

Transport Statistics Great Britain 2014



Department
for Transport



People travel on average over 6,500 miles per year



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



32.8 million visits to the UK by overseas residents



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



1.4 million people employed in the GB Transport and Storage sector

Transport Statistics Great Britain 2014

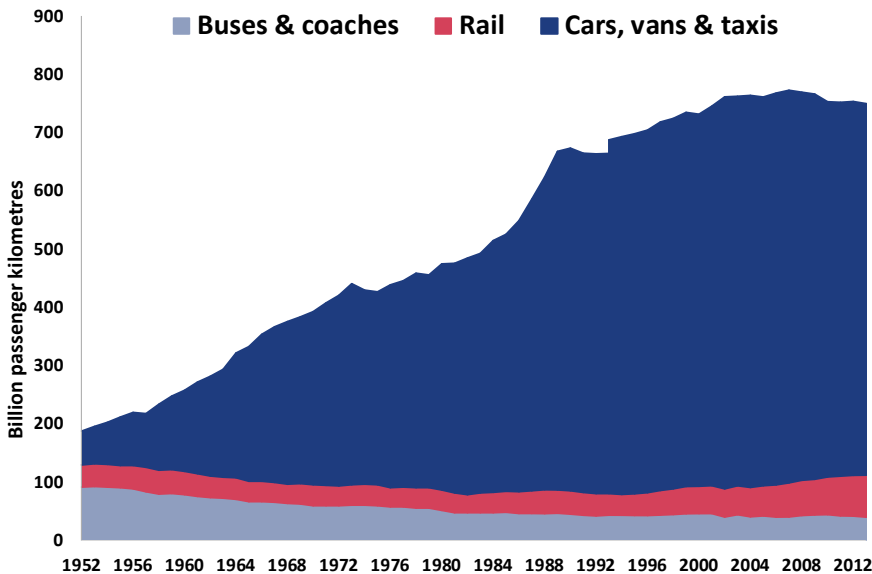
Modal Comparisons



Department
for Transport

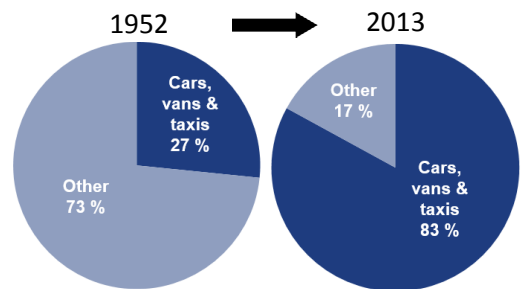
Passenger Transport

Passenger kms by mode: Great Britain 1952 to 2013



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

Proportion of distance travelled, Great Britain 1952 and 2013



Further information:

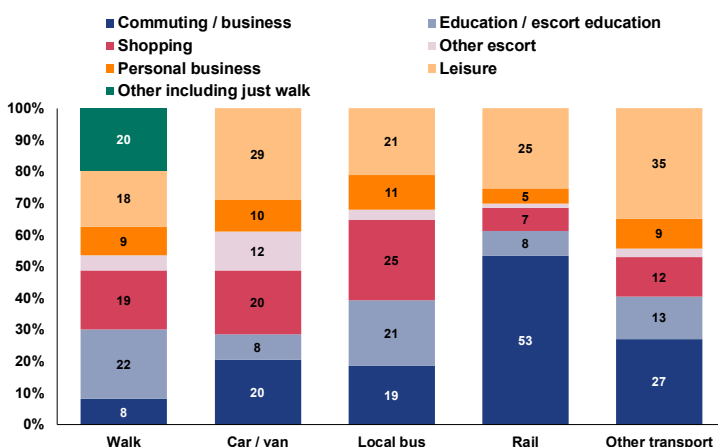
Statistical tables on **passenger transport** are available from [TSGB0101 to TSGB0102](#)

Domestic air flights: Great Britain 1952 to 2013

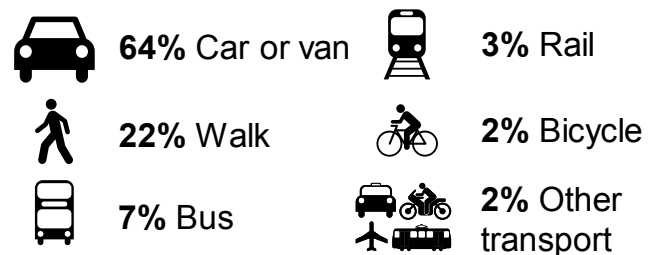


Personal Travel: 2013

Trips by main mode and purpose: England 2013



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



Further information:

Statistical tables on **personal travel** are available from: [TSGB0103 to TSGB0105](#). More detailed information can be found in the [National Travel Survey](#).

Further data are available on Modal comparisons, including:

- Passenger transport and personal travel: mode, distance, purpose, casualty rates and travelling in London during the morning peak: [TSGB0101-07](#)
- Travelling to work: [TSGB0108-12](#)
- Overseas travel: [TSGB0113-15](#)
- Transport related employment: [TSGB0116](#)

Travelling to work in Great Britain: October to December 2013

Usual method of travel to work: Great Britain

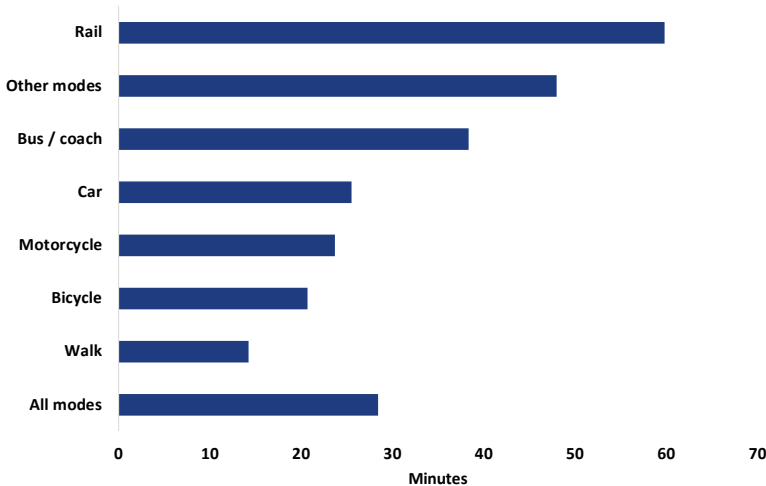


- 68 per cent of people travel to work by car.
- 1 in 10 people walk to work.

Further information:

Statistical tables on **travelling to work** from the **Office for National Statistics, Labour Force Survey** are available from: [TSGB0108 to TSGB0112](#)

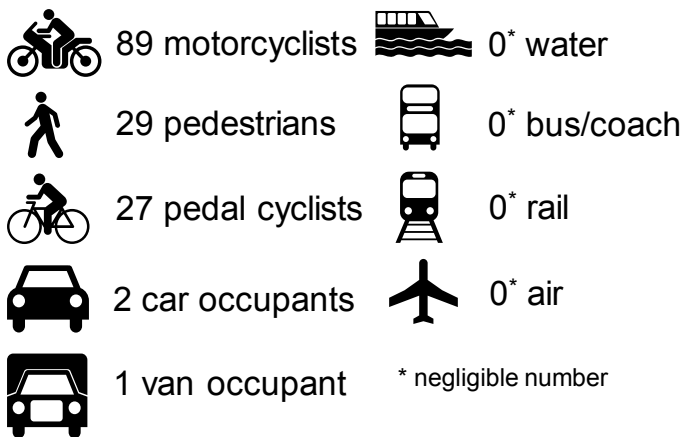
Average time taken to travel to work: Great Britain



- The average rail trip to work took one hour.
- The average walk to work took 14 minutes.

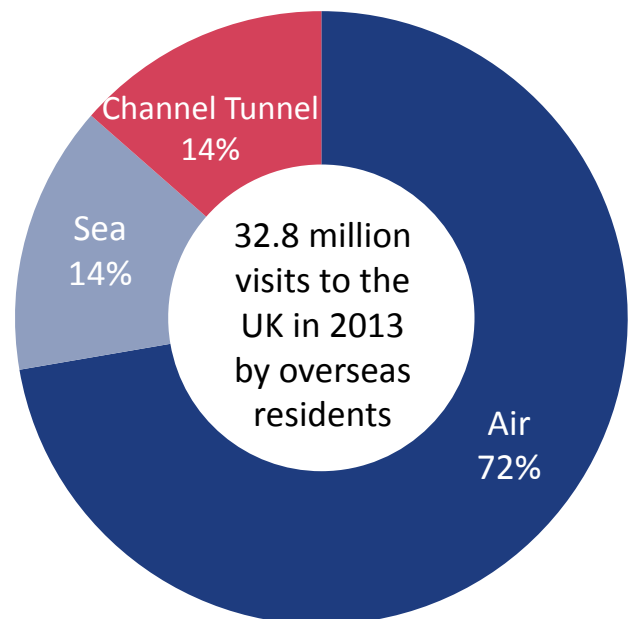
Passenger Casualty rates

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



Overseas Travel

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



Further information:

Statistical tables on **passenger casualty rates** are available from [TSGB0107](#)

Further information:

Statistical tables on **overseas travel** are available from [TSGB0113 to TSGB0115](#)

Further information and detailed statistical tables: Modal Comparisons statistics

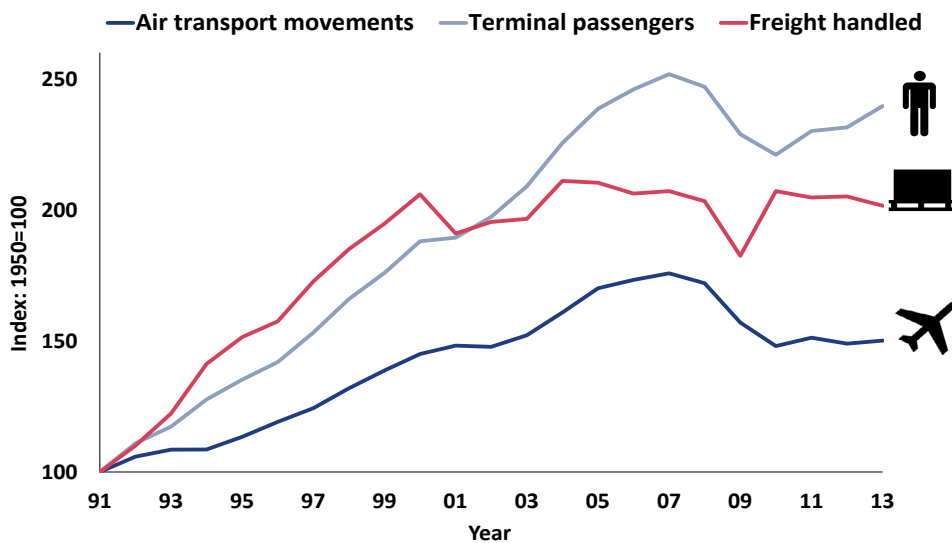
Passenger Transport
Glenn Goodman
0207 944 2519

Labour Force Survey
Glenn Goodman
0207 944 2519

Overseas Travel
Olivia Christophersen
0207 944 4276

Publicationgeneral.eng@dft.gsi.gov.uk Subnational.stats@dft.gsi.gov.uk Aviation.stats@dft.gsi.gov.uk

