

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).

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.

Occupancy rates for 1996 onwards are based on weighted NTS data. 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.

In 2007, the occupancy rates were 1.64 for cars and taxis and 1.07 for motorcycles. As 2007 travel data from the NTS were not available at the time of publication, these figures were estimated based on the trend in previous years.

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 domestic services on UK airlines only. 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.

Passenger journeys on public transport: 1.2

The data in this table is derived from –

Bus: Returns from operators to DfT;

Rail: Office of Rail Regulation; 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 (e.g. 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.

In 2006, a weighting strategy was introduced to the NTS. As well as adjusting for non-response bias, the weighting strategy for the NTS also adjusts for the drop-off in the number of trips recorded by respondents during the course of the travel week. The weighting strategy has been applied to NTS data from 1995 onwards.

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.

Travel data from the 2007 NTS was not available at the time of publication and these tables have therefore not been updated to 2007. More details can be found at

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts20071/>

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. Taxi passengers have been counted since 1996.

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 or, in the case of long-distance operator services, 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 prior to 2000 are based on financial years. Changes in reporting regulations mean that serious and minor injuries are no longer collected; only casualties taken from the scene of the accident to hospital are included in these figures.

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 personal injury 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 Section 8: Transport accidents and casualties.

Bus or coach: Vehicles equipped to carry 17 or more passengers regardless of use.

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. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: 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 October to December 2007 quarter of the 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 (October to December) 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.

Labour Force Survey move to Calendar Quarters (CQ's): The Labour Force Survey (LFS) moved to publishing calendar quarters from May 2006. The survey previously published seasonal quarters where March-May months covered the spring quarter, June-August was summer and so forth. This has now changed to calendar quarters as part of an EU requirement for all member states to have an LFS based on calendar quarters. LFS micro data is available for January-March (Q1), April-June (Q2), July-September (Q3) and October-December (Q4). An article on the impact and issues associated with the move to calendar quarters is available at the link:

<http://www.statistics.gov.uk/cci/article.asp?ID=1546>

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:

http://www.statistics.gov.uk/ssd/surveys/international_passenger_survey.asp

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

Household Expenditure on Transport: 1.13

Data is shown to the nearest ten pence in line with usual Expenditure and Food Survey (EFS) practice. Data to the nearest penny may be obtained from the EFS contact point EFS@ons.gsi.gov.uk

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.

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 Government, the Wales Assembly Government, 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.

It is not possible to separate all the private expenditure since 2002/03 from public expenditure due to the complex nature of funding.

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, although not for 2006/07. The figures for other rail rolling stock also include a tentative allowance for investment in privately owned wagons of £30 million per annum.

Central and local government expenditure on transport: 1.15

This table includes central and local government expenditure on transport and excludes, where possible, private expenditure. This differs from expenditure in Table 1.14 where we attempt to capture expenditure on infrastructure but by the private sector as well as government.

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 to avoid double counting.

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 Communities and Local Government (CLG). 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 Government publication.

Where possible the current/resource figures exclude the cost of capital; that is the income that would have been earned if the assets had been sold and invested. This makes a considerable difference to reported spend by organisations such as the Highways Agency. For example the cost of capital charge alone for 2007/08 was given as £2.833 million in the Highway Agency Annual Report. Capital expenditure includes expenditure paid by Central Government to Agencies whether or not the funding was spent in the year awarded.

Some private corporation, such as London and Continental Railways, have been reclassified as public corporations for the purposes of the National Accounts. In such cases the expenditure included in this table only includes those funds provided by Central Government and not the total expenditure of the organisation concerned.

Some revenue such as car parking fees gained by local authorities has been included. However receipts from items such as duties on fuel and car licensing are excluded.

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 Q2 2008. The Labour Force Survey (LFS) moved to publishing calendar quarters in May 2006. The survey previously published seasonal quarters where March-May months covered the spring quarter, June-August was summer and so forth. This has now changed to calendar quarters as part of an EU requirement for all member states to have an LFS based on calendar quarters. LFS micro data is available for January-March (Q1), April-June (Q2), July-September (Q3) and October-December (Q4). An article on the impact and issues associated with the move to calendar quarters is available at the link: <http://www.statistics.gov.uk/cci/article.asp?ID=1546>

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 Short Term Employment Surveys (STES) are the primary source for employee jobs estimates. (Tables 1.17 and 1.18) The estimates of short-term change are benchmarked to the Annual Business Inquiry (ABI/1) to maintain consistency with annual employment estimates. Prior to ABI2006 the reference period was December each year; for ABI2006 the reference period changed to September.

There is a discontinuity in the employee jobs series between December 2005 and September 2006 due to improvements to the annual benchmark. Further information can be found at:

<http://www.statistics.gov.uk/CCI/article.asp?ID=1802&Pos=4&ColRank=1&Rank=224>

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.

Consumer Prices Index: transport components: 1.19a

These indices are taken from the published *Consumer Prices Index*, rebased to 1997=100 for convenience. The bus fares index includes

fare changes on local and non-local buses and coaches. The four letter code used by the Office for National Statistics to identify the series in their time series data and publications has been included.

The operation of personal transport equipment includes spare parts and accessories, fuels and lubricants, maintenance and repairs, and other services. The operation of personal transport equipment, the motor running costs index used in this Table, and the all motor index in Table 1.19b from the *Retail Prices Index* is that the latter includes the purchase of vehicle. There are some other exclusions such as car insurance and vehicle excise duty but these do not have a large effect on the *Consumer Prices Index* as the weights on these are relatively small.

The two purchase of vehicles indices also differ as the index from the *Retail Prices Index* uses the purchase price of second hand cars as a proxy for the price of new cars whereas the index from the *Consumer Prices Index* uses published prices for new cars. The latter also includes the purchase of motorcycles and bicycles but the weights on these are small.

Retail Prices Index: transport components: 1.19b

These indices are taken from the published *Retail Prices Index*, rebased to 1997=100 for convenience. The all motor index includes purchase of a vehicle, maintenance, petrol and oil, and tax and insurance. See also notes on Table 1.19a.

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*. Consumer and Retail Prices Index deflators have been calculated directly from the published 'All Items' *Consumer and Retail Prices Index*.

