - air 1.7, 2.9
  - bicycles 1.7, 8.2
  - buses 1.7, 8.2
  - car 1.7, 8.2
  - coastguard 5.18
  - goods vehicles 8.2
  - marine 5.17
  - motorcycles 1.7, 8.2
  - motorways 8.3
  - pedestrians 1.7, 8.2
  - rail 1.7, 8.9, 8.10
  - road
    - breath tests 8.5
    - deaths 10.7
    - historical comparison 8.1
    - by hour of day 8.4
    - by road class 8.3
    - by user type & severity 8.2
  - vans 1.7
  - water 1.7, 5.17, 5.18
- aerodromes, civil 2.1
- air transport
  - accidents and casualties 1.7
  - aircraft
    - kilometres flown 2.4, 10.10
    - noise 3.10
    - pollutant emissions 3.8, 3.9
    - proximity 2.10
    - in service at end of year 2.6
  - airports
    - activity at 2.7
    - air transport movements 2.2, 2.7
    - government expenditure 1.15
    - investment in infrastructure 1.14
    - punctuality at 2.3
    - terminal passengers 2.2, 2.7
    - traffic at 2.2
  - employment 1.16, 1.17, 1.18, 2.11
  - forecasts 2.5
  - freight 2.2, 2.4, 2.7, 10.10
  - historical comparison 1.1
  - international comparison 10.10
  - international passenger movements 2.8
  - overseas travel 1.10, 1.11
  - passenger kilometres 1.1, 2.4, 2.12, 10.10,
  - passenger seat occupancy 2.4
  - passenger traffic via international airlines 2.12
  - passengers uplifted 2.4
  - petrol consumption 3.1, 3.2
- bicycles
  - accidents and casualties 1.7, 8.2
  - average distance travelled 1.3
  - commuter traffic to central London 1.6
  - historical comparisons 1.1
  - journeys
    - distance 1.5
    - purpose 1.4
  - passenger kilometres 1.1
  - road traffic 7.2, 7.4
  - transport to work by region 1.8
  - vehicle kilometres 7.2, 7.4
- breath tests 8.5, 8.6
- buses (and coaches)
  - accidents and casualties 1.7, 8.2
  - accompanied vehicles by sea 5.6, 5.7
  - average distance travelled 1.3
  - commuter traffic to central London 1.6
  - employment 1.16, 6.12
  - fares 1.19, 6.15
  - government revenue support 1.15
  - historical comparisons 1.1
  - international comparisons 10.3, 10.4, 10.6
  - journeys
    - distance 1.5
    - purpose 1.4
  - licensed 9.1, 9.4
  - local authority support 6.14
  - operating costs 6.16
  - overseas travel 1.10, 1.12
  - passenger journeys by area 6.13
  - passenger kilometres 1.1, 10.6
  - pollutant emissions 3.6
  - receipts 6.11
  - registration 9.2
  - road taxation revenue 7.15
  - road traffic 7.2, 7.4, 7.5, 10.4
  - speeds 7.10, 7.11
  - transport to work by region 1.8
  - vehicle kilometres 7.2, 7.4, 7.5, 6.9, 10.4
  - vehicle stock 6.10
- car drivers
  - breath tests performed on 8.5
  - driving tests 9.18
  - emissions 3.6, 3.8, 3.9
  - license holders 9.16
- car ownership 9.15
  - forecast 7.5
  - historical comparison 9.15
- car parks
  - government expenditure on 1.15
- carbon dioxide emissions
  - projection 3.7
  - from road vehicles in urban conditions 3.6
  - from transport and other end users 3.9
- carbon monoxide emissions 3.6, 3.9
- cars