Trends in air traffic at UK airports



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

Share of air traffic at UK airports: 2013



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

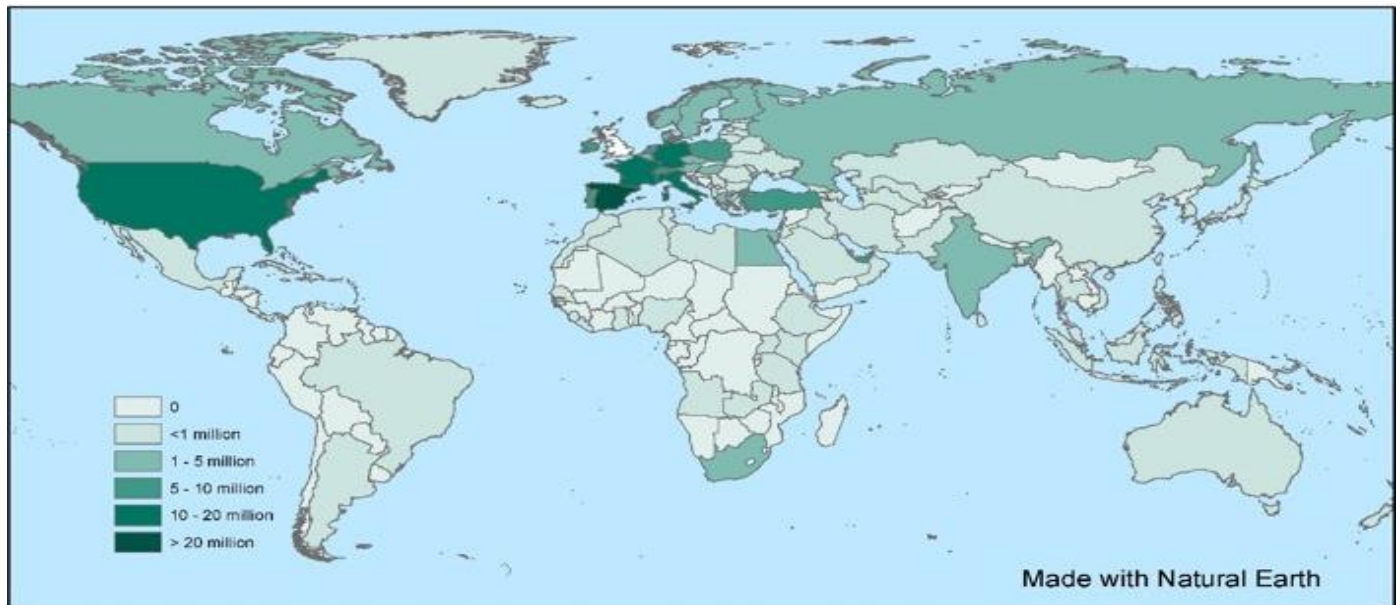
Further information:

Statistical tables on [air traffic at UK airports](#) are available from: [AVI0101-02](#)

Further data are available on Aviation, including:

- Activity at UK airports, including punctuality and passenger characteristics: [AVI01](#)
- Activity of UK airlines: [AVI02](#)
- Major airports and airlines worldwide: [AVI03](#)
- Casualties caused by aviation accidents and air proximity incidents: [AVI04](#)

International passenger movements at UK airports: 2013

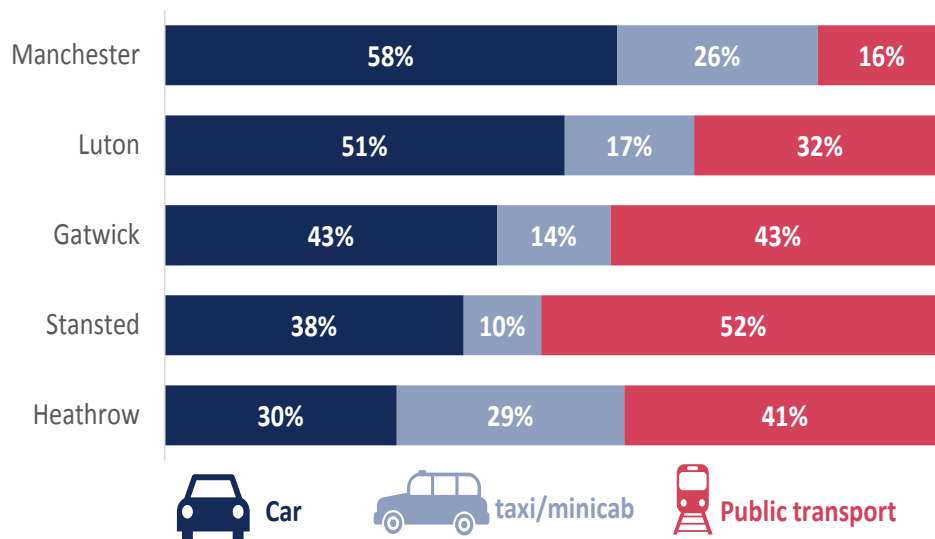


- In 2013, nearly three-quarters (72%) of international passenger movements at UK airports were to/from other European countries.
- Spain was the most popular country origin/destination for passengers at UK airports, accounting for 17% of international movements, followed by the USA (9%).

Further information:

Statistical tables on **international passenger movements** are available from: [AVI0105](#)

Mode of travel to selected UK airports: 2013



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

Further information:

Statistical tables on **passenger characteristics** are available from: [AVI0106-08](#)

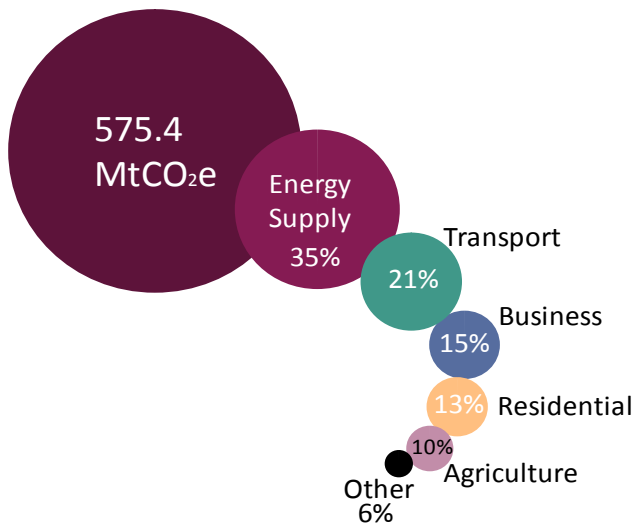
Further information and detailed statistical tables: Aviation statistics

Olivia Christophersen
0207 944 4276

Devi Mylvaganam
0207 944 3088

aviation.stats@dft.gsi.gov.uk

UK greenhouse gas emissions: 2012



- In 2012, 21% of UK domestic greenhouse gas (GHG) emissions were from transport at 118MtCO₂e. Total net domestic emissions from all sources was at 575.4 MtCO₂e.
- Transport comprises 26% of total GHG emissions when both domestic and international emissions are included.

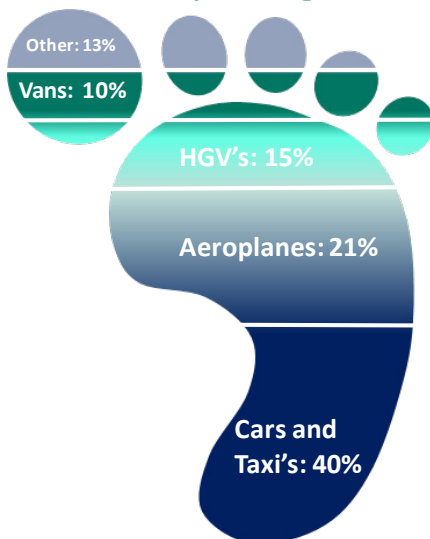


In 2012, emissions from international aviation have more than doubled since 1990. Air transport movements have increased by 72% over the same period.

Further information:

Statistical tables on total **greenhouse gas emissions from transport** are available from: [ENV0201](#)

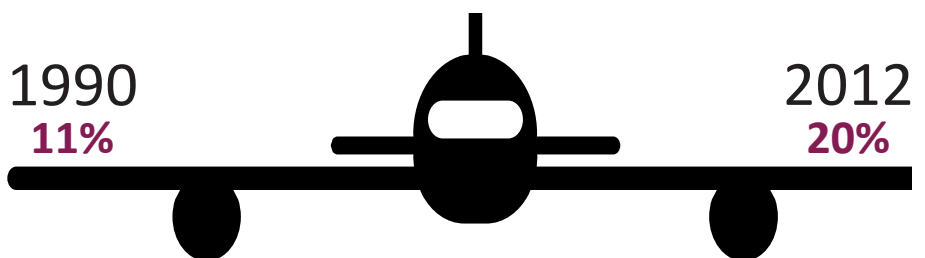
UK transport greenhouse gas emissions by mode: 2012



- In 2012, road transport was the largest contributor to total transport GHG emissions (68%).
- Cars and taxis contributed the most of any transport mode (40%). Emissions from cars and taxis have declined by 11% since 1990.

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

International aviation's share of transport emissions



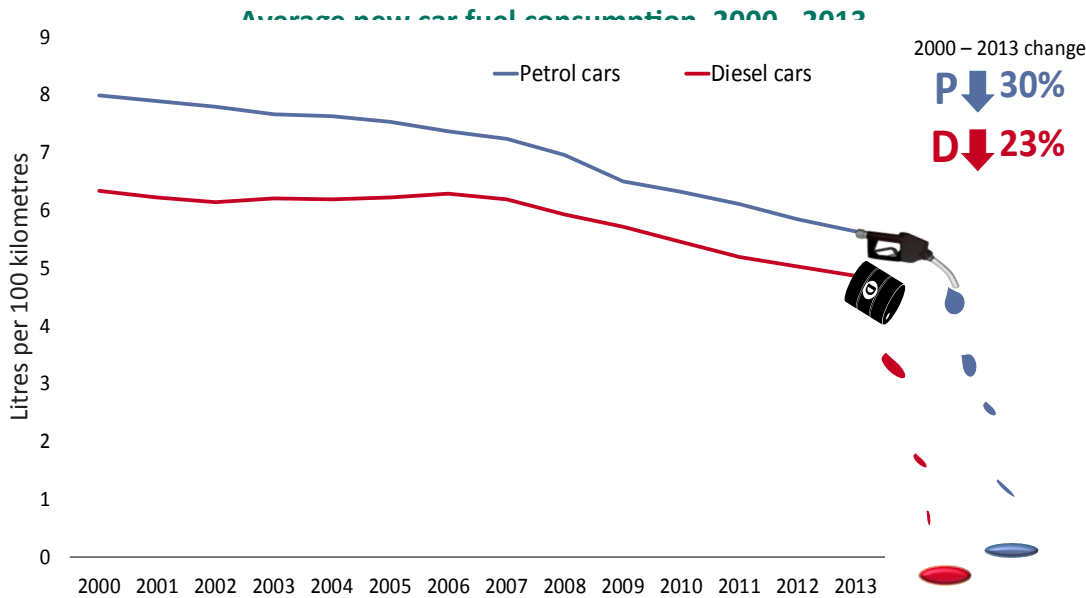
Further information:

Statistical tables on **greenhouse gas emissions by transport mode** are available from [ENV0201](#) and [ENV0202](#)

Further data are available on Energy and Environment, including:

- Transport energy consumption: [ENV0101](#) - [ENV0105](#)
- Greenhouse gas emissions from transport: [ENV0201](#) - [ENV0202](#)
- Local pollution from transport including aircraft noise: [ENV0301](#) - [ENV0303](#)

New car fuel consumption, Great Britain



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

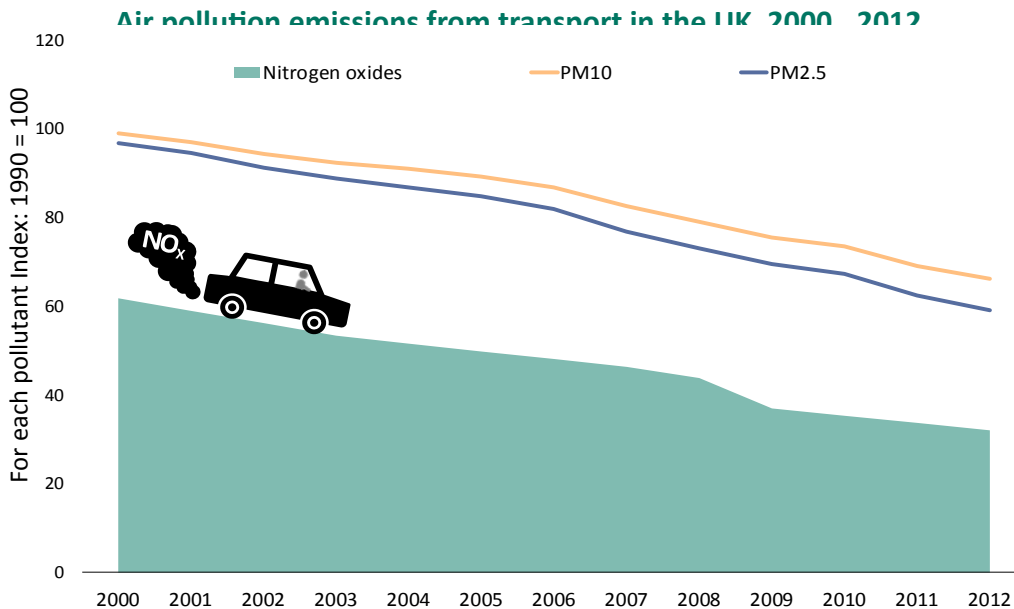
Further information:

Statistical tables on **transport energy consumption** are available from [ENV0101 - ENV0105](#)
 Related information can be found in the Digest of UK Energy Statistics ([DUKES](#))

UK air pollution emissions



On average, most air pollutants have more than halved since 1990 (except particulate matter, which is measured by PM10 (less than 10 micrometres in diameter) and PM2.5 (less than 2.5 micrometres)).