1.1 Passenger transport: by mode: 1952-2007

| Billion passenger kilometres/percentage | | | | | | | | | | | | | | | | |
|---|-------------------|----|----------------------|----|--------------|---|--------------|----|------------------|----|-------------------|----|----------|-----|------------------------|-----|
| Year | Road | | | | | | | | | | Rail ¹ | | Air (UK) | | All modes ² | |
| | Buses and coaches | | Cars, vans and taxis | | Motor cycles | | Pedal cycles | | All road | | | | | | | |
| 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 | 674 | 85 | 6 | 1 | 4 | 1 | 733 | 92 | 52 | 7 | 9.9 | 1.2 | 794 | 100 |
| 2006 | 50 | 6 | 686 ^P | 85 | 6 | 1 | 5 | 1 | 746 ^P | 92 | 55 ^R | 7 | 9.9 | 1.2 | 811 ^P | 100 |
| 2007 | 50 | 6 | 689 ^P | 84 | 6 | 1 | 4 | 1 | 749 | 92 | 59 | 7 | 9.5 | 1.2 | 817 | 100 |

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

2 Excluding travel by water.

NB: See Notes and Definitions in Sections 1 and 7 for details of discontinuity in road passenger figures from 1993 and 1996 onwards.

Bus & coach: ☎020-7944 3076

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

Rail: ☎020-7944 3076

Air: ☎020-7944 3088

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

Source - Rail: ORR; Air: CAA

1.2 Passenger journeys on public transport vehicles: 1950-2007/08

For greater detail of the years 1997/98-2007/08 see Table 6.2

| Millions | | | | | | | | | | |
|----------------------|--|---------------------------------|------------------------------|------------------|----------------|-----------------------------|----------------------------|---------------------------------------|--------------------------------------|------------------|
| Year | All local services Bus, trolleybus, or tram | Street running public transport | | | | Rail systems ¹ | | | Passengers on domestic flights | Air ² |
| | | 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 ^o | 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 ^o | 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 | .. | . | 6 | 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 | 4,459 | 4,455 | .. | . | 5 | 801 | 772 | 87 | 15.3 | |
| 1997/98 | 4,434 | 4,430 | .. | . | 5 | 846 | 832 | 93 | 16.2 | |
| 1998/99 | 4,355 | 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 | 4,554 | 4,550 | .. | . | 4 | 976 | 942 | 150 | 20.2 | |
| 2003/04 | 4,684 | 4,681 | .. | . | 4 | 1,012 | 948 | 156 | 21.0 | |
| 2004/05 | 4,741 | 4,737 | .. | . | 4 | 1,045 | 976 | 168 | 22.7 | |
| 2005/06 | 4,795 | 4,791 | .. | . | 4 | 1,082 | 970 | 173 | 23.3 | |
| 2006/07 ^R | 5,101 | 5,097 | .. | . | 3 | 1,151 | 1,040 | 188 | 23.0 | |
| 2007/08 | 5,167 | 5,164 | .. | . | 3 | 1,232 | 1,096 | 198 | 22.3 | |

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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Some figures in this table are outside the scope of National Statistics
Source - bus, coach, tram and rail operators

1.3 Average distance travelled per person per year by mode of travel and average trip length: 1995/97-2006

| | | | Miles/percentage | | | | | | Percentage change from 1995/1997 to 2006 |
|--|--------------|--------------|------------------|--------------|--------------|--------------|--------------|----------|--|
| | 1995/1997 | 1998/2000 | 2002 | 2003 | 2004 | 2005 | 2006 | | |
| By mode (miles per person per year): | | | | | | | | | |
| Walking (including short walks) ¹ | 200 | 198 | 198 | 201 | 203 | 197 | 201 | - | |
| Bicycle | 43 | 40 | 36 | 37 | 39 | 36 | 39 | -9 | |
| Private hire bus | 106 | 111 | 124 | 135 | 132 | 122 | 94 | -11 | |
| Car/van driver | 3,623 | 3,725 | 3,661 | 3,660 | 3,674 | 3,682 | 3,660 | 1 | |
| Car/van passenger | 2,082 | 2,086 | 2,115 | 2,098 | 2,032 | 2,063 | 2,033 | -2 | |
| Motorcycle/moped | 35 | 33 | 35 | 41 | 38 | 35 | 34 | -1 | |
| Other private (including minibuses and motorcaravans, etc.) ² | 28 | 32 | 21 | 28 | 24 | 34 | 23 | -17 | |
| Bus in London | 43 | 44 | 56 | 60 | 59 | 67 | 63 | 49 | |
| Other local bus | 225 | 218 | 224 | 230 | 219 | 212 | 233 | 3 | |
| Non-local bus ² | 94 | 100 | 59 | 87 | 70 | 75 | 63 | -34 | |
| London Underground | 60 | 65 | 81 | 68 | 68 | 67 | 75 | 25 | |
| Surface rail | 321 | 401 | 413 | 384 | 433 | 461 | 466 | 45 | |
| Taxi/minicab | 46 | 63 | 59 | 55 | 51 | 60 | 52 | 13 | |
| Other public (including air, ferries, light rail, etc.) ² | 75 | 46 | 55 | 108 | 61 | 97 | 96 | 28 | |
| All modes | 6,981 | 7,164 | 7,135 | 7,192 | 7,103 | 7,208 | 7,133 | 2 | |
| Percentage of mileage accounted for by car (including van/lorry) | 82 | 81 | 81 | 80 | 80 | 80 | 80 | . | |
| Average trip length (miles per trip) | 6.4 | 6.7 | 6.8 | 7.0 | 6.9 | 6.9 | 6.9 | 7 | |

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

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Source - National Travel Survey, DfT

2 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: 2006

| | Trips | | | | | | | | | |
|----------------------------|------------|-----------|------------|---------------|-------------|---------------|-----------|---------------------------|--------------|--------------|
| | Walk | Bicycle | Car driver | Car passenger | Motor-cycle | Other private | Local bus | Surface rail/under ground | Other Public | All Modes |
| Commuting/business | 21 | 6 | 118 | 18 | 2 | 1 | 13 | 13 | 3 | 195 |
| Education/escort education | 44 | 2 | 22 | 23 | - | 3 | 11 | 2 | 1 | 106 |
| Shopping | 55 | 2 | 91 | 45 | - | 1 | 19 | 2 | 2 | 219 |
| Other escort | 12 | - | 56 | 26 | - | - | 2 | - | - | 97 |
| Personal business | 26 | 1 | 44 | 24 | - | 1 | 6 | 1 | 1 | 105 |
| Leisure | 48 | 5 | 98 | 91 | 1 | 2 | 13 | 6 | 7 | 271 |
| Other | 44 | - | 1 | - | - | - | - | - | - | 45 |
| All purposes | 249 | 16 | 430 | 228 | 3 | 8 | 65 | 24 | 14 | 1,037 |