- accidents and casualties 1.7, 8.2
- accompanied vehicles by sea 5.6, 5.7
- average distance travelled 1.3, 9.17
- commuter traffic to central London 1.6
- fuel consumption 3.4, 3.5
- historical comparisons 1.1, 7.1
- international comparisons 10.3, 10.4, 10.6, 10.7
- investment in 1.14
- journeys
  - distance 1.5
  - purpose 1.4
- licensed 9.1
  - by engine size 9.3
  - historical comparison 7.1
  - by method of propulsion 9.4
  - by region 9.5
- MOT results 9.10, 9.13
- overseas travel 1.10, 1.12
- passenger kilometres 1.1, 10.6
- pollutant emissions 3.6, 3.8, 3.9
- registration 9.1, 9.2
- road deaths 10.7
- road taxation revenue 7.15
- road traffic 7.2, 7.4, 7.5, 10.4
- speeds 7.10, 7.11
- transport to work by region 1.8
- vehicle kilometres 7.2, 7.4, 7.5, 10.4
- casualties see accidents and casualties
- central London see London
- Channel Tunnel
  - freight 6.8
  - traffic to and from Europe 6.8
- civil aerodromes 2.1
- civil aircraft
  - pollutant emissions 3.8, 3.9
- coaches see buses (and coaches)
- coastguard incident statistics 5.18
- commuter traffic (central London) 1.6
- construction tender price index for roads 7.14
- consumption of unleaded petrol 3.1
- CO<sub>2</sub> emissions see carbon dioxide emissions
- Crown and exempt vehicles 9.1, 9.4
- cycles see bicycles
- deaths
  - aviation accidents 2.9
  - coastguard incidents 5.18
  - marine 5.17
  - by mode of transport 1.7
  - railway accidents 8.9, 8.10
  - road accidents 8.2, 8.3, 10.7
- defects
  - road conditions 7.17
  - vehicle in MOT tests 9.13
- diesel
  - car consumption 3.4
  - duties 3.3
    - as percentage of price 10.8(b)
  - prices 3.3
    - international comparison 10.8
  - vehicles currently licensed by 9.4
- distance
  - average travelled 1.3, 9.17
  - journeys 1.5
- drinking and driving 8.5, 8.6, 8.7
- driving licenses 9.16
- driving tests 9.18
- duties
  - petrol and diesel 3.3, 10.8(b)
  - vehicle excise 7.15
- emissions see pollutant emissions
- employment
  - airlines 1.16, 1.17, 1.18, 2.11
  - buses 1.16, 6.12
  - London Underground 6.1
  - by occupation group and industry 1.16
  - railways 1.16, 1.17, 1.18
  - in transport related occupations 1.17
  - seafarers 1.16
  - by sex and employment status 1.18
- energy consumption
  - by transport mode 3.2
  - see also fuel consumption
- expenditure, government
  - airports 1.15
  - car parks 1.15
  - ports 1.15
  - railways 1.15
  - roads 1.14, 1.15
  - regional 7.13
  - shipping 5.16
  - transport 1.15
- exports
  - shipping 5.16
- fares
  - buses 1.19, 6.15
  - rail 1.19, 6.3
  - taxi 6.17
- ferry traffic
  - goods vehicles outward to Europe 4.11, 4.12
- fixed penalty notices 8.7
- fleets see trading vessels
- forecasts
  - air traffic 2.5
  - car ownership 7.5
  - carbon dioxide emissions 3.7
  - buses 7.5
  - HGVs & LGVs 7.5
  - road traffic 7.5
- freight transport
  - air 2.2, 2.4, 2.6, 2.7, 10.10

