

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.

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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

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

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.

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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*.

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1.1 Passenger transport: by mode: 1952-2005

Year	Billion passenger kilometres/percentage															
	Road								All road	Rail ¹		Air		All modes ²		
	Buses and coaches		Cars, vans and taxis		Motor cycles		Pedal cycles			1	2	1	2	1	2	
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 ^P	85	6	1	4	1	735 ^P	92	52	6	9.9	1.2	797 ^P	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 ¹			Passengers on domestic flights
		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 ³	6.4
1979	6,472	6,463	628	.	9	748	594	3 ³	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 ^e	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 ⁴	5,819	5,813	537	.	6	686	732	72	8.6
1986/87	5,500	5,494	572	.	6 ^e	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 ^R	948	156	21.0
2004/05	4,722	4,718	..	.	4	1,045 ^R	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

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1.3 Average distance travelled per person per year by mode of travel and average trip length: 1995/97-2005¹

	Miles/percentage						
	1995/1997	1998/2000	2002	2003	2004	2005	Percentage change from 1995/1997 to 2005
By mode (miles per person per year):							
Walking (including short walks) ²	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.) ³	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 ³	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.) ³	75	46	55	108	61	97	28
All modes	6,981	7,164	7,135	7,192	7,103	7,208	3
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 mode¹ and purpose: 2005²

	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
All purposes	245	14	435	236	4	9	63	23	15	1,044

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 mode¹ and purpose: 2005²

	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
All purposes	169	35	3,675	2,054	35	157	276	571	237	7,208

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.

1.6 People entering central London during the morning peak:¹ 1995-2005

	People (thousands)										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Public transport:											
Surface rail	395	399	435	448	460	465	468	451	455	452	473
London Underground & Docklands Light Railway ²	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 ³	21	20	20	17	15	15	10	10	10	9	9
All public transport	827	819	863	892	905	935	935	929	909	921	939
Private transport:											
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
All private transport⁴	166	164	163	163	162	165	150	132	113	115	118
All transport⁴	993	983	1,026	1,055	1,066	1,100	1,086	1,061	1,022	1,036	1,057

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.

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1.7 Passenger casualty rates by mode: 1995-2004¹

	Per billion passenger kilometres										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	1995-04 average
Air²											
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
Rail^{3,4,7}											
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	..
Water⁵											
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
Bus or coach											
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
Car⁶											
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
Van⁶											
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
Two wheeled motor vehicle⁶											
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
Pedal cycle											
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
Pedestrian											
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 ²	
					ow: National Rail	ow: Other rail ¹	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 ¹	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 ¹						Visits abroad by United Kingdom residents ²					
	Sea/Channel Tunnel						Sea/Channel Tunnel					
	Air	With car ³	With coach	Other ⁴	Irish sea	Total Sea/Channel Tunnel	Air	With car ³	With coach	Other ⁴	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 ⁵	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:¹ 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 ²	Other Europe	Other areas	All areas	
Business visit	856	3,884	504	774	6,018	
Holiday - Independent ³	1,088	3,231	444	997	5,761	
Holiday - Inclusive tour ⁴	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	
Total	3,784	12,922	1,668	3,669	22,043	

(b) Visits abroad by United Kingdom residents: by area visited						Thousands
	North America	European Union ²	Other Europe	Other areas	All areas	
Business visit	854	4,690	607	917	7,069	
Holiday - Independent ³	1,927	14,873	936	2,285	20,022	
Holiday - Inclusive tour ⁴	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	
Total	4,866	36,649	3,704	8,407	53,626	

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.

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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 ¹	Other Europe	Other areas	All areas	European Union ¹	Other Europe	Other areas	All areas
Business visit								
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
All	1,991	85	74	2,150	1,466	18	1	1,486
Holiday - Independent ²								
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
All	1,525	111	442	2,078	5,050	99	11	5,160
Holiday Inclusive tour ³								
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
All	878	15	246	1,139	2,636	66	311	3,014
Visiting friends and relatives								
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
All	1,468	26	130	1,623	1,516	15	4	1,534
Miscellaneous								
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
All	842	35	59	936	1,611	8	1	1,621
Total								
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
All	6,704	271	952	7,927	12,280	206	329	12,815

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 ¹)	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	
(a) Motoring and bicycle costs										
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) Transport services										
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 ²	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	
(ii) Old FES categories										
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 ³	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

☎ 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 ¹

	£ 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
Road infrastructure											
Public ²	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
Total	4,761	4,330	3,958	3,518	3,235	3,134	3,391	3,688	4,147	4,233	4,729
Road vehicles											
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
Total	30,000	32,200	35,300	40,900	41,600	41,300	40,400	44,100	45,400	48,700	49,900
Rail infrastructure											
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
Total	1,998	2,001	2,225	2,328	2,644	3,175	2,790	3,652	4,241	5,186	4,272
Rail rolling stock											
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
Total	629	321	195	196	261	320	629	997	641	951	2,088
Ports infrastructure ³	120	165	150	200	240	250	205	233	236	310	202
Airports and air traffic control											
Public ³	205	140	171	216	140	161	163	57	71	70	63
Private ³	434	443	463	565	542	511	566	630	784	1,373	1,432
Total	639	583	634	781	682	673	729	687	854	1,443	1,495

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.