- Sulphur dioxide emissions from transport decreased by 88% between 1990 and 2012.



- This was largely due to the removal of sulphur from fuel.

In 1990 transport made up 76% of total UK lead emissions.



Due to the ban on the sale of leaded petrol in 1999 it accounted for only 3% in 2012.

Further information:

Statistical tables on **air pollutant emissions from transport** are available from: [ENV0301](#)

Further information and detailed statistical tables: Energy and Environment statistics

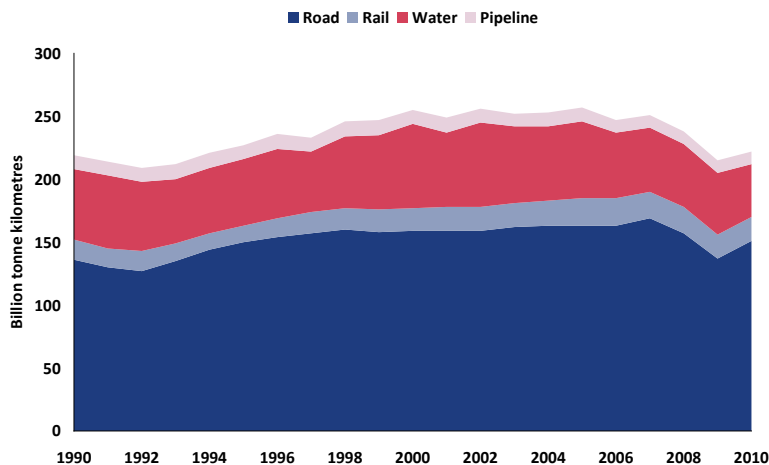
Dorothy Anderson
 0207 944 4442

Davita Patel
 0207 944 4129

environment.stats@dft.gsi.gov.uk

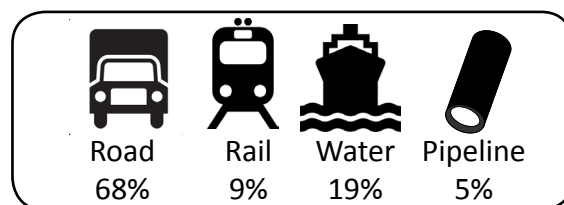
Domestic freight

Domestic freight: goods moved, 2010



- 22 billion tonne kilometres of domestic freight was moved within GB in 2010
- This is broadly the same level as 1990, though a decrease of 14% from the 2005 peak

Proportion of freight goods moved by mode, 2010

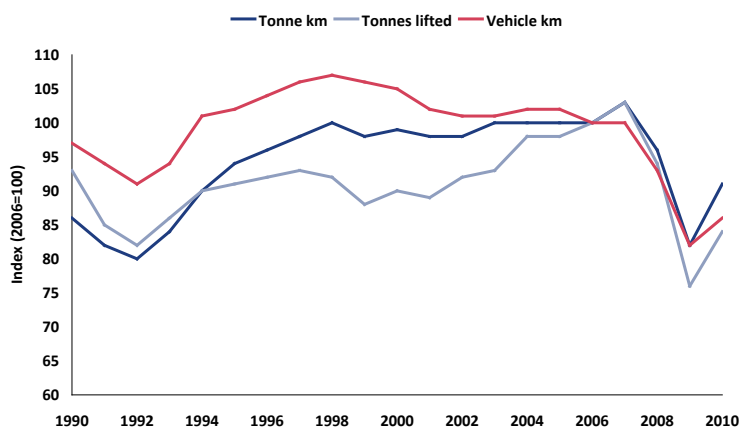


Further information:

Statistical tables on **domestic freight mode** are available from TSGB0401

Road freight activity

GB registered vehicles operating in the UK, 2010



- In 2010:**
- Goods moved, 139 billion tonne kilometres (+6% since 1990)
 - Goods lifted, 1,489 million tonnes (-9% since 1990)
 - Vehicle distance, 18,769 million kilometres (-11% since 1990)

Further information:

Statistical tables on domestic and international **road freight activity** are available from TSGB0404 - TSGB0433



EU-27 registered vehicles operating in the UK: 2010

31.5 million tonnes loaded and unloaded (similar to 2009)

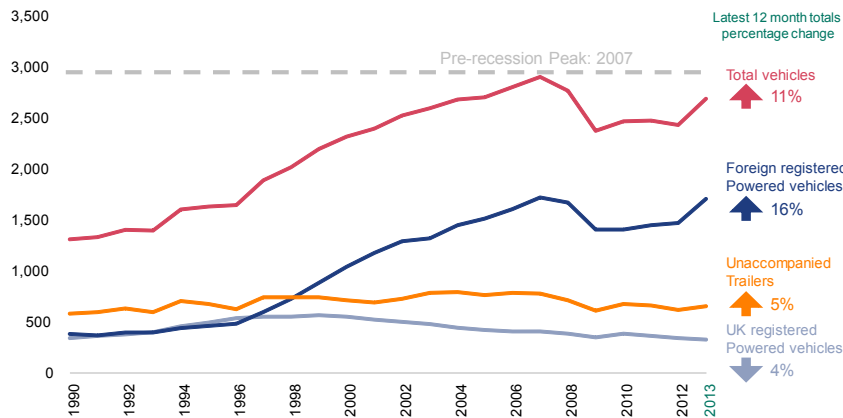
Further information and detailed statistical tables: Road freight statistics

Julie Sullivan
020 7944 2547
roadfreight.stats@dft.gsi.gov.uk

Darren Williams
020 7944 4261
roadfreight.Stats@dft.gsi.gov.uk

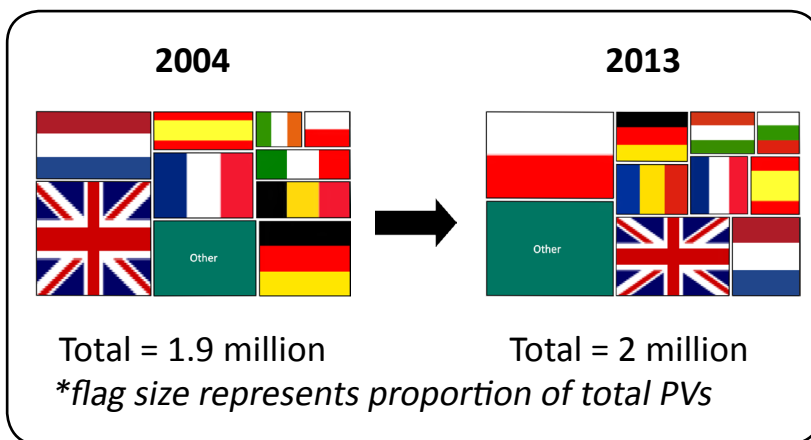
Road goods vehicles

Road goods vehicles travelling to mainland Europe, 2013



- In 2013, a total of 2.7 million goods vehicles travelled from GB to mainland Europe (+11% compared to 2012 and -7% on 2007 peak).
- Of these good vehicles, 2 million were powered vehicles (+13% compared to 2012, +181% compared to 1990).
- 0.7 million were unaccompanied trailers (+5% compared to 2012 and +12% since 1990).

Share of total powered vehicles by country of registration

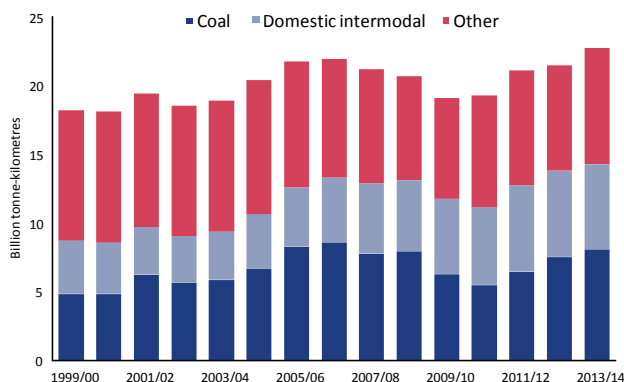


Further information:

Statistical tables on **road goods vehicles travelling to mainland Europe** are available from [RORO0101](#) and [RORO0201](#)

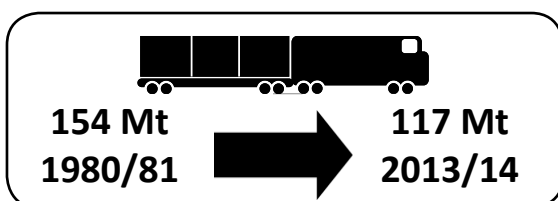
Rail

Goods moved by rail, by commodity, 2013/14



- In 2013/14, 22.7 billion net tonne kilometres of freight were moved by rail (+5% on 2012/13)
- In 2013/14, coal accounted for 36% of goods moved by rail and domestic intermodal commodities 27%

Weight of goods lifted by rail



Further information:

Statistical tables on **rail freight** activity are available from TSGB0422, TSGB0423 and TSGB0424

Further information and detailed statistical tables:

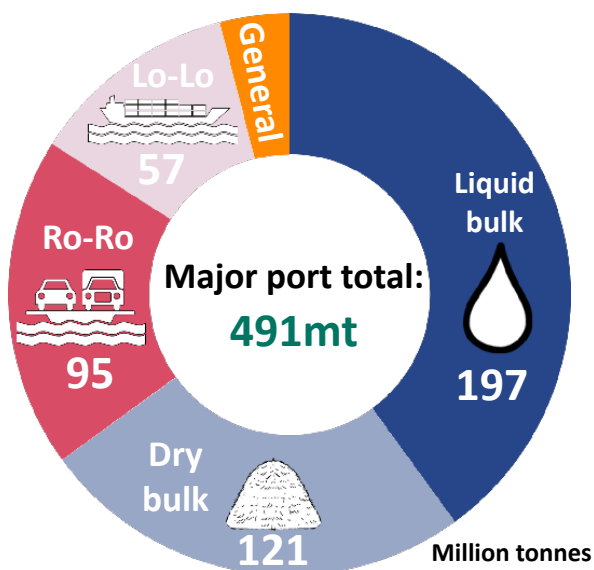
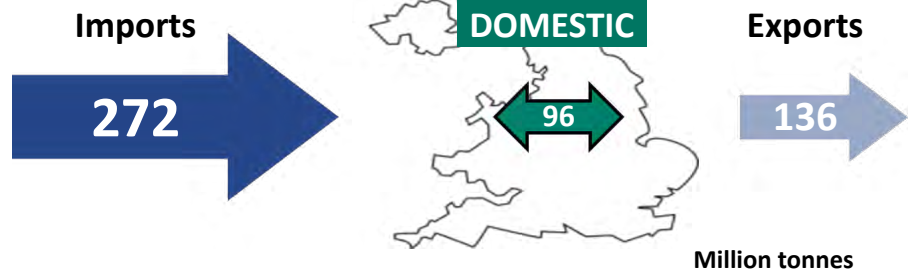
Rail freight
Margaret Shaw
0207 944 2419
rail.stats@dft.gsi.gov.uk

Roll-on roll-off international freight
Behnom Havaei-Ahary
0207 944 2168
behnom.havaei-ahary@dft.gsi.gov.uk

Port freight

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

UK port freight: 2013 503 million tonnes...



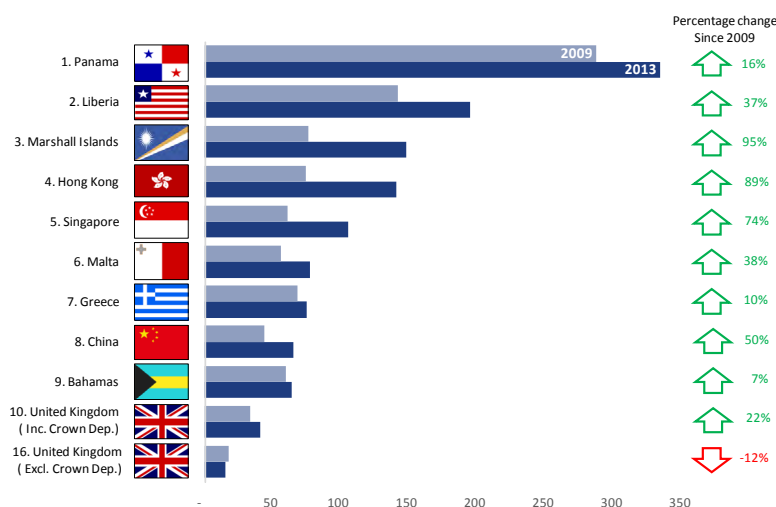
- Major ports handle 98% of total port traffic.
- Liquid bulk (40%) has been steadily declining due to large decreases in crude oil.
- Dry bulk (25%) has been steadily increasing largely due to increases seen in coal.