- bilateral traffic between EC and UK 4.9
- Channel Tunnel 6.8
- by commodity 4.2, 4.3, 4.4, 4.5
- goods vehicles 4.4, 4.5, 4.6
- grants 1.15
- historical comparison 4.1
- inland waterways 5.8, 5.10, 10.5
- international comparison 10.5
- map of ports, rivers and inland waterways used for 5.9
- by mode of transport 4.1, 4.3
- by pipeline 4.1, 4.2, 4.3, 10.5
- rail 4.1, 4.2, 4.3, 10.5
- road 4.3
  - by commodity 4.2
  - forecast 7.5
  - goods lifted by goods vehicles 4.5
  - goods moved by goods vehicles 4.4
  - historical comparison 4.1
  - international comparison 10.5
  - international haulage 4.7, 4.8, 4.9
  - length of haul by goods vehicles 4.6
  - on major rivers 5.10
  - shipping industry's revenue from 5.16
  - waterborne 4.1, 4.2, 4.3, 5.8, 5.10, 10.5
- fuel consumption
  - average car 3.4
  - average new car 3.5
  - railways 3.1, 3.2
  - road 3.1, 3.2
  - see also diesel; petrol
- fuel tax 7.15
- goods vehicles
  - accidents and casualties 8.2
  - employment 1.16
  - ferry traffic outward to Europe 4.11, 4.12
  - freight transport 4.4, 4.5, 4.6
  - historical comparisons 4.1, 7.1, 9.1
  - international comparisons 10.3, 10.4, 10.5
  - international road haulage 4.7, 4.8, 4.9
  - licensed 9.1, 9.5, 9.7
    - by axle configuration 9.8
    - by engine size 9.3
    - historical comparison 7.1
    - by method of propulsion 9.4
  - overseas travel by sea 1.12
  - pollutant emissions 3.6
  - registered 9.1, 9.2
  - road taxation revenue 7.15
  - road traffic 4.1, 7.2, 7.4, 7.5, 10.4
    - testing scheme 9.10, 9.12, 9.13
  - trailer tests by axle type 9.9
  - vehicle kilometres 4.1, 7.2, 7.4, 7.5, 10.4
- government expenditure see expenditure government
- grants and subsidies
  - freight transport 1.15
- greenhouse gases see pollutant emissions
- Gross Domestic Product
  - international comparison 10.1
  - Retail Prices Index inflators 1.20
- haulage, international see international road haulage
- heavy goods vehicles
  - accidents and casualties 8.2
  - speeds 7.10, 7.11
- historical comparisons
  - bicycles 1.1
  - car ownership 9.14
  - civil aerodromes 2.1
  - freight transport 4.1
  - goods vehicles 4.1, 7.1, 9.1
  - licensing of motor vehicles 9.1, 9.2
  - motorcycles 1.1, 7.1, 9.1, 9.2
  - passenger transport by mode 1.1
  - ports 5.1
  - rail length and passenger travel 6.1
  - registration
    - motor vehicles 9.1
    - trading vessels 5.14
  - road accidents and casualties 8.1
  - road lengths 7.6
  - road traffic 7.1
- HM Coastguard Incident statistics 5.18
- household
  - car ownership 9.14, 9.15
- hydrocarbon emissions 3.6
- imports
  - ports 5.1
  - shipping 5.16
- inland waterways
  - freight 5.8, 5.10, 10.5
  - map of principal 5.9
- international
  - passenger movements
    - by air 2.8
    - by sea 5.11, 5.12
  - road haulage 4.7, 4.8, 4.9
- international comparisons
  - airline output 10.10
  - cars 10.3, 10.4, 10.6, 10.7
  - freight transport 10.5
  - general statistics 10.1
  - goods vehicles 10.3, 10.4, 10.5
  - motorcycles 10.3, 10.4
  - passenger transport 10.6
  - petrol and diesel prices 10.8
  - road deaths 10.7
  - road and rail infrastructure 10.2
  - road vehicles by type 10.3
  - trading fleets 10.9