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

☎020-7944 3097

1.5 Trip distance per person per year by main mode¹ and purpose: 2006

| | Miles | | | | | | | | | |
|----------------------------|------------|-----------|--------------|---------------|-------------|---------------|------------|---------------------------|--------------|--------------|
| | Walk | Bicycle | Car driver | Car passenger | Motor-cycle | Other private | Local bus | Surface rail/under ground | Other Public | All Modes |
| Commuting/business | 16 | 16 | 1,420 | 189 | 16 | 19 | 68 | 273 | 56 | 2,073 |
| Education/escort education | 27 | 3 | 87 | 76 | - | 27 | 56 | 25 | 6 | 306 |
| Shopping | 32 | 3 | 471 | 293 | 3 | 4 | 76 | 32 | 11 | 926 |
| Other escort | 7 | - | 300 | 163 | - | 1 | 7 | 8 | 2 | 488 |
| Personal business | 15 | 2 | 269 | 143 | 1 | 6 | 25 | 24 | 4 | 488 |
| Leisure | 32 | 15 | 1,101 | 1,156 | 14 | 62 | 62 | 223 | 139 | 2,804 |
| Other | 41 | - | 6 | 1 | - | - | - | - | - | 48 |
| All purposes | 170 | 38 | 3,653 | 2,021 | 34 | 119 | 292 | 586 | 218 | 7,133 |

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

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1.6 People entering central London during the morning peak:¹ 1997-2007

| | People (thousands) | | | | | | | | | | |
|---|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| Public transport: | | | | | | | | | | | |
| Surface rail | 435 | 448 | 460 | 465 | 468 | 451 | 455 | 452 | 473 | 491 | 502 |
| London Underground & Docklands Light Railway ² | 341 | 360 | 362 | 383 | 377 | 380 | 339 | 344 | 344 | 379 | 397 |
| Bus | 68 | 68 | 68 | 73 | 81 | 88 | 104 | 116 | 115 | 116 | 113 |
| Coach/minibus ³ | 20 | 17 | 15 | 15 | 10 | 10 | 10 | 9 | 9 | 8 | 9 |
| All public transport | 863 | 892 | 905 | 935 | 935 | 929 | 909 | 921 | 940 | 994 | 1,020 |
| Personal transport: | | | | | | | | | | | |
| Private car | 142 | 140 | 135 | 137 | 122 | 105 | 86 | 86 | 84 | 78 | 75 |
| Motor cycle | 11 | 13 | 15 | 17 | 16 | 15 | 16 | 16 | 16 | 15 | 15 |
| Pedal cycle | 10 | 10 | 12 | 12 | 12 | 12 | 12 | 14 | 17 | 18 | 19 |
| Taxi | 9 | 8 | 8 | 8 | 7 | 7 | 7 | 7 | 8 | 7 | 6 |
| All personal transport⁴ | 172 | 171 | 169 | 173 | 157 | 139 | 120 | 122 | 125 | 118 | 116 |
| All transport⁴ | 1,035 | 1,063 | 1,074 | 1,108 | 1,093 | 1,068 | 1,029 | 1,043 | 1,065 | 1,113 | 1,137 |

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

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 2006 have been revised using results from London Underground passenger surveys.

3 Includes commuter and tourist coaches.

4 Excludes commercial vehicles. Taxi passengers, collected since 1996 but excluded from previously published figures, have been included.

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

Transport Statistics Great Britain 2008

1.7 Passenger casualty rates by mode: 1997-2006¹

| | Per billion passenger kilometres | | | | | | | | | | |
|--------------------------------|----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 1997-06 average |
| Air² | | | | | | | | | | | |
| Killed | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| KSI ³ | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| All ⁴ | 0.03 | 0.07 | 0.18 | 0.04 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.03 |
| Rail^{5,6} | | | | | | | | | | | |
| Killed | 0.5 | 0.4 | 0.9 | 0.3 | 0.3 | 0.4 | 0.2 | 0.2 | 0.1 | 0.1 | 0.3 |
| Injured | 19 | 16 | 19 | 14 | 13 | 13 | 13 | 13 | 12 | 10 | 14 |
| Water⁷ | | | | | | | | | | | |
| Killed | 0.0 | 0.7 | 0.4 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.2 |
| KSI | 33 | 41 | 28 | 52 | 54 | 49 | 60 | 43 | 34 | 39 | 43 |
| Bus or coach | | | | | | | | | | | |
| Killed | 0.3 | 0.4 | 0.2 | 0.3 | 0.2 | 0.4 | 0.2 | 0.4 | 0.2 | 0.3 | 0.3 |
| KSI | 12 | 13 | 12 | 11 | 11 | 11 | 10 | 9 | 7 | 8 | 10 |
| All | 196 | 199 | 202 | 195 | 191 | 173 | 175 | 167 | 146 | 130 | 177 |
| Car⁸ | | | | | | | | | | | |
| Killed | 2.9 | 2.8 | 2.7 | 2.7 | 2.8 | 2.7 | 2.7 | 2.6 | 2.6 | 2.5 | 2.7 |
| KSI | 38 | 35 | 33 | 32 | 31 | 29 | 27 | 25 | 23 | 22 | 29 |
| All | 347 | 342 | 333 | 335 | 323 | 304 | 291 | 282 | 275 | 260 | 308 |
| Van⁸ | | | | | | | | | | | |
| Killed | 1.0 | 1.0 | 0.9 | 0.9 | 0.9 | 1.0 | 1.0 | 0.8 | 0.6 | 0.6 | 0.9 |
| KSI | 14 | 14 | 13 | 12 | 11 | 11 | 10 | 8 | 7 | 6 | 10 |
| All | 115 | 113 | 104 | 100 | 102 | 96 | 92 | 76 | 72 | 68 | 92 |
| Motorcycles⁸ | | | | | | | | | | | |
| Killed | 119 | 112 | 113 | 122 | 112 | 111 | 120 | 104 | 98 | 107 | 111 |
| KSI | 1,507 | 1,452 | 1,423 | 1,493 | 1,405 | 1,367 | 1,328 | 1,184 | 1,116 | 1,155 | 1,332 |
| All | 5,724 | 5,546 | 5,395 | 5,712 | 5,539 | 5,168 | 4,931 | 4,566 | 4,257 | 4,156 | 5,053 |
| Pedal cycle | | | | | | | | | | | |
| Killed | 45 | 40 | 42 | 31 | 33 | 29 | 26 | 32 | 33 | 31 | 34 |
| KSI | 880 | 838 | 779 | 666 | 632 | 555 | 543 | 550 | 533 | 527 | 646 |
| All | 6,036 | 5,798 | 5,599 | 4,953 | 4,512 | 3,874 | 3,838 | 3,964 | 3,739 | 3,494 | 4,546 |
| Pedestrian | | | | | | | | | | | |
| Killed | 57 | 50 | 50 | 49 | 47 | 42 | 41 | 35 | 36 | 36 | 44 |
| KSI | 651 | 580 | 564 | 543 | 521 | 471 | 424 | 394 | 384 | 371 | 487 |
| All | 2,693 | 2,484 | 2,464 | 2,404 | 2,332 | 2,117 | 1,944 | 1,836 | 1,794 | 1,631 | 2,158 |