Further information:

Statistical tables on **port freight** are available from [TSGB0501-TSGB0510](#)

Shipping fleet

Top 10 nations: registered trading vessels



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

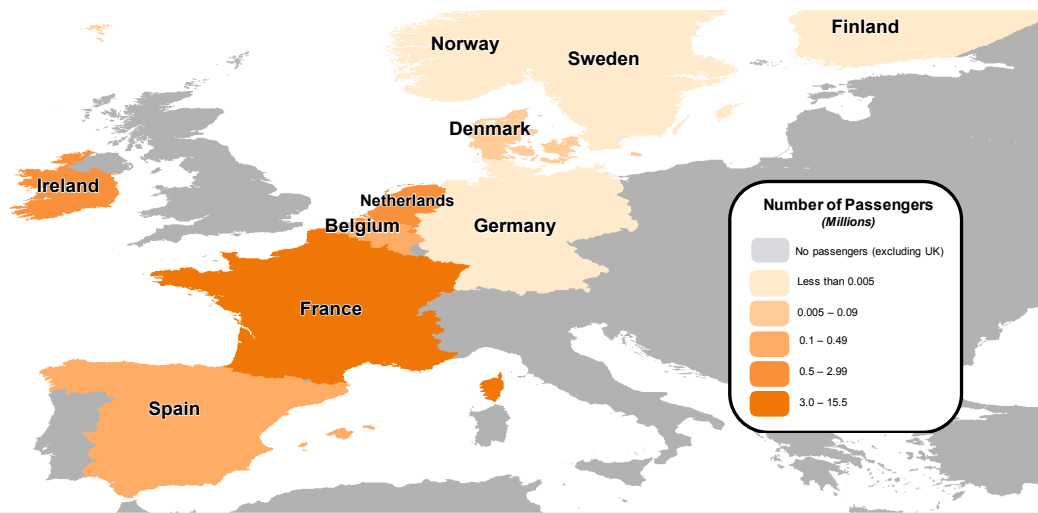
Further information: Statistical tables on **shipping fleet** are available from [TSGB0513 – TSGB0515](#)

Further data are available on Maritime and shipping, including:

- Shipping industry revenue and expenditure: [TSGB0516](#)
- Marine Accidents and injuries: [TSGB0517](#)
- HM Coastguard search and rescue operations: [TSGB0518](#)

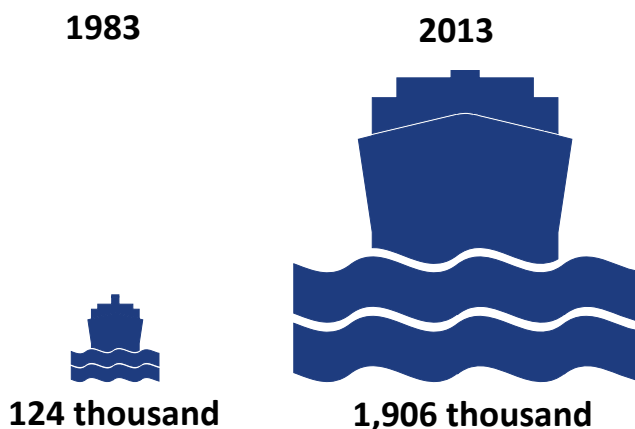
Sea Passengers

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



Cruise passengers

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



Domestic passengers

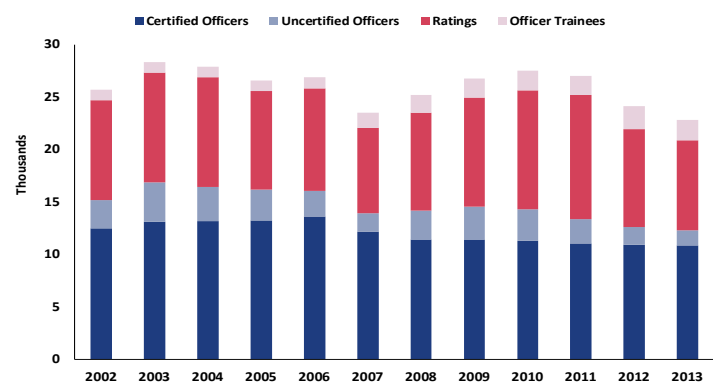
- There were 43.3 million domestic passengers in 2013, around half were on river ferries.

	Number of passengers (millions)	% of total
Inter-Island	18.5	43%
River ferries	21.1	49%
Domestic sea crossings	3.6	8%

Further information: Statistical tables on [sea passengers](#) are available from [TSGB0511 – TSGB0512](#)

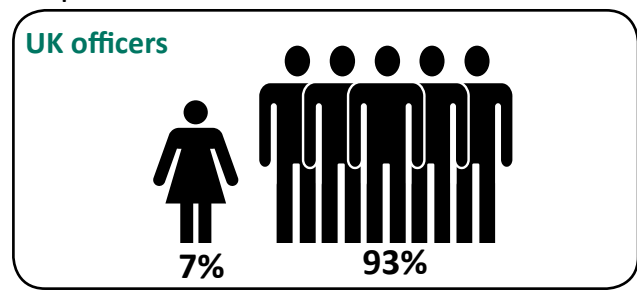
Seafarers

UK Seafarers active at sea, 2013



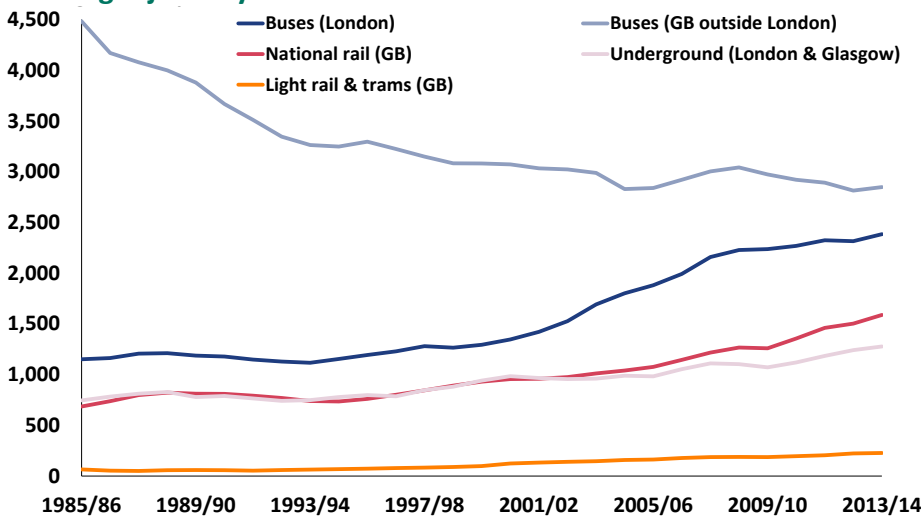
Further information: Statistical tables on [Seafarers](#) are available from [TSGB0519](#)

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



Passenger journeys

Passenger journeys in Great Britain



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

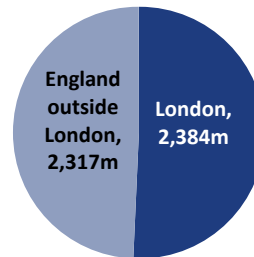
Further information on passenger journeys:

Bus: [BUS0103](#)

Rail and London Underground: [RAI0101](#)

Glasgow Underground: [LRT9902](#)

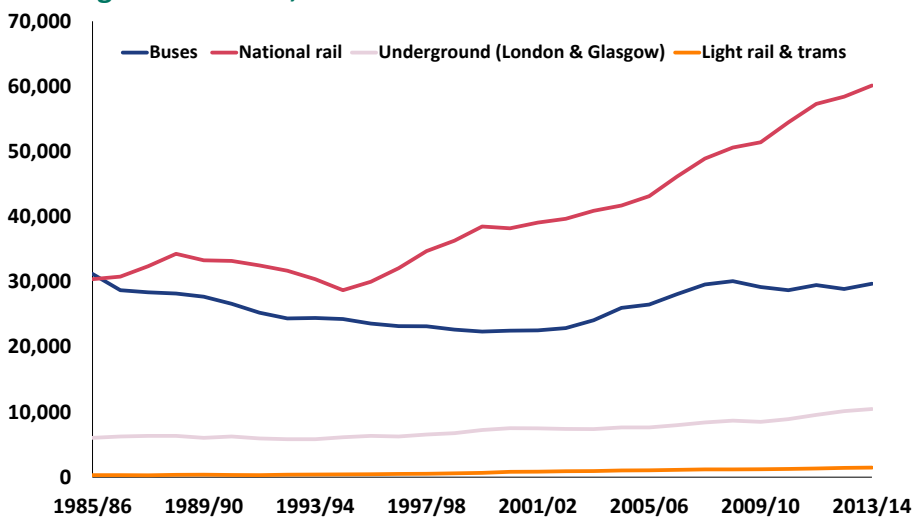
Light rail: [LRT0101](#)



London accounted for over ½ of all bus passenger journeys in England in 2013/14.

Passenger kilometres

Passenger Kilometres, Great Britain



- Bus passenger kilometres have remained roughly constant since 2006/07.
- Rail passenger kilometres continue to follow a steady upward trend.

Further information on passenger kilometres:

Bus: [BUS0302](#)

Rail and London

Underground: [RAI0101](#)

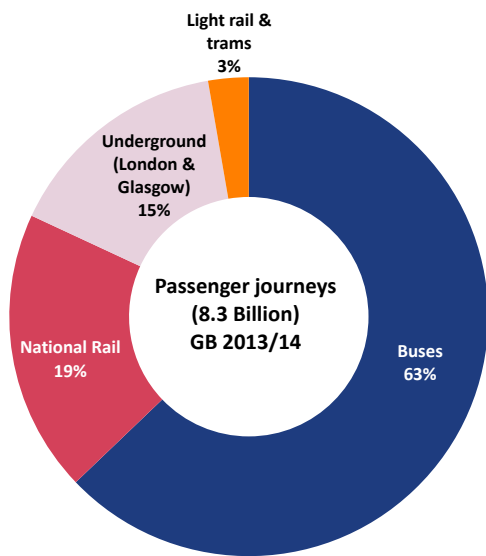
Glasgow Underground:

[LRT9902](#)

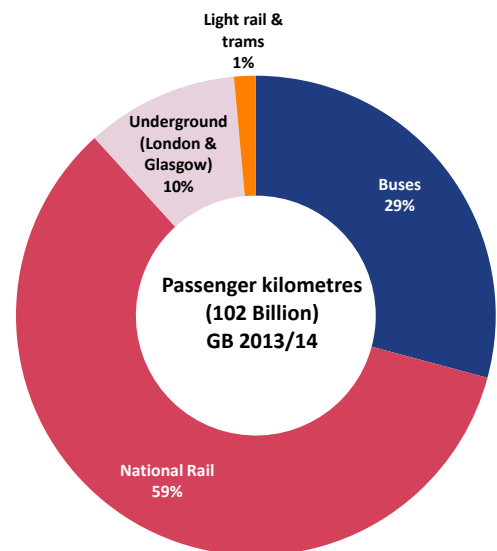
Light rail: [LRT0103](#)

Further data are available on Public transport, including:

- Rail: [TSGB0601](#) (length of national railway), [TSGB0603](#) (timetabled train kms) [TSGB0606](#) (age of rolling stock), [TSGB0608](#) (Channel Tunnel Traffic),
- Bus: [TSGB0624](#) (public service vehicle stock), [TSGB0619](#) (vehicle miles)
- Light rail: [TSGB0615](#) (passenger carriages/tram cars), [TSGB0613](#) (vehicle miles)

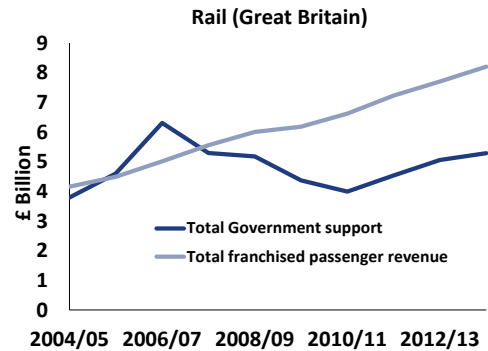
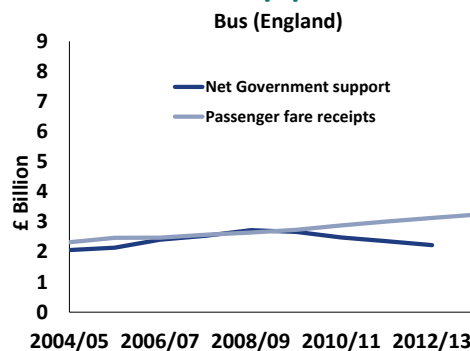


Buses account for the majority of passenger journeys but rail accounts for the majority of passenger kilometres.