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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 transport¹: 2001/02-2005/06

	£ million (outturn prices)				
	2001/02	2002/03	2003/04	2004/05	2005/06 ²
England	6,990	8,428	8,604	9,351	10,707
Central government expenditure ^{3,4}	2,112	2,571	1,630	1,801	2,089
Capital	1,090	1,508	438	609	754
Strategic roads ⁵	607	736	438	609	754
London Regional Transport ⁶	483	772	0	0	0
Current / resource	1,022	1,063	1,192	1,192	1,335
Strategic roads ⁵	1,022	1,063	1,192	1,192	1,335
London Regional Transport ⁶	0	0	0	0	0
Local government expenditure ⁷	4,879	5,857	6,974	7,550	8,618
Capital	1,858	2,450	2,540	2,877	3,632
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	..
Current / resource	3,021	3,407	4,434	4,673	4,986
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
Scotland	910	1,178	1,497	1,633	1,834
Central government expenditure ⁴	388	574	773	857	951
Capital - strategic roads	53	107	139	152	163
Current / resource	335	467	634	705	788
Strategic roads	99	139	160	173	149
Subsidies to transport industries	236	328	474	532	639
Local government expenditure ⁷	522	604	724	776	883
Capital	165	200	262	301	386
Roads	127	140	165	213	271
Public transport	38	60	97	88	115
Current / resource	357	404	462	475	497
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
Wales	412	478	500	549	626
Central government expenditure ⁸	137	162	156	177	191
Capital - strategic roads	78	100	89	98	112
Current / resource - strategic roads	58	63	67	79	79
Local government expenditure ⁷	275	316	344	372	435
Capital	100	107	120	135	196
Roads	86	88	98	111	..
Car Parks	2	5	5	3	..
Public transport	12	14	17	20	..
Current / resource	175	209	224	237	239
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

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1.15 (continued) Central and local government expenditure on transport¹: 2001/02 - 2005/06

	£ million (outturn prices)				
	2001/02	2002/03	2003/04	2004/05	2005/06 ²
Great Britain⁹	10,767	13,318	14,726	15,928	17,798
Central government expenditure	5,091	6,540	6,685	7,230	7,862
Capital	2,219	3,187	3,406	3,620	4,455
Allocated to individual countries	1,221	1,715	666	858	1,028
Strategic roads ⁵	738	943	666	858	1,028
Transport in London ⁶	483	772	0	0	0
Not allocated to individual countries⁴	997	1,472	2,740	2,762	3,427
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
Current / resource	2,873	3,353	3,279	3,610	3,407
Allocated to individual countries	1,415	1,592	1,893	1,976	2,203
Strategic roads ⁵	1,179	1,264	1,419	1,445	1,564
Transport in London ⁶	0	0	0	0	0
Subsidies in Scotland	236	328	474	531	639
Not allocated to individual countries⁴	1,458	1,761	1,386	1,634	1,204
Bus fuel duty rebates	304	317	342	361	377
Rail ¹⁰	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
Local government expenditure⁷	5,676	6,778	8,041	8,698	9,936
Capital	2,123	2,757	2,922	3,313	4,214
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	..
Current / resource	3,553	4,020	5,119	5,386	5,722
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.

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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 ¹ code	Occupation	Transport industries ²	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
	Transport related occupations	777	832	1,609
	All in employment	1,308	27,146	28,455

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 ¹

		Thousands											
SIC 1992 code	Industry	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
60.1	Railways ²	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
	Total: transport industries	902	872	908	918	947	975	997	996	1,008	1,032	1,064	1,070
	Manufacture of transport equipment:												
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
	Total: transport related industries	911	942	961	947	955	942	928	926	902	880	859	846
	All transport and related industries and services	1,814	1,814	1,869	1,864	1,902	1,918	1,925	1,922	1,909	1,911	1,923	1,916

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.

☎01633 812079
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 ¹			March 1995			March 2005 ¹			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 ²	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

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Sources - GDP: National Expenditure and Income Division, ONS