1 Figures have been revised from those published in previous years, see Notes and Definitions for more details.

The figures for Air, Rail and Water modes are outside the scope of National Statistics
☎ 020-7944 6595

2 Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

3 KSI = Killed or seriously injured

4 All = Killed, seriously and slightly injured

5 Financial years up to 1999. From 2000 figures figures are based on calendar year basis.

6 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.

7 Passenger casualties on UK registered merchant vessels.

8 Driver and passenger casualties.

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

| a) October to December 2007 ¹ | | | | | | | | | | Percentage/thousands |
|--|-------------------|-------------|---------|------------|-------------------|-----------------------------|----------|------|-----------------------------------|----------------------|
| Area of workplace | Car, van, minibus | Motor-cycle | Bicycle | Bus, coach | Rail | | | Walk | Number in employment ³ | |
| | | | | | ow: National Rail | ow: Other rail ² | All Rail | | | |
| North East | 74 | * | 1 | 9 | * | 1 | 2 | 13 0 | 1,001 | |
| Tyne and Wear | 70 | * | * | 13 | * | 3 | 4 | 11 | 471 | |
| Rest of North East | 78 | * | * | 5 | * | * | * | 15 | 530 | |
| North West | 74 | 1 | 3 | 8 | 3 | - | 3 | 11 | 2,744 | |
| Greater Manchester | 72 | * | 2 | 10 | 3 | * | 4 | 10 | 1,050 | |
| Merseyside | 70 | * | * | 11 | 6 | * | 6 | 10 | 459 | |
| Rest of North West | 77 | * | 3 | 5 | 1 | * | 1 | 13 | 1,235 | |
| Yorkshire and the Humber | 74 | 1 | 3 | 8 | 2 | 1 | 3 | 11 | 2,112 | |
| South Yorkshire | 73 | * | * | 9 | * | 2 | 4 | 12 | 499 | |
| West Yorkshire | 73 | * | 1 | 10 | 4 | * | 4 | 10 | 908 | |
| Rest of Yorks and the Humber | 74 | * | 5 | 5 | 2 | * | 2 | 13 | 705 | |
| East Midlands | 76 | 1 | 3 | 7 | 1 | * | 1 | 11 | 1,748 | |
| West Midlands | 77 | 1 | 2 | 8 | 2 | * | 3 | 9 | 2,169 | |
| Metropolitan County | 72 | * | 2 | 12 | 4 | * | 4 | 8 | 1,065 | |
| Rest of West Midlands | 81 | 1 | 2 | 4 | * | * | * | 10 | 1,104 | |
| East of England | 78 | 1 | 4 | 4 | 2 | * | 3 | 11 | 2,234 | |
| London | 36 | 1 | 3 | 12 | 20 | 18 | 38 | 8 | 3,408 | |
| Central London | 10 | 1 | 3 | 11 | 39 | 30 | 69 | 5 | 1,225 | |
| Rest of inner London | 30 | 2 | 5 | 15 | 15 | 20 | 35 | 11 | 893 | |
| Outer London | 64 | 1 | 2 | 12 | 6 | 5 | 11 | 10 | 1,291 | |
| South East | 75 | 1 | 4 | 5 | 3 | * | 3 | 11 | 3,427 | |
| South West | 76 | 1 | 3 | 5 | 1 | * | 2 | 12 | 2,212 | |
| England | 69 | 1 | 3 | 7 | 5 | 3 | 8 | 11 | 21,055 | |
| Wales | 80 | * | 2 | 5 | 2 | * | 2 | 10 | 1,136 | |
| Scotland | 70 | - | 2 | 11 | 4 | - | 4 | 11 | 2,185 | |
| Strathclyde | 69 | * | 2 | 11 | 7 | * | 8 | 10 | 897 | |
| Rest of Scotland | 70 | * | 2 | 12 | 2 | * | 2 | 12 | 1,288 | |
| Great Britain | 70 | 1 | 3 | 8 | 5 | 3 | 8 | 11 | 24,376 | |

| b) Great Britain: Autumn 1997 - October to December 2007 ¹ | | | | | | | | | | Percentage/minutes |
|---|-------------------|-------------|---------|------------|-------------------|-----------------------------|----------|------|---------------------|--------------------|
| | Car, van, minibus | Motor-cycle | Bicycle | Bus, coach | Rail | | | Walk | Mean time (minutes) | |
| | | | | | ow: National Rail | ow: Other rail ² | All Rail | | | |
| 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 0 | 25.4 | |
| Autumn 2002 | 71 | 1 | 3 | 8 | 4 | 2 | 6 | 11 0 | 25.4 | |
| Autumn 2003 | 71 | 1 | 3 | 8 | 4 | 2 | 6 | 10 0 | 25.5 | |
| Autumn 2004 | 71 | 1 | 3 | 8 | 4 | 2 | 6 | 11 0 | 25.9 | |
| Autumn 2005 | 71 | 1 | 3 | 8 | 4 | 2 | 7 | 11 0 | 25.9 | |
| October to December 2006 | 70 | 1 | 3 | 8 | 4 | 3 | 7 | 11 0 | 26.3 | |
| October to December 2007 | 70 | 1 | 3 | 8 | 5 | 3 | 8 | 11 0 | 24.3 | |

1 The Labour Force Survey (LFS) moved to publishing calendar quarters in May 2006. The survey previously published seasonal quarters where March-May months covered the spring quarter, June-August was summer and so forth.