Revenue and government support

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



- Since 2009/10 bus revenue from fares and government support have been diverging, with government support falling and revenue from fares increasing. For rail, since 2010/11 both government support and passenger revenue have increased.

Further information: Statistical tables on **passenger revenue and government support** are available from [BUS05](#), [TSGB1308](#) and [RAI03](#).

Further data available on public transport:

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

Peak overcrowding in London: 3.1% of standard class rail passengers were in excess of the capacity on their train service, a level that has remained fairly constant over the last decade.

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

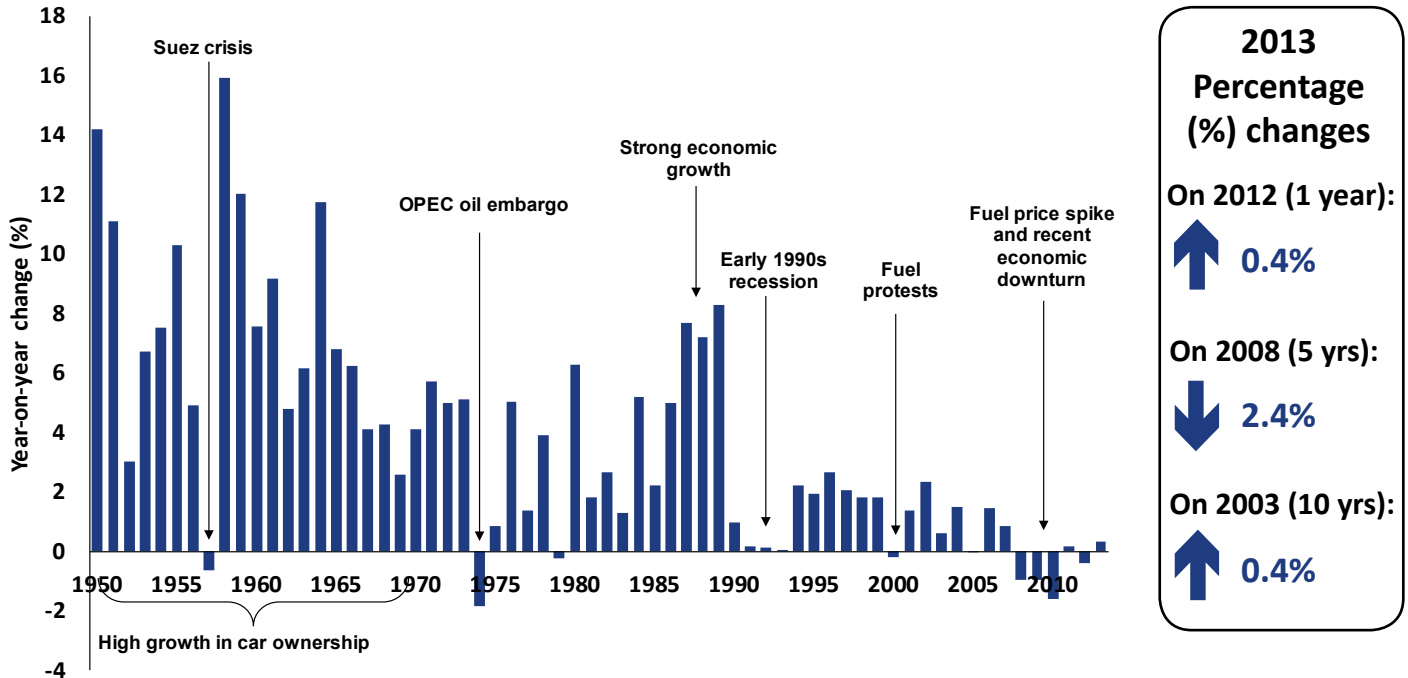
Further information: tables on **concessionary travel, peak overcrowding and taxis and private hire vehicles** are available from [BUS0821](#), [RAI0210](#) and [TAXI01](#) respectively

Further information and detailed statistical tables: Public transport

<p>Rail Margaret Shaw 0207 944 2419 Rail.stats@dft.gsi.gov.uk</p>	<p>Buses, Light Rail & Taxis Darren Stillwell 0207 944 4746 Bus.statistics@dft.gsi.gov.uk</p>
--	--

Road traffic: Trends in motor vehicle traffic

Year-on-year change in motor vehicle traffic, Great Britain



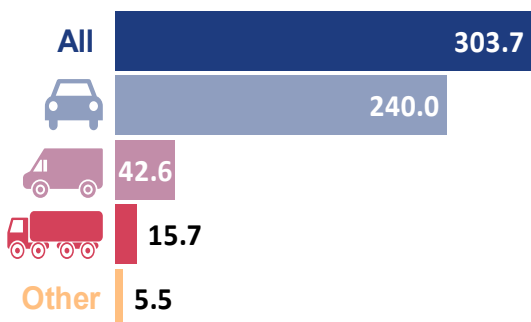
In 2013, all motor vehicle traffic in Great Britain was 303.7 billion vehicle miles, a slight increase on 2012. Traffic volumes have remained relatively stable since 2010.

Further information on [road traffic statistics](#) is [available on the DfT website](#)

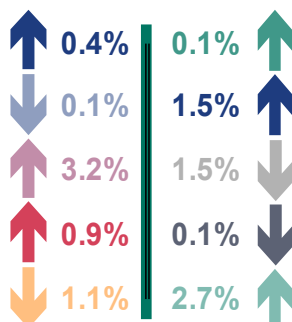
Road traffic in 2013 by vehicle type and by road type

Of the 303.7 billion vehicle miles travelled overall in Great Britain in 2013...

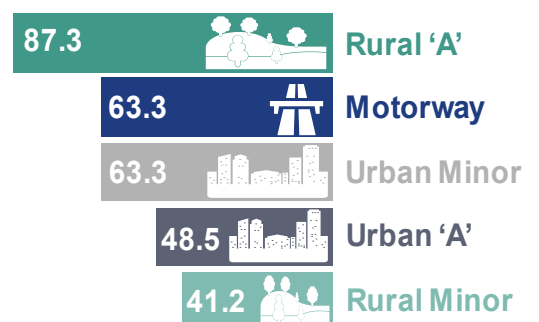
240 billion vehicle miles were travelled by car (79% of all vehicle traffic)



2013 Annual Percentage change from 2012



63 billion vehicle miles were travelled on motorways (21% of all vehicle traffic)



Further data are available on Roads and Traffic, including:

- Road traffic: [TSGB0701-06](#)
- Road lengths: [TSGB0708-0713](#)
- Road construction & expenditure: [TSGB0717-0720](#)
- Road traffic forecasts: [TSGB0707](#)
- Road speeds: [TSGB0714-15](#)
- Road congestion: [TSGB0721](#)

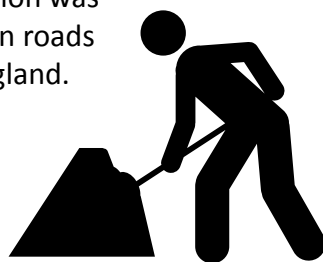
Road lengths, condition and expenditure

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

[RDL01 – RDL02](#)



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



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



This is down from 6% in 2004

Further Info: [RDC0201](#)



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

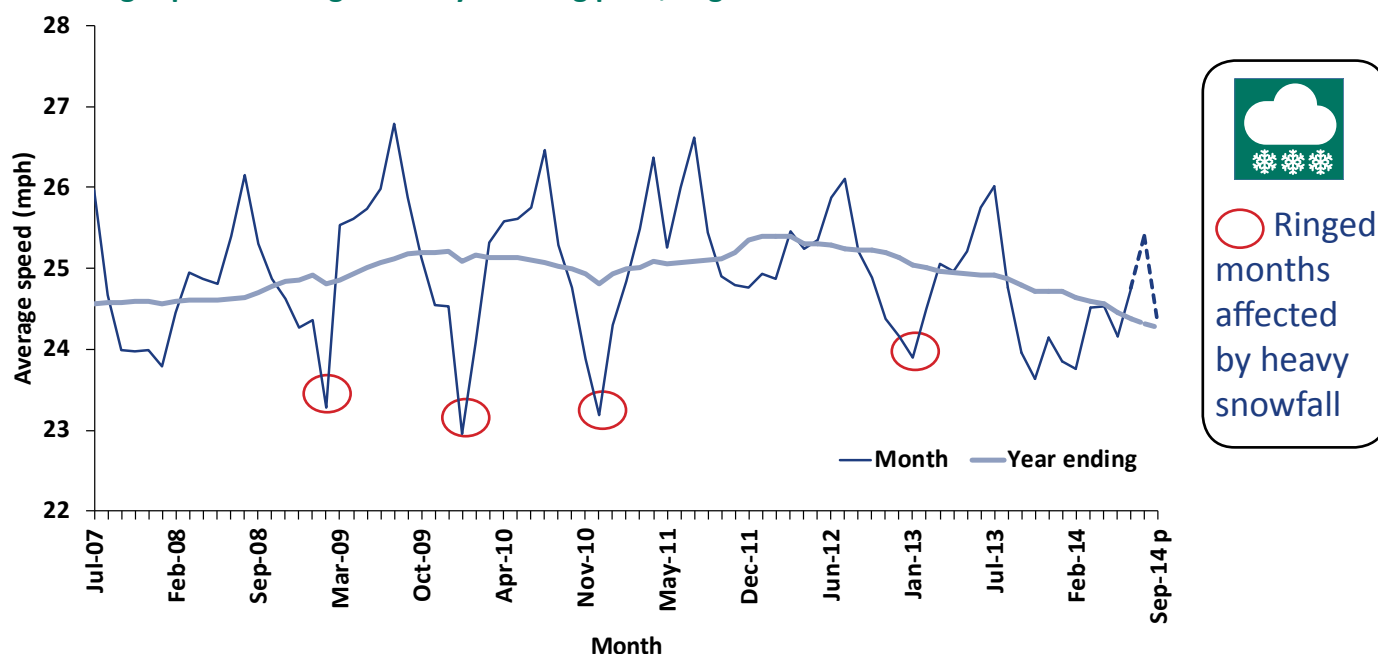
And £1.8 billion was spent on the construction and improvement of [trunk roads](#).