- international road haulage
  - goods vehicles 4.7, 4.8, 4.9
- investment
  - expenditure in London Underground 6.7
  - in transport 1.13, 1.14
- journeys, passenger
  - British Rail 6.1
  - bus 6.13
  - distance 1.5
  - London Underground 6.7
  - purpose 1.4
- length of route
  - National Rail 6.1
- licensing 9.1
  - car driver license holders 9.16
  - goods vehicles 9.1, 9.4, 9.6, 9.7, 9.8, 7.1
  - historical comparison 9.1
  - light goods vehicles 9.3, 9.4
  - by method of propulsion 9.4
  - by region 9.5
  - taxis 6.27
  - by type of vehicle and engine size 9.3
- light goods vehicles
  - accidents and casualties 8.2
  - licensed 9.3, 9.4
  - MOT results 9.10, 9.13
  - road traffic forecast 7.5
  - speeds 7.10, 7.11
- lighting
  - regional expenditure on 7.13
- local authorities
  - support for local bus services 6.9
- London
  - average traffic speeds 7.12
  - commuter traffic 1.6
  - main mode of transport to work 1.8
  - time taken to travel to work 1.9
- London Underground
  - average distance travelled 1.3
  - historical comparison 6.1
  - investment expenditure 6.7
  - journeys
    - distance 1.5
    - purpose 1.4
    - by type of ticket 6.7
  - operating account 6.7
  - operational facilities 6.1
  - operations 6.7
  - passenger kilometres 6.1, 6.7
  - peak periods 1.6
  - performance indicators 6.7
  - receipts 6.7
  - stations 6.2
  - transport to work by 1.8
- lorries see goods vehicles
- maps
  - principal ports, rivers and inland waterways 5.9
  - motorway network 7.7
- marine accident casualties 5.17
- minicabs see taxis
- MOT
  - failures by type of defect 9.13
  - test results 9.10
- motor cars see cars
- motorcycles
  - accidents and casualties 1.7, 8.2
  - average distance travelled 1.3
  - breath tests performed in accidents 8.5
  - commuter traffic to central London 1.6
  - historical comparisons 1.1, 7.1, 9.1, 9.2
  - international comparisons 10.3, 10.4
  - journeys
    - distance 1.5
    - purpose 1.4
  - licensed 9.1
    - by engine size 9.3
    - historical comparison 7.1
    - by method of propulsion 9.4
  - MOT results 9.10, 9.13
  - passenger kilometres 1.1
  - pollutant emissions 3.6
  - registered 9.1, 9.2
  - road taxation revenue 7.15
  - road traffic 7.1, 7.2, 7.4, 10.4
  - speeds 7.11
  - transport to work by region 1.8
  - vehicle kilometres 7.1, 7.2, 7.4, 10.4
- motoring offences see offences, motoring
- motorways
  - accidents and casualties 8.3
  - international comparison 10.2
  - network map 7.7
  - new construction 7.16
  - regional expenditure 7.13
  - road length 7.8, 7.9, 10.2
  - road traffic 7.3, 7.4
  - vehicle speeds 7.10
- nitrogen oxide emissions 3.6
- noise
  - aircraft 3.10
- offences, motoring 8.5, 8.6, 8.7
- operating costs
  - buses and coaches 6.16
- overseas travel
  - accompanied passenger vehicles 5.6, 5.7
  - by air 1.10, 1.11
  - by sea 1.10, 1.12
  - visits to and from UK 1.10
  - see also international passenger movements
- particulate emissions 3.8
- passenger journeys see journeys, passenger

- passenger kilometres
  - air transport 1.1, 2.12, 10.10
  - historical comparison 1.1
  - international comparison 10.6
  - London Underground 6.1, 6.8
  - by mode 1.1
  - see also individual types of transport
- passenger receipts see receipts, passenger
- passenger aircraft seat occupancy 2.4
- passenger transport
  - historical comparison 1.1
  - international comparison 10.6
  - by mode 1.1
- peak periods London Underground 1.6
- pedal cycles see bicycles
- pedestrians
  - accidents and casualties 1.7, 8.2
  - average distance travelled 1.3
  - journeys
    - distance 1.5
    - purpose 1.4
  - transport to work by region 1.8
- performance indicators London Underground 6.8
- petrol
  - car consumption 3.4, 3.5
  - consumption by transport mode 3.1, 3.2
  - duties 3.3
    - as percentage of price 10.8
  - motor vehicles currently licensed by 9.4
  - prices 3.3, 10.8
  - use of unleaded
- pipeline
  - freight 4.2, 4.3, 10.5
- pollutant emissions
  - carbon dioxide emissions
    - projection 3.7
    - from road vehicles in urban conditions 3.6
    - from transport and other end users 3.8
  - carbon monoxide emissions 3.6, 3.8
  - civil aircraft 3.8, 3.9
  - hydrocarbon emissions 3.6
  - lead emissions 3.8
  - nitrogen oxide emissions 3.6
  - percentage of road vehicles failing MOT 9.13
  - road vehicles in urban conditions 3.6
- population 10.1
- ports
  - accompanied passenger vehicles 5.6, 5.7
  - exports 5.1
  - ferry traffic 4.11, 4.12
  - foreign, coastwise and one-port traffic 5.2
  - foreign and domestic traffic by port 5.3
  - foreign and domestic unitised traffic 5.4
  - government expenditure 1.15
  - imports 5.1
  - international sea passenger movements 5.12
  - investment in infrastructure 1.14
  - map of principal 5.9
- prices
  - petrol and diesel 3.3
    - international comparison 10.8
- private motoring
  - car ownership 7.5, 9.14, 9.15
  - driving licence holders 9.16
  - driving tests 9.18
- proximity
  - aircraft 2.10
- public expenditure see expenditure, government
- public transport
  - commuter traffic to central London 1.6
  - government expenditure 1.15
  - registered vehicles 9.1
  - see also buses (and coaches); railways;
- punctuality
  - airports 2.3
  - rail 6.6
- rail - (national rail network)
  - average distance travelled 1.3
  - historical comparison 1.1, 1.2, 6.1
  - journeys
    - distance 1.5
    - purpose 1.4
  - length of route 6.1
  - passenger journeys 6.2
  - passenger kilometres 6.2
- railways
  - accidents and casualties 1.7, 8.9, 8.10
  - commuter traffic to central London 1.6
  - employment 1.16, 1.17, 1.18
  - fares 1.19, 6.3
  - freight 4.1, 4.2, 4.3, 9.14, 10.5
  - fuel consumption 3.1, 3.2
  - government expenditure 1.15
  - historical comparisons 1.1, 1.2, 6.1
  - infrastructure 10.2
  - international comparisons 10.2, 10.5, 10.6
  - investment in 1.14
  - passenger kilometres 1.1, 6.4, 10.6
  - pollutant emissions 3.8, 3.9
  - punctuality and reliability 6.6
  - receipts 6.3
  - route open for traffic 6.5
  - stations 6.2
  - transport to work by region 1.8
- receipts, passenger
  - buses 6.11
  - London Underground 6.7
  - rail 6.3
- regional comparisons
  - car ownership 9.15
  - expenditure on roads 7.13
  - licensing of cars 9.5