This has now changed to calendar quarters as part of an EU requirement for all member states to have an LFS based on calendar quarters. LFS micro data is available for January-March (Q1), April-June (Q2), July-September (Q3) and October-December (Q4). An article on the impact and issues associated with the move to calendar quarters is available at the link: <http://www.statistics.gov.uk/cci/article.asp?ID=1546>

2 Includes light railway systems and trams.

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

Transport Statistics Great Britain 2008

1.9 Time taken to travel to work by Government Office Region of workplace: October to December 2007 ¹

| Area of workplace | cumulative percentage | | | | Mean time (minutes) |
|---------------------------------|-----------------------|-------------|-------------|-------------|------------------------|
| | <20 minutes | <40 minutes | <60 minutes | <90 minutes | |
| North East | 51 | 87 | 95 | 99 | 21 |
| Tyne and Wear | 44 | 82 | 92 | 98 | 24 |
| Rest of North East | 57 | 92 | 97 | 99 | 19 |
| North West | 45 | 81 | 92 | 98 | 24 |
| Greater Manchester | 39 | 76 | 87 | 97 | 28 |
| Merseyside | 40 | 79 | 92 | 98 | 25 |
| Rest of North West | 53 | 87 | 95 | 99 | 20 |
| Yorkshire and the Humber | 44 | 80 | 91 | 98 | 25 |
| South Yorkshire | 39 | 79 | 91 | 98 | 25 |
| West Yorkshire | 41 | 77 | 90 | 97 | 27 |
| Rest of Yorks and the Humber | 50 | 84 | 92 | 98 | 23 |
| East Midlands | 48 | 84 | 94 | 98 | 22 |
| West Midlands | 44 | 80 | 91 | 98 | 25 |
| Metropolitan County | 37 | 75 | 90 | 97 | 27 |
| Rest of West Midlands | 51 | 85 | 93 | 98 | 23 |
| East of England | 48 | 83 | 92 | 97 | 24 |
| London | 17 | 46 | 66 | 89 | 44 |
| Central London | 4 | 26 | 51 | 83 | 56 |
| Rest of inner London | 19 | 46 | 67 | 90 | 43 |
| Outer London | 29 | 68 | 83 | 94 | 33 |
| South East | 46 | 80 | 90 | 97 | 25 |
| South West | 50 | 84 | 93 | 98 | 23 |
| England | 42 | 76 | 88 | 96 | 27 |
| Wales | 50 | 85 | 94 | 99 | 22 |
| Scotland | 45 | 80 | 91 | 97 | 25 |
| Strathclyde | 43 | 79 | 91 | 98 | 26 |
| Rest of Scotland | 46 | 80 | 91 | 97 | 25 |
| Great Britain | 42 | 77 | 88 | 96 | 27 |

¹ The Labour Force Survey (LFS) moved to publishing calendar quarters in May 2006. The survey previously published seasonal quarters where March-May months covered the spring quarter, June-August was summer and so forth. This has now changed to calendar quarters as part of an EU requirement for all member states to have an LFS based on calendar quarters. LFS micro data is available for January-March (Q1), April-June (Q2), July-September (Q3) and October-December (Q4). An article on the impact and issues associated with the move to calendar quarters is available at the link:
<http://www.statistics.gov.uk/cci/article.asp?ID=1546>

020 7944 4139
Labour Force Survey Helpline: 01633 455 732
Source - Labour Force Survey, ONS

1.10 Overseas travel: visits to and from the United Kingdom: 1997-2007

| Thousands | | | | | | | | | | | | |
|---|--------------------|-----------------------|------------|--------------------|-----------|--------------------------|--|-----------------------|------------|--------------------|-----------|--------------------------|
| Visits to the United Kingdom ¹ | | | | | | | Visits abroad by United Kingdom residents ² | | | | | |
| Year | 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 |
| 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 |
| 2006 | 24,588 | 2,039 | 1,735 | 4,351 | . | 8,125 | 56,460 | 5,958 | 2,744 | 4,375 | . | 13,076 |
| 2007 | 25,089 | 2,053 | 1,503 | 4,133 | . | 7,689 | 56,329 | 6,506 | 2,246 | 4,370 | . | 13,121 |

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

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

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

☎020-7944 3088

Source - International Passenger Survey, ONS

 1.11 Overseas travel by air:¹ visits to and from the UK: by area and purpose: 2007

| (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 | 921 | 4,214 | 558 | 817 | 6,510 | |
| Holiday - Independent ³ | 1,183 | 3,782 | 498 | 1,160 | 6,623 | |
| Holiday - Inclusive tour ⁴ | 156 | 580 | 81 | 173 | 990 | |
| Visiting friends and relatives | 1,202 | 5,046 | 491 | 1,468 | 8,208 | |
| Miscellaneous | 520 | 1,505 | 289 | 444 | 2,758 | |
| Total | 3,981 | 15,127 | 1,917 | 4,063 | 25,089 | |

| (b) Visits abroad by United Kingdom residents: by area visited | | | | | | Thousands |
|--|---------------|-----------------------------|--------------|--------------|---------------|-----------|
| | North America | European Union ² | Other Europe | Other areas | All areas | |
| Business visit | 868 | 5,008 | 682 | 985 | 7,543 | |
| Holiday - Independent ³ | 1,823 | 15,814 | 1,243 | 2,437 | 21,318 | |
| Holiday - Inclusive tour ⁴ | 842 | 10,858 | 1,206 | 2,654 | 15,559 | |
| Visiting friends and relatives | 924 | 6,131 | 627 | 2,720 | 10,402 | |
| Miscellaneous | 112 | 972 | 62 | 361 | 1,508 | |
| Total | 4,569 | 38,783 | 3,820 | 9,157 | 56,329 | |

1 Excludes passengers changing planes at UK airports.

2 "European Union" consists of 27 member states.