Further info: [RDE01](#)

Congestion on local authority managed 'A' roads, England

Average speeds during weekday morning peak, England



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

Further information: Statistics on [local 'A' road congestion](#) and on [reliability on Highways Agency roads](#), are both [available on the DfT website](#)

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

Further information and detailed statistical tables: Roads and Traffic

Road traffic and speeds

0207 944 3095

roadtraff.stats@dft.gsi.gov.uk

Road congestion and reliability

0207 944 5383

congestion.stats@dft.gsi.gov.uk

Road length, condition and expenditure

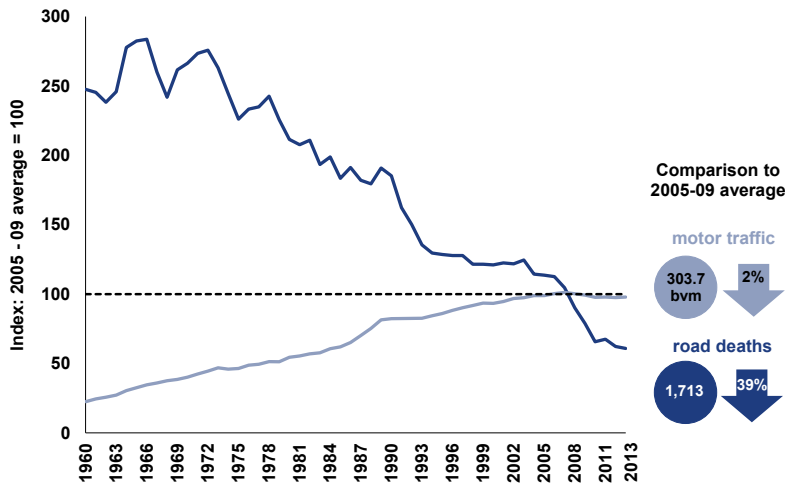
0207 944 5032

roadmaintenance.stats@dft.gsi.gov.uk

road.length@dft.gsi.gov.uk

Road accidents and casualties

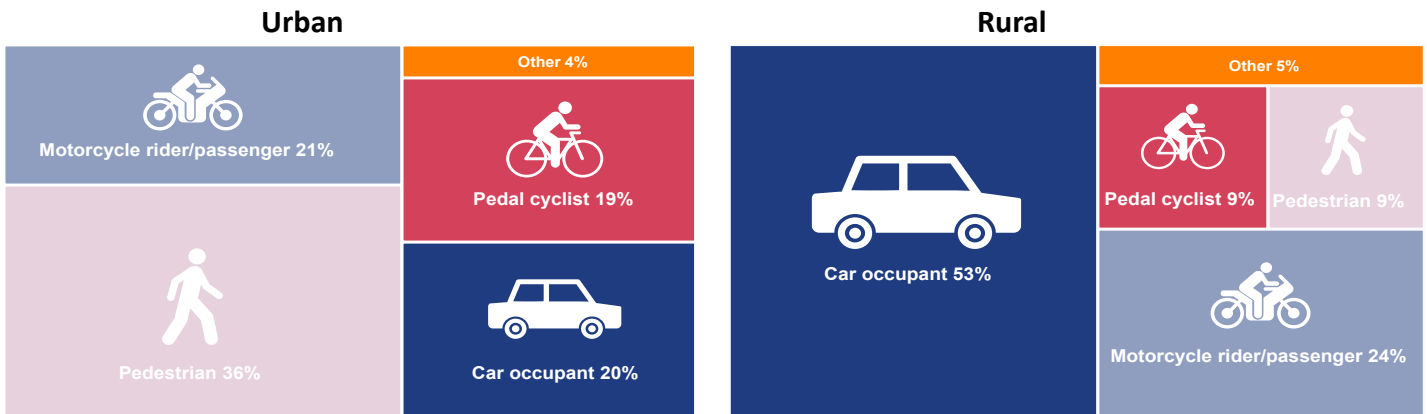
Fatalities in reported road accidents and motor traffic, GB: 1960 - 2013



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

*bvm - billion vehicle miles

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



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

Further information:

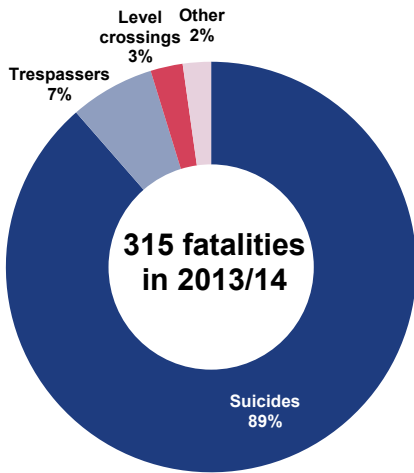
Statistical tables on reported road casualties are available from: [RAS30](#)

Further data are available on reported road accidents and casualties, including:

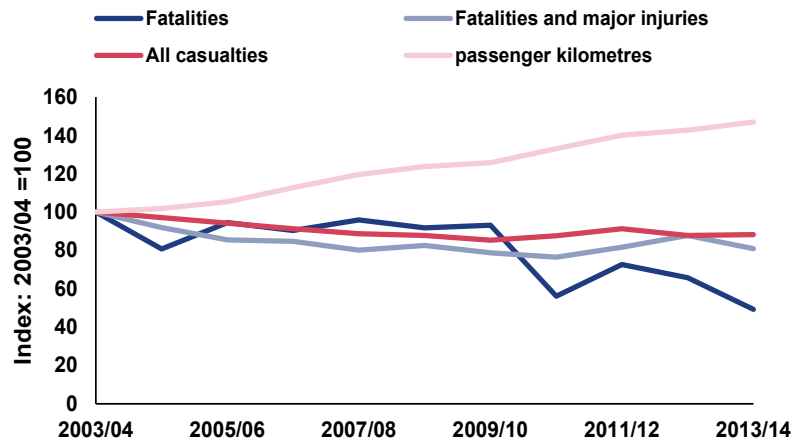
- Total number of reported road accidents and casualties by severity: [TSGB0801](#)
- Number of reported casualties by road user group: [RAS30069](#)
- Reported accidents and accidents rates by road type: [RAS10002](#)
- Breath tests and failures of drivers and riders in reported accidents: [TSGB0804](#)

Rail accidents and casualties

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



Fatalities and casualties (excluding suicides*)



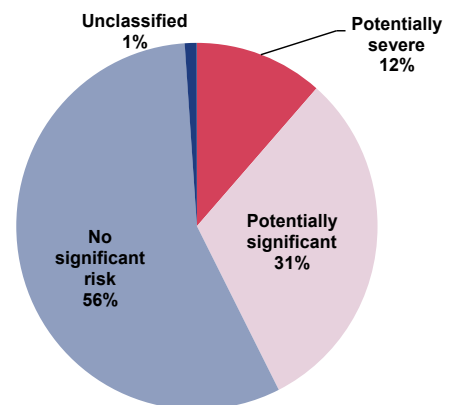
**suicides are classed as non-accidental harm therefore they are not included*

Signals passed at danger (SPADs)

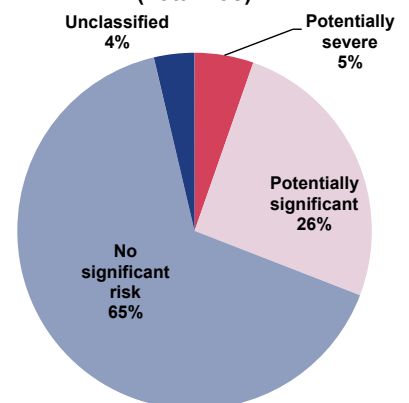


- The number of signals passed at danger has fallen gradually over the last decade, from 374 reported incidents in 2003/04 to 298 in 2013/14.
- The largest falls have been in the most serious cases, with the number of cases where a SPAD could potentially have led to a severe accident falling by 63% in the last 10 years.

Signals passed at danger: 2003/04 (Total 374)



Signals passed at danger: 2013/14 (Total 298)



Further information:

Statistical tables on **rail accidents and safety** are available from [RAI05](#)
 Further statistics are published by the [Rail Safety and Standards Board](#)

Further information and detailed statistical tables: Transport accidents and casualties

Road accidents and casualties

Wilma Deda
 0207 944 3102

roadacc.stats@dft.gsi.gov.uk

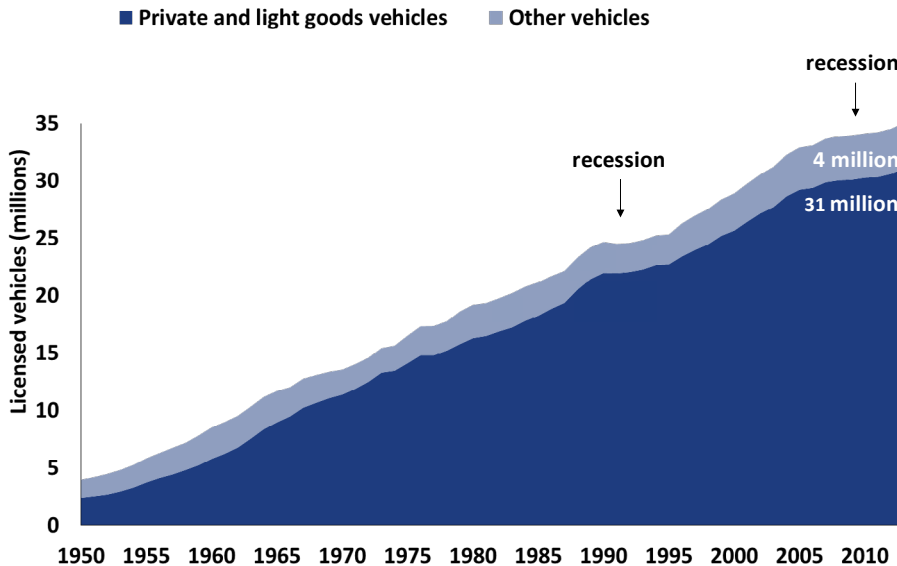
Rail accidents and safety

Margaret Shaw
 0207 944 2419

rail.stats@dft.gsi.gov.uk

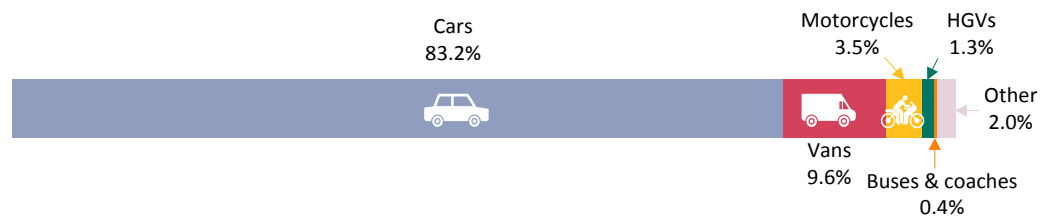
Licensed Vehicles

Licensed vehicles in Great Britain 1950 - 2013



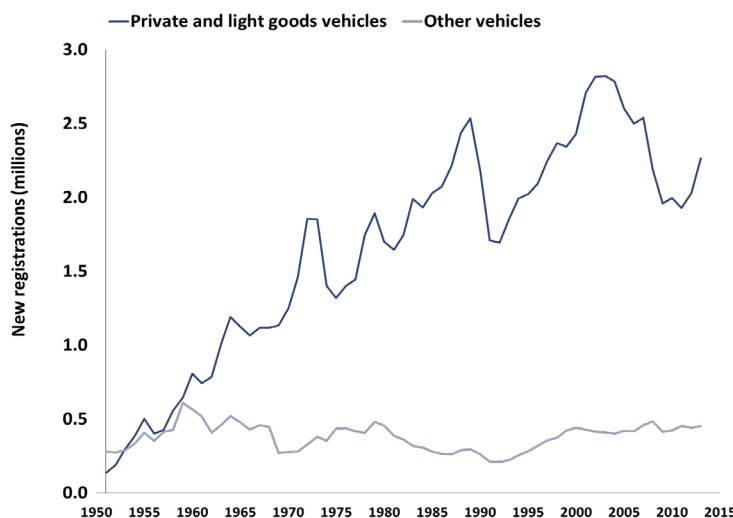
- The number of licensed vehicles in Great Britain has increased in every year since 1950, except for 1991.
- 2013 saw the largest annual increase (1.6%) since 2007.

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



New registrations

Vehicles registered for the first time, GB 1951 - 2013



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

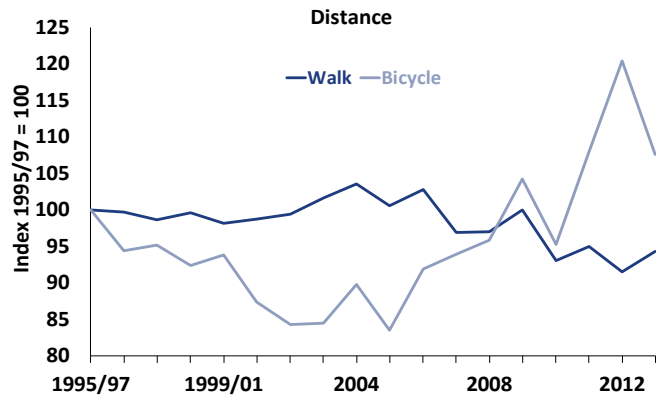
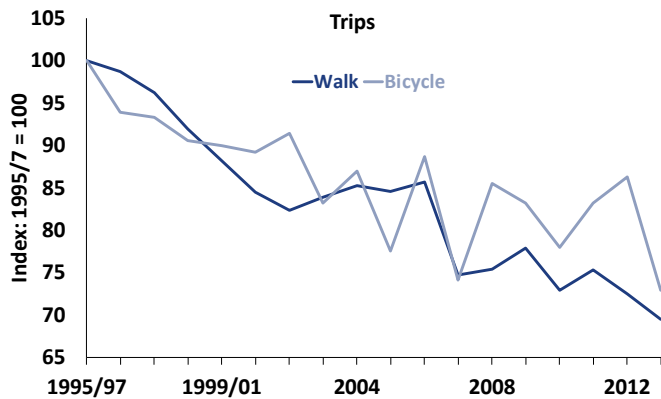
Further information:

Statistical tables on **vehicle licensing** are available from [TSGB0901 to TGSB0907](#). Many more **vehicle licensing statistics** can be found in the [Vehicles statistics](#) series.