- mode of transport to work 1.8
- time taken to travel to work 1.9
- registration
  - aircraft in service at year end 2.6
  - buses & coaches 9.2
  - cars 9.2
  - goods vehicles 9.2
  - motorcycles 9.2
  - historical comparison 9.1
  - trading vessels 5.14
  - historical comparison 5.13
- Retail Prices Index
  - bus fares 6.15
  - Gross Domestic Product 1.20
  - transport components 1.19
- rivers
  - freight traffic on major 5.10
  - map of principal 5.9
- road accidents and casualties
  - breath tests 8.5
  - deaths 10.7
  - historical comparison 8.1
  - by hour of day 8.4
  - by road class 8.3
  - by user type and severity 8.2
- road class
  - accidents 8.3
  - motor vehicle traffic 7.3
  - road conditions 7.17
  - road length 7.8, 7.9
  - road traffic 7.4
  - vehicle speeds 7.10
- road freight 4.3
  - by commodity 4.2
  - goods lifted by goods vehicles 4.5
  - goods moved by goods vehicles 4.4
  - historical comparison 4.1
  - international comparison 10.5
  - international haulage 4.7, 4.8, 4.9
  - length of haul by goods vehicles 4.6
- road PSV testing scheme 9.11
- road traffic 7.2
  - forecast 7.5
  - historical comparison 7.1
  - international comparison 10.4
  - by road class 7.3
  - by type of vehicle and class of road 7.4
- road transport
  - fuel consumption 3.1, 3.2
  - international comparison of vehicle type 10.3
  - investment in 1.14
  - pollutant emissions 3.6, 3.8, 3.9
  - taxation revenue 7.15
- roads
  - conditions 7.17
  - construction tender price index 7.14
- expenditure
  - government 1.15
  - investment in infrastructure 1.14
  - regional 7.13
- infrastructure 10.2
- length
  - by class of road and country 7.9
  - historical comparison 7.6
  - international comparison 10.2
  - by road type 7.8
- motorway network 7.7
- new construction 7.16
- passenger kilometres 1.1
- vehicle speeds on 7.10, 7.11
- roll-on roll-off ferry
  - traffic 4.11, 4.12
- sea transport
  - accidents and casualties 1.7, 5.17, 5.18
  - accompanied passenger vehicles 5.6, 5.7
  - coastguard statistics 5.18
  - employment of seafarers 1.16
  - freight 5.8
  - international passenger movements 5.11, 5.12
  - overseas travel 1.10, 1.12
  - shipping
    - exports 5.16
    - imports 5.16
    - international revenue & expenditure 1.14
    - pollutant emissions 3.8, 3.9
  - trading vessels
    - international comparison 10.9
    - registered 5.14, 5.15
    - historical comparison 5.13
- speed limit offences 8.7
- speeds, vehicle
  - heavy goods vehicles 7.10, 7.11
  - London traffic 7.12
  - on non-urban roads 7.10
  - on urban roads 7.11
- staff see employment
- taxes and duties 7.15
  - on petrol and diesel 3.3, 10.8
- taxis
  - average distance travelled 1.3
  - employment 1.16
  - fares 6.17
  - licensed 6.17
- testing
  - goods vehicles 9.12
  - road passenger service vehicles 9.11
  - road vehicles (MOT) 9.10
  - failure of by defect type 9.13
  - trailer by axle type 9.9