3 Not on a package holiday.

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

☎020-7944 3088

Source - International Passenger Survey, ONS

Transport Statistics Great Britain 2008

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: 2007

| Thousands | | | | | | | | |
|--|--|--------------|-------------|--------------|---|--------------|-------------|---------------|
| | (a) Visits to the United Kingdom by 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 | 440 | 7 | 58 | 506 | 633 | 3 | 2 | 639 |
| Vehicle type: | | | | | | | | |
| Car | 215 | 1 | 3 | 219 | 348 | 3 | 0 | 351 |
| Coach | 116 | 2 | 4 | 121 | 124 | 2 | 0 | 127 |
| Lorry | 1,446 | 30 | 3 | 1,479 | 340 | 15 | 2 | 357 |
| Motorcycle | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Unknown | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 |
| All | 2,227 | 40 | 68 | 2,335 | 1,448 | 23 | 5 | 1,475 |
| Holiday - Independent ² | | | | | | | | |
| Without vehicle | 538 | 33 | 261 | 832 | 1,318 | 28 | 10 | 1,356 |
| Vehicle type: | | | | | | | | |
| Car | 680 | 12 | 52 | 744 | 3,393 | 66 | 3 | 3,462 |
| Coach | 270 | 1 | 26 | 297 | 509 | 1 | 0 | 510 |
| Lorry | 6 | 0 | 0 | 6 | 3 | 0 | 0 | 3 |
| Motorcycle | 21 | 2 | 1 | 23 | 98 | 2 | 0 | 100 |
| Unknown | 5 | 1 | 0 | 6 | 11 | 0 | 1 | 12 |
| All | 1,521 | 49 | 340 | 1,909 | 5,332 | 97 | 14 | 5,443 |
| Holiday Inclusive tour ³ | | | | | | | | |
| Without vehicle | 144 | 3 | 171 | 318 | 567 | 12 | 507 | 1,087 |
| Vehicle type: | | | | | | | | |
| Car | 64 | 0 | 0 | 64 | 737 | 4 | 0 | 741 |
| Coach | 792 | 4 | 49 | 845 | 1,248 | 30 | 1 | 1,279 |
| Lorry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle | 1 | 1 | 4 | 6 | 6 | 0 | 0 | 6 |
| Unknown | 3 | 0 | 0 | 3 | 4 | 0 | - | 4 |
| All | 1,004 | 7 | 224 | 1,235 | 2,562 | 47 | 508 | 3,117 |
| Visiting friends and relatives | | | | | | | | |
| Without vehicle | 485 | 5 | 113 | 604 | 684 | 1 | 3 | 688 |
| Vehicle type: | | | | | | | | |
| Car | 702 | 24 | 34 | 759 | 936 | 13 | 8 | 956 |
| Coach | 123 | 6 | 14 | 143 | 158 | 0 | 0 | 158 |
| Lorry | - | 0 | 0 | - | 0 | 0 | 0 | 0 |
| Motorcycle | 2 | 0 | 0 | 2 | 10 | 0 | 0 | 10 |
| Unknown | 5 | 0 | 0 | 5 | 2 | 0 | 0 | 2 |
| All | 1,317 | 34 | 161 | 1,512 | 1,789 | 13 | 10 | 1,813 |
| Miscellaneous | | | | | | | | |
| Without vehicle | 241 | 11 | 47 | 299 | 217 | 0 | 0 | 217 |
| Vehicle type: | | | | | | | | |
| Car | 212 | 5 | 5 | 222 | 871 | 2 | 0 | 873 |
| Coach | 94 | 0 | 2 | 96 | 173 | 0 | 0 | 173 |
| Lorry | 68 | 0 | 0 | 68 | 3 | 0 | 0 | 3 |
| Motorcycle | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 |
| Unknown | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| All | 628 | 16 | 54 | 698 | 1,271 | 2 | 0 | 1,273 |
| Total | | | | | | | | |
| Without vehicle | 1,849 | 59 | 650 | 2,558 | 3,420 | 44 | 522 | 3,987 |
| Vehicle type: | | | | | | | | |
| Car | 1,873 | 41 | 94 | 2,008 | 6,285 | 87 | 11 | 6,383 |
| Coach | 1,396 | 12 | 95 | 1,503 | 2,212 | 33 | 1 | 2,246 |
| Lorry | 1,520 | 30 | 3 | 1,553 | 347 | 15 | 2 | 364 |
| Motorcycle | 38 | 3 | 5 | 45 | 121 | 2 | 0 | 123 |
| Unknown | 21 | 1 | 0 | 22 | 18 | 0 | 1 | 19 |
| All | 6,696 | 147 | 847 | 7,689 | 12,403 | 182 | 537 | 13,121 |

1 "European Union" consists of 27 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: 1997/98-2006