Further data are available on Vehicles, including:

- Licensed vehicles, by tax class, body type, engine type and region: [TSGB0901-07](#)
- MoT and other roadworthiness testing statistics: [TSGB0908-12](#)
- Personal motoring: Household car availability, driving licence holding, driving tests and annual mileages: [TSGB0913-17](#)

Number of trips and trip distance



- 22% of trips were made by walking. Both walking and cycling trips have declined since 1995/97, but the trend in cycling trips has been mixed since 2007
- The average distance people cycle in a year has increased since 2005. In 2013, the distance was 49 miles per year (8% greater than in 1995/97)



Average annual cycling trips (2011-2013)

24 trips



9 trips

Further information on trips or distance travelled:

Average number of trips by main mode [NTS0303](#)

Average distance travelled by mode [NTS0305](#)

Walks of 20 minutes or more, by age [NTS0312](#)

Travel by household income quintile & main mode [NTS0705](#)

Travel by household type and main mode [NTS0706](#)

Time taken to walk to nearest bus stop, by area type [NTS0801](#)

Cycling is the main mode of transport for:

31% of people in the Netherlands



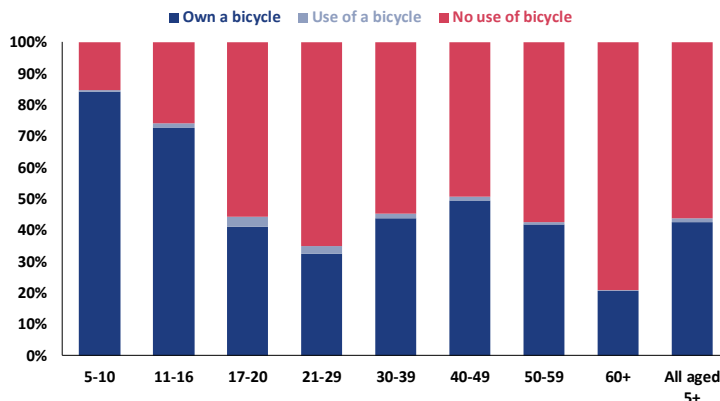
7% for EU27 average



2% of people in the UK



Bicycle ownership by age, England, 2011/13



43% of people in England (aged 5+) own a bicycle.



Further data are available on Walking and Cycling, including:

- By English local authority and region [CW01-CW09](#)
- For utility/recreational purposes, by region [CW0801](#), [CW0802](#)
- Travel to work [CW0901](#) & (Census [CT0015EW](#))
- Accessibility to key services by cycling or walking [ACS0101](#)

Percentage of adults cycling at least once per week in 2012/13

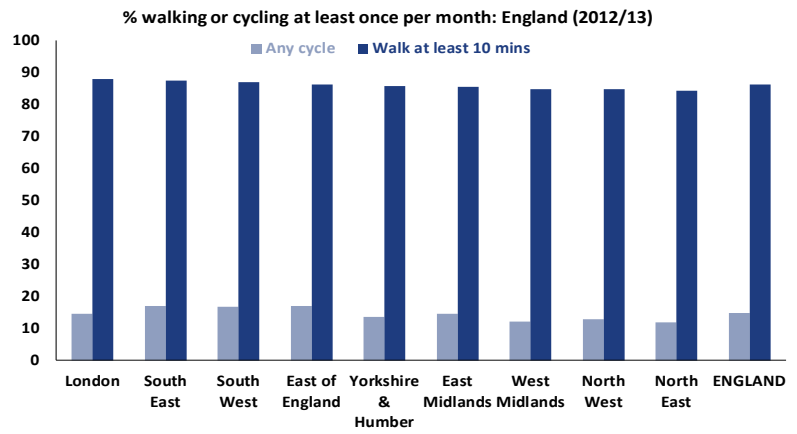
- England average 10%

Outside London:

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

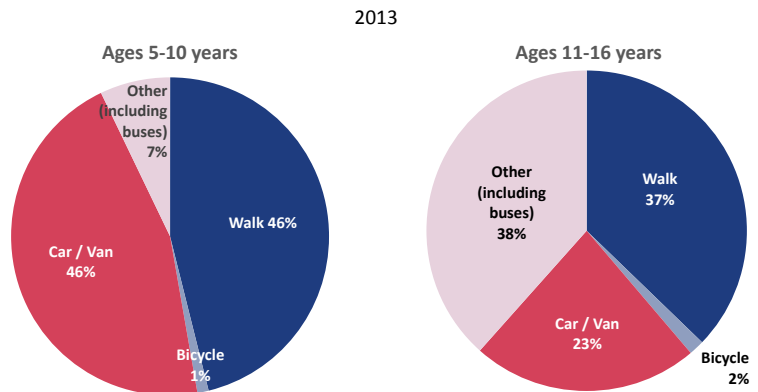
London:

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



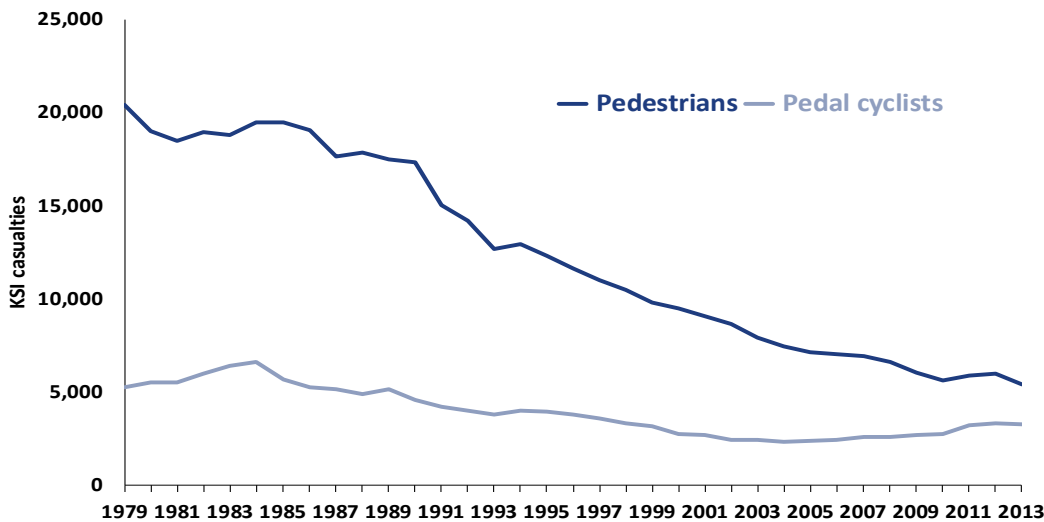
Transport to school/work

- Walking is the main mode of transport to school.
- Walking decreases for secondary pupils, as the use of buses increases.
- Cycling hardly changes.
- 2% aged 16-74 cycle to work.



Road accidents

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



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

Further information on road safety:

Vehicle accident numbers and rates by severity, GB 2002-2013 [RAS20001](#)

Tables on reported road casualties [RAS30](#)

Emergency admissions for falls in the street, England 2011 [RAS55016](#)

Perceived danger cycling on roads, GB 2011-12 [ATT0322](#)

International comparisons of road deaths [RAS52001](#)

Further information and detailed statistical tables: Walking and Cycling

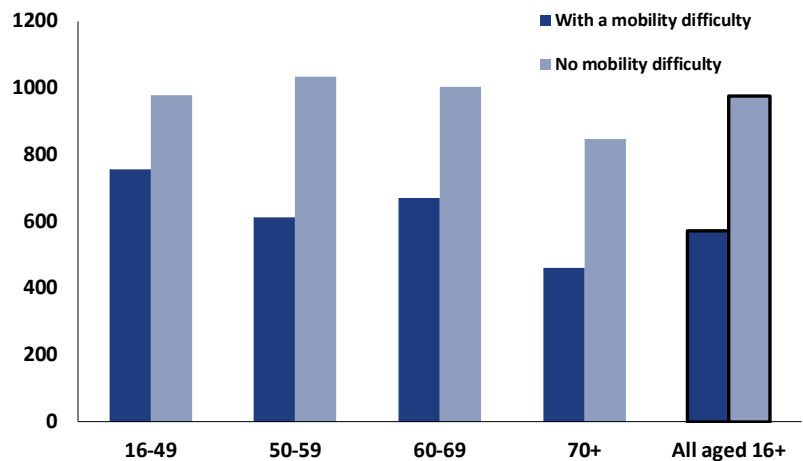
John Cummings
0207 944 6104

subnational.stats@dft.gsi.gov.uk

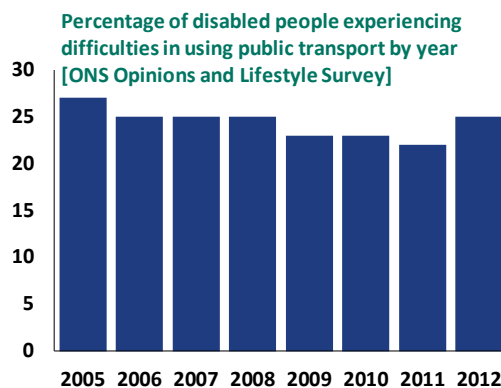
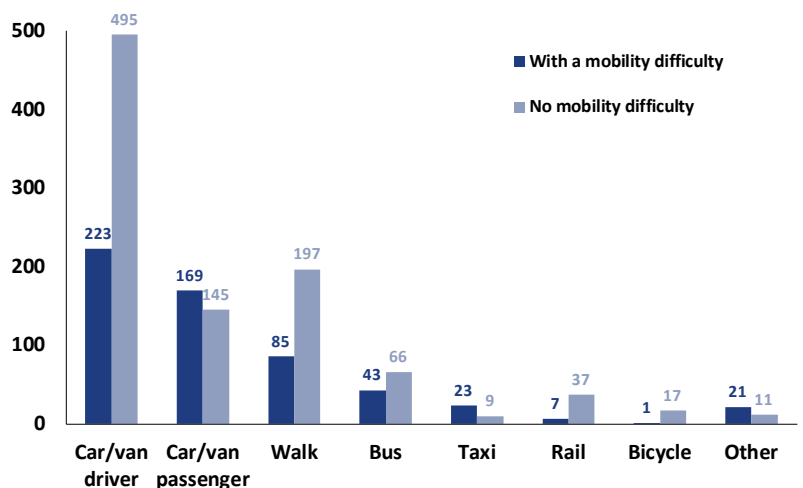
Travel by people with mobility difficulties

- Overall 9% of adults in England reported having a mobility difficulty* in 2013; this proportion was much higher for older people (31% for 70+ year olds)
- Those reporting mobility difficulties make fewer trips on average, across all age groups. This is largely due to fewer trips as a car/van driver or by walking
- People with mobility difficulties make fewer commuting, education or leisure trips on average, partly reflecting the age profile

Trips per person per year by mobility status, and age: England, 2013



Trips per person per year by mobility status and main mode: England, 2013



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

Further information on travel by people with **mobility difficulties** can be found in the [National Travel Survey](#)

* The National Travel Survey definition of mobility difficulty is based on adults who say they have difficulties travelling on foot, by bus or both

Further data are available on Transport and Disability:

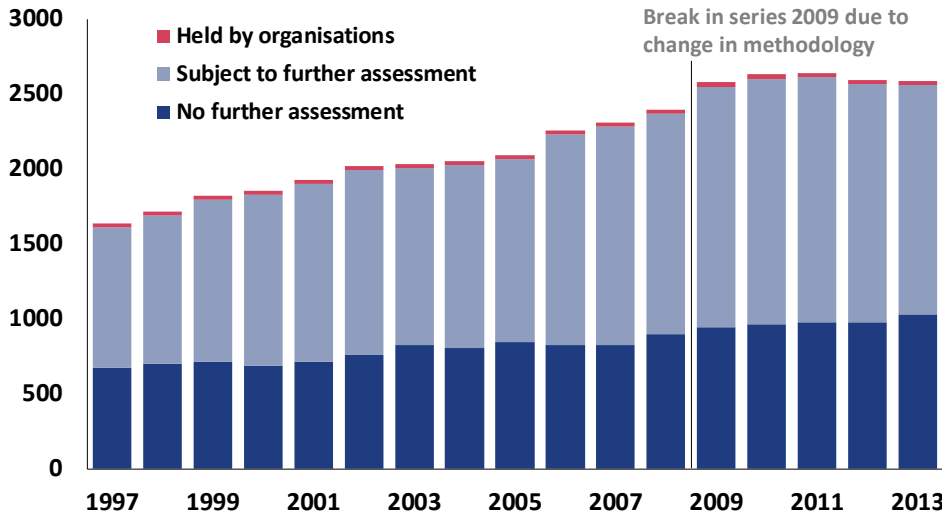
- Travel by people with mobility difficulties (National Travel Survey): [NTS0622](#), [NTS0709-10](#)
- Office for Disability Issues: [Disability Equality Indicators](#)
- Disabled parking badges, England: [DIS0101](#) (number) and [DIS0102](#) (per head)
- Disability accessible buses and taxis: [BUS0603](#) (buses) and [TAXI0102](#) (taxis)
- [List of rail vehicles built or refurbished to modern accessibility standards](#)
- Disabled concessionary bus passes issued, England: [BUS0820](#)

Disabled parking badges



- An estimated 2.6 million valid blue badges (parking badges for disabled people) were held by people in England at end March 2013.
- This is broadly the same as in the previous year, but 2.1% below the 2011 peak.
- 5% of the English population held a valid Blue Badge.