- trading vessels 5.15
  - international comparison 10.9
  - registered 5.14
  - historical comparison 5.13
- traffic also see road traffic
  - at airports 2.2
  - to and from Europe by Channel Tunnel 6.8
- trailer tests 9.9
- trains see railways
- transport
  - components, Retail Prices Index 1.19
  - expenditure, government 1.15
- Underground see London Underground
- unleaded petrol
  - consumption 3.1
  - prices and duties 3.3, 10.8
- vans
  - average distance travelled 1.3
  - casualty rates 1.7
  - pollutant emissions 3.6
  - road traffic 7.2, 7.4
- vehicle excise duty 7.15
- vehicle kilometres
  - bicycles 7.2, 7.4
  - buses (and coaches) 7.2, 7.4, 7.5, 6.7, 10.4
  - cars 7.2, 7.4, 7.5, 10.4
  - goods vehicles 7.2, 7.4, 7.5, 10.4
  - motorcycles 7.2, 7.4, 10.4
- vehicle stock
  - buses (and coaches) 6.10
- vehicle testing scheme see testing
- vessels see trading vessels
- volatile organic compounds (VOCs) 3.9
- walking see pedestrians
- water transport
  - accidents and casualties 1.7, 5.17, 5.18
  - employment 1.17, 1.18
  - freight 4.2, 4.3, 5.8, 5.10, 10.5
  - petrol consumption 3.1, 3.2
  - see also ports; shipping
- work
  - main mode of transport to by region 1.8
  - time taken to travel to by region 1.9

## CLIP TRANSPORT STATISTICS

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

Its formal terms of reference are:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the Department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Best Value Indicators, Regional Statistics and other relevant matters.

CLIP-TS is comprised of a Local Authority side and a DfT side. The LA side represents the Local Government Association, Association of London Government, Passenger Transport Authorities, Shire Counties, Unitary Authorities and London Boroughs. London Transport also attends in observer status.

Recent work of the group has centred on the information requirements of Local Transport Plans. This and other useful information will be shown on the group's website which can be found at:

<http://www.clip.gov.uk/subgroups.asp?lsection=6&ccat=15>

Who sits on the group?

Anthony Boucher - Chief Statistician, Statistics Travel Division, Department for Transport (Chair)

Ray Heywood - Leeds City Council (LA Lead)

Alex Barton - Department for Transport (Secretary)

Barbara Noble - Chief Statistician, Transport Statistics Roads Division, Department for Transport

Richard Campbell - Statistician, Local and Regional Statistics, Department for Transport

Keith Oates - South Yorkshire Passenger Transport Executive

Piers Cockroft - Solihull MBC

Mike Collop - Transport for London

Kaushik Pasavadia - Association of London Government

Phil Jones - Government Office for Yorkshire and the Humber

John Lameris - Staffordshire County Council

John Marriott - Leicestershire County Council

John Pitt - Surrey County Council

Frank Cashmore - Bristol City Council

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## TRANSPORT STATISTICS USERS GROUP

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport.

The aims of the group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- The International Passenger Survey (IPS) and its use by Government and travel sector
- Transport Survey Quality
- Urban Transport Benchmarking: a European dimension
- Maritime statistics: seafarers and port statistics
- Rail safety
- Dual mode vehicles
- Cycling statistics

A Scottish seminar was also held

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit [www.tsug.org.uk](http://www.tsug.org.uk) or contact:

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The TSUG has contributed to the production of the *Transport Yearbook 2006*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

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