| | £ Per week/percentage | | | | | | | | | |
|---|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Transport (COICOP categories) ¹ | 1997/98 | 1998/99 | 1999/00 | 2000/01 | 2001/02 | 2002/03 | 2003/04 | 2004/05 | 2005/06 | 2006 |
| (a) Motoring and bicycle costs | | | | | | | | | | |
| Purchase of vehicles | 20.20 | 23.90 | 23.00 | 23.20 | 25.80 | 26.60 | 28.10 | 25.10 | 23.90 | 23.40 |
| New cars and vans | 5.80 | 7.40 | 7.90 | 10.60 | 10.70 | 11.30 | 11.40 | 10.10 | 9.60 | 8.30 |
| Second-hand cars and vans | 13.40 | 15.90 | 14.30 | 11.80 | 14.40 | 14.50 | 16.00 | 14.10 | 14.00 | 14.50 |
| Motorcycles and scooters | 0.60 | 0.40 | 0.50 | 0.60 | 0.50 | 0.70 | 0.60 | 0.50 | .. | 0.30 |
| Other vehicles (mainly bicycles) | .. | .. | .. | .. | 0.20 | 0.20 | 0.20 | 0.30 | 0.20 | 0.30 |
| Bicycle purchase | 0.40 | 0.20 | 0.30 | 0.20 | .. | .. | .. | .. | .. | .. |
| Spares, accessories, repairs and servicing | 6.30 | 6.40 | 6.40 | 6.40 | 7.00 | 7.30 | 6.90 | 7.80 | 8.00 | 8.00 |
| Car or van | 5.90 | 6.10 | 6.20 | 6.00 | 6.80 | 6.90 | 6.60 | 7.50 | 7.70 | 7.70 |
| Motorcycle | 0.20 | 0.10 | 0.10 | 0.20 | 0.10 | 0.20 | 0.20 | 0.10 | 0.20 | 0.20 |
| Bicycle | 0.20 | 0.20 | 0.20 | 0.10 | 0.10 | 0.20 | 0.10 | 0.10 | 0.20 | 0.20 |
| Petrol, diesel and other motor oils: | 12.60 | 13.00 | 14.40 | 15.80 | 14.80 | 14.80 | 15.00 | 16.20 | 17.50 | 18.20 |
| Petrol | 11.30 | 11.50 | 12.80 | 14.00 | 12.70 | 12.70 | 12.40 | 13.40 | 14.30 | 14.50 |
| Diesel | 1.20 | 1.30 | 1.40 | 1.80 | 2.00 | 2.10 | 2.50 | 2.80 | 3.10 | 3.70 |
| Other motor oils | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 |
| Other motoring costs | 1.80 | 1.90 | 1.90 | 1.80 | 1.80 | 1.90 | 1.90 | 2.40 | 2.30 | 2.40 |
| All motoring and bicycle costs | 40.90 | 45.20 | 45.70 | 47.20 | 49.40 | 50.70 | 51.90 | 51.40 | 51.80 | 52.10 |
| (b) Transport services | | | | | | | | | | |
| Rail and tube fares: | 1.40 | 1.90 | 1.80 | 2.00 | 1.90 | 1.80 | 1.90 | 2.00 | 2.10 | 2.20 |
| Season tickets | 0.40 | 0.70 | 0.60 | 0.60 | 0.60 | 0.60 | 0.70 | 0.70 | 0.70 | 0.80 |
| Other tickets | 1.00 | 1.20 | 1.20 | 1.40 | 1.30 | 1.20 | 1.20 | 1.30 | 1.40 | 1.40 |
| Bus and coach fares: | 1.30 | 1.30 | 1.40 | 1.40 | 1.50 | 1.40 | 1.40 | 1.50 | 1.50 | 1.30 |
| Season tickets | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.40 | 0.40 | 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 | 0.90 |
| Combined tickets | 0.60 | 0.70 | 0.90 | 0.90 | 1.00 | 0.80 | 0.70 | 0.80 | 1.00 | 1.00 |
| Season tickets | 0.40 | 0.60 | 0.70 | 0.70 | 0.80 | 0.60 | 0.50 | 0.60 | 0.80 | 0.80 |
| Other tickets | 0.10 | 0.10 | 0.20 | 0.20 | 0.20 | 0.20 | 0.10 | 0.20 | 0.20 | 0.20 |
| Air and other travel and transport: | 3.80 | 3.70 | 4.00 | 4.30 | 4.10 | 4.50 | 4.80 | 3.80 | 5.40 | 5.50 |
| Air fares ² | 1.30 | 1.00 | 1.00 | 1.30 | 1.20 | 1.50 | 1.90 | 1.00 | 2.50 | 2.20 |
| Other transport and travel | 2.60 | 2.70 | 3.00 | 3.00 | 2.90 | 3.00 | 2.80 | 2.90 | 2.90 | 3.30 |
| All transport services | 7.10 | 7.60 | 8.10 | 8.60 | 8.40 | 8.50 | 8.80 | 8.10 | 9.90 | 10.00 |
| All transport (excluding motor vehicle insurance and taxation and boat purchase and repairs) | 48.00 | 52.70 | 53.80 | 55.90 | 57.80 | 59.20 | 60.70 | 59.60 | 61.70 | 62.00 |
| All household expenditure | 328.80 | 352.20 | 359.40 | 385.70 | 398.30 | 406.20 | 418.10 | 434.40 | 443.40 | 455.90 |
| Percentage of household expenditure on transport | 14.6 | 15.0 | 15.0 | 14.5 | 14.5 | 14.6 | 14.5 | 13.7 | 13.9 | 13.6 |
| Key transport expenditure totals: | | | | | | | | | | |
| Motoring costs | 46.60 | 51.80 | 52.60 | 55.10 | 58.50 | 61.70 | 62.40 | 62.60 | 63.80 | 62.40 |
| Fares and other travel costs | 8.10 | 8.30 | 9.20 | 9.50 | 9.50 | 9.70 | 9.60 | 9.50 | 11.10 | 11.10 |
| All transport and travel | 54.80 | 60.00 | 61.70 | 64.50 | 68.00 | 71.40 | 72.00 | 72.10 | 74.90 | 73.50 |
| Adjusted for general inflation: 2006 prices | | | | | | | | | | |
| Motoring costs ³ | 57.50 | 61.00 | 61.00 | 62.10 | 64.30 | 67.10 | 66.00 | 64.30 | 63.80 | 62.40 |
| Fares and other travel costs | 10.50 | 9.80 | 10.60 | 10.70 | 10.40 | 10.60 | 10.20 | 9.70 | 11.10 | 11.10 |
| All transport and travel | 68.00 | 70.80 | 71.60 | 72.80 | 74.60 | 77.70 | 76.20 | 74.00 | 74.90 | 73.50 |

1 Data for 1996/97-2000/01 are based on old FES categories which 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).

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Source - Expenditure and Food Survey, ONS

For further details see *Family Spending: A Report on the 2005/2006 Expenditure and Food Survey*
Available at: www.statistics.gov.uk

Transport Statistics Great Britain 2008

1.14 Investment in transport: 1996/97-2006/07 ¹

| | £ Million (outturn prices) | | | | | | | | | | |
|--|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1996/97 | 1997/98 | 1998/99 | 1999/00 | 2000/01 | 2001/02 | 2002/03 | 2003/04 | 2004/05 | 2005/06 | 2006/07 |
| Road infrastructure | | | | | | | | | | | |
| Public ² | 3,583 | 3,267 | 2,957 | 3,071 | 3,344 | 3,643 | 3,955 | 3,621 | 4,079 | 4,313 | 4,756 |
| Private | 375 | 251 | 278 | 63 | 47 | 45 | .. | .. | .. | .. | .. |
| Total | 3,958 | 3,518 | 3,235 | 3,134 | 3,391 | 3,688 | 3,955 | 3,621 | 4,079 | 4,313 | 4,756 |
| Road vehicles ³ | | | | | | | | | | | |
| Cars and motor cycles: household | 13,300 | 16,100 | 15,800 | 15,100 | 15,400 | 17,400 | 18,300 | 19,800 | 19,000 | 18,400 | 18,200 |
| Cars and motor cycles: other | 15,700 | 17,900 | 18,600 | 18,900 | 17,600 | 18,900 | 19,500 | 20,500 | 21,800 | 23,600 | 23,000 |
| Cars and motor cycles: total | 29,100 | 34,000 | 34,400 | 34,000 | 33,000 | 36,300 | 37,800 | 40,300 | 40,800 | 42,000 | 41,200 |
| Other vehicles | 6,200 | 6,900 | 7,100 | 7,300 | 7,400 | 7,800 | 7,500 | 8,400 | 9,100 | 9,600 | 9,500 |
| Total | 35,300 | 40,900 | 41,600 | 41,300 | 40,400 | 44,100 | 45,400 | 48,700 | 49,900 | 50,600 | 50,700 |
| Rail infrastructure ⁴ | | | | | | | | | | | |
| National Rail | 1,178 | 1,430 | 1,823 | 2,012 | 2,404 | 3,148 | 3,756 | 4,722 | 3,543 | 3,237 | 3,766 |
| Other rail ⁵ | 1,047 | 898 | 821 | 1,163 | 386 | 504 | 485 | 464 | 729 | 1,219 | 1,265 |
| Total | 2,225 | 2,328 | 2,644 | 3,175 | 2,790 | 3,652 | 4,241 | 5,186 | 4,272 | 4,456 | 5,031 |
| Rail rolling stock ⁴ | | | | | | | | | | | |
| National Rail | 47 | 114 | 176 | 236 | 554 | 922 | 566 | 774 | 897 | 557 | 326 |
| Other rail | 148 | 82 | 85 | 84 | 75 | 75 | 75 | 177 | 165 | 169 | 123 |
| Total | 195 | 196 | 261 | 320 | 629 | 997 | 641 | 951 | 1,064 | 726 | 449 |
| Ports infrastructure ⁴ | 150 | 200 | 240 | 250 | 205 | 233 | 236 | 310 | 202 | 230 | .. |
| Airports | | | | | | | | | | | |
| Public ^{4,6} | 171 | 216 | 140 | 161 | 163 | 57 | 71 | 70 | 62 | 116 | .. |
| Private ⁴ | 463 | 565 | 542 | 511 | 566 | 630 | 784 | 1,373 | 1,434 | 1,662 | .. |
| Total | 634 | 781 | 682 | 673 | 729 | 687 | 854 | 1,443 | 1,495 | 1,779 | .. |