Blue badges held: England, annually from 1997



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

Further information can be found in the [Disabled Parking Badges Statistics](#) tables [DIS0101](#) (number of badges) and [DIS0102](#) (badges per head)

Public transport: accessibility to disabled people

% fully accessible vehicles



83% Mar 2014
28% Mar 2005
Table [BUS0603](#)

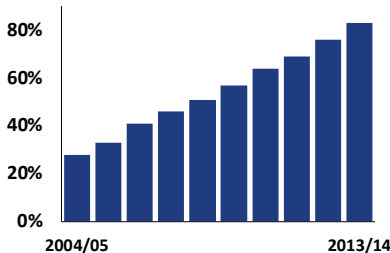


58% Mar 2013
54% Mar 2005
Table [TAXI0102](#)

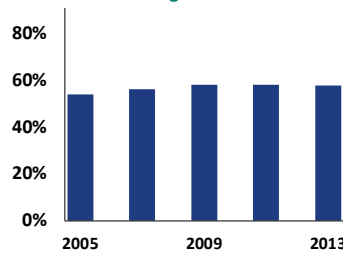


53% Nov 2014
31% Dec 2008
railvehicleaccess@dft.gsi.gov.uk

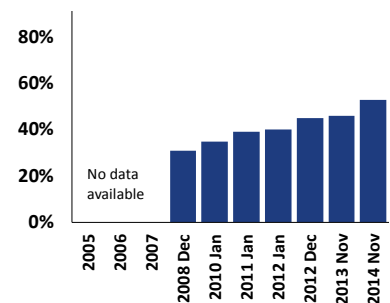
% Accessible buses: Great Britain



% Accessible taxis: England and Wales



% Accessible rail vehicles: Great Britain



- 882 thousand disabled concessionary bus passes in England in

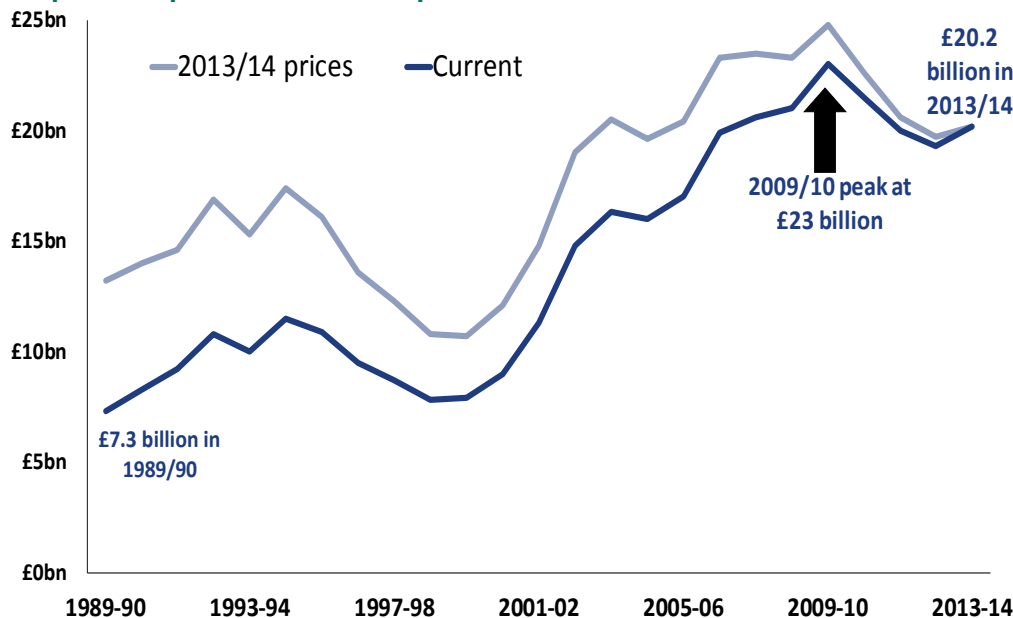
Further information
[Concessionary travel bus passes BUS0820](#)
[Disabled Transport notes and definitions](#)

Further information and detailed statistical tables: TSGB Transport and Disability

<p>National Travel Survey Glenn Goodman 0207 944 3097 National.travelsurvey@dft.gsi.gov.uk</p>	<p>Disabled parking badges Matthew Tranter 0207 944 3094 Parking.data@dft.gsi.gov.uk</p>	<p>Buses, taxis and concessionary travel Darren Stillwell 0207 944 3094 Bus.statistics@dft.gsi.gov.uk</p>
--	---	--

UK public sector expenditure on transport

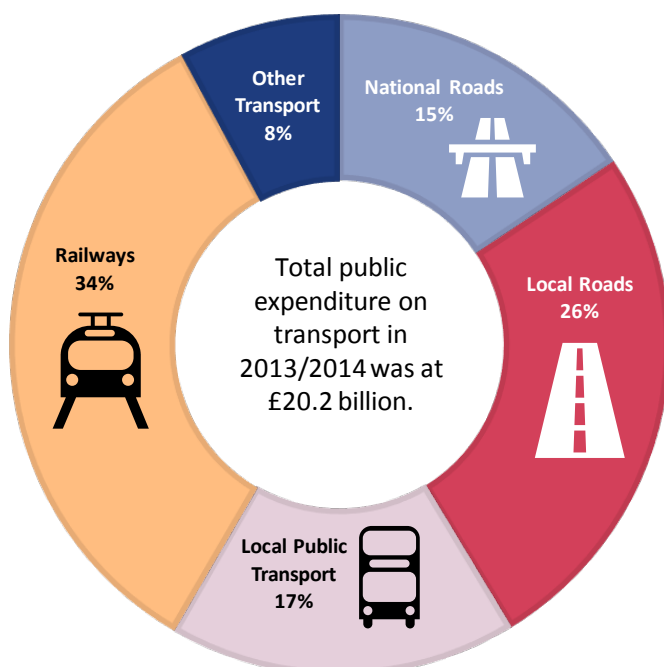
UK public expenditure on transport



£ The peak in expenditure on transport was £23 billion in 2009/10, three times the £7.3 billion in 1989/90.

↓ In 2013/14, prices expenditure nearly doubled from 1989/90 - 2009/10.

Public sector expenditure on transport by function



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

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

Further information:

Statistical tables on **public sector expenditure on transport** are available from: [TSGB1301 to TSGB1305](#)

Further data are available on Transport expenditure, including:

- Transport expenditure and costs: Public expenditure by mode & area [TSGB1301-TSGB1305](#)
- Household expenditure on transport: [TSGB1306](#)
- Retail and consumer prices: transport indices & deflators: [TSGB1307-TSGB1309](#)
- Government revenue from vehicle taxes: [TSGB1310](#)

The cost of transport and living

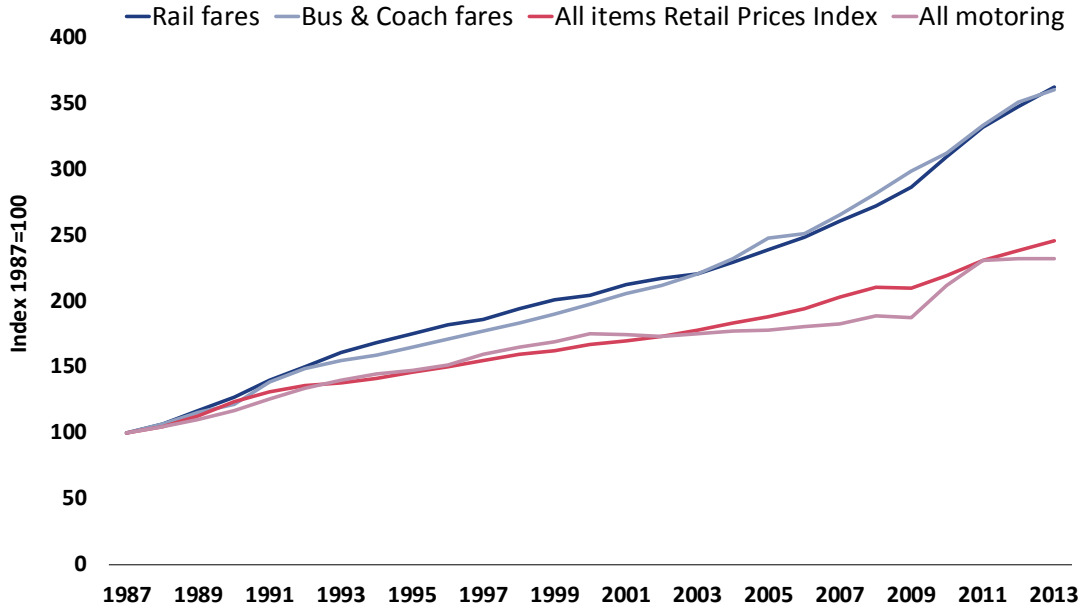


Total cost of motoring has risen around the same as the cost of living (RPI).



Rail and bus fares have increased faster than the cost of living (RPI).

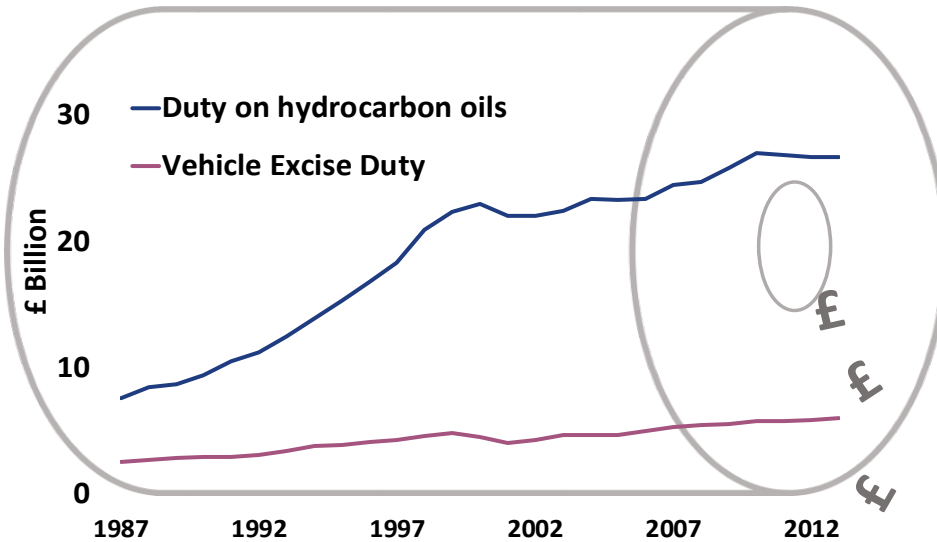
Retail Price Index, transport components: 1987 - 2013



Further information:
Statistical tables on **the costs of living and the costs of Transport** are available from:
[TSGB1307 to TSGB1308](#)

Government revenues: Vehicle excise and fuel duty

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



Fuel duty revenue has tripled since 1987, generating £26.7bn in 2013 alone.

This was 1% lower than the high of £27 billion in 2010.



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

Further information:
Statistical tables on **Government revenues from vehicle and excise duty** are available from:
[TSGB1310](#)