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. Since 2002/03 it has not been possible to separately identify all the private expenditure from the total.

3 Source: Office for National Statistics

4 Partly based on figures for calendar years.

5 Figures for Eurotunnel unavailable for 2006/07

6 Prior to 2001/02 public airports investment includes air traffic control.

☎020-7944 3088

The figures in this table are outside the scope of National Statistics
Source - see Notes and Definitions

1.15 Central and local government expenditure on transport:¹ 2003/04-2007/08

| | £ million (outturn prices) | | | | |
|---|----------------------------|---------------|---------------|---------------|----------------------|
| | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 ² |
| England | 11,011 | 10,855 | 12,138 | 13,108 | 12,705 |
| Central government expenditure^{3,4} | 4,025 | 3,277 | 3,837 | 4,315 | 2,784 |
| Capital | 1,951 | 2,122 | 2,497 | 2,832 | 1,269 |
| Strategic roads ⁵ | 439 | 610 | 753 | 1,116 | 1,060 |
| London Underground ⁶ | 615 | 838 | 1,143 | 1,242 | .. |
| Channel Tunnel Rail Link ⁷ | 897 | 674 | 601 | 474 | 209 |
| Current / resource | 2,074 | 1,155 | 1,340 | 1,483 | 1,515 |
| Strategic roads ⁵ | 1,200 | 1,146 | 1,284 | 1,347 | 1,367 |
| London Underground ⁶ | 867 | 0 | 0 | 0 | 0 |
| Channel Tunnel Rail Link ⁷ | 7 | 6 | 44 | 44 | 148 |
| Crossrail | 0 | 3 | 12 | 92 | .. |
| Local government expenditure | 6,986 | 7,578 | 8,301 | 8,793 | 9,921 |
| Capital | 2,552 | 2,904 | 3,461 | 3,480 | 4,321 |
| Roads | 1,919 | 2,107 | 2,242 | 2,213 | .. |
| Car Parks | 77 | 105 | 106 | 67 | .. |
| Public transport | 547 | 682 | 1,103 | 1,186 | .. |
| Ports | 7 | 4 | 5 | 10 | .. |
| Airport companies | 2 | 7 | 4 | 4 | .. |
| Current / resource | 4,434 | 4,674 | 4,840 | 5,313 | 5,600 |
| Roads | 2,212 | 2,336 | 2,569 | 2,619 | .. |
| Car Parks | -439 | -456 | -490 | -484 | .. |
| Revenue support to public transport | 2,151 | 2,254 | 2,229 | 2,395 | .. |
| Concessionary fares ⁸ | 510 | 539 | 532 | 783 | .. |
| Scotland | 1,482 | 1,627 | 2,175 | 2,500 | 2,758 |
| Central government expenditure^{3,4} | 773 | 857 | 1,306 | 1,620 | 1,770 |
| Capital - Strategic roads | 73 | 70 | 95 | 146 | 132 |
| Current - Strategic roads | 226 | 255 | 218 | 260 | 261 |
| Subsidies to rail services in Scotland ⁹ | 188 | 180 | 542 | 649 | 679 |
| Subsidies to other transport industries | 286 | 352 | 451 | 565 | 698 |
| Local government expenditure | 709 | 770 | 869 | 880 | 988 |
| Capital | 222 | 271 | 334 | 448 | 514 |
| Roads | 138 | 178 | 243 | 299 | .. |
| Public transport | 84 | 93 | 91 | 149 | .. |
| Current / resource | 487 | 499 | 535 | 432 | 474 |
| Roads | 348 | 352 | 380 | 373 | 403 |
| Car Parks | -24 | -24 | -25 | -24 | -28 |
| Revenue support to public transport | 72 | 81 | 85 | 72 | 91 |
| Concessionary fares ⁸ | 91 | 90 | 95 | 10 | 8 |
| Wales | 500 | 549 | 619 | 819 | 869 |
| Central government expenditure³ | 156 | 177 | 166 | 346 | 382 |
| Capital - strategic roads | 89 | 98 | 90 | 113 | 128 |
| Current / resource - strategic roads | 67 | 79 | 76 | 80 | 75 |
| Current / resource - rail¹⁰ | .. | .. | .. | 154 | 179 |
| Local government expenditure | 344 | 372 | 452 | 473 | 486 |
| Capital | 120 | 135 | 200 | 210 | 186 |
| Roads | 98 | 111 | 164 | 181 | .. |
| Car Parks | 5 | 3 | 7 | 9 | .. |
| Public transport | 17 | 20 | 29 | 20 | .. |
| Current / resource | 224 | 237 | 253 | 264 | 300 |
| Roads | 170 | 178 | 186 | 192 | 205 |
| Car Parks | -8 | -9 | -9 | -9 | -9 |
| Revenue support to public transport | 25 | 27 | 28 | 29 | .. |
| Concessionary fares | 37 | 41 | 48 | 52 | .. |

Transport Statistics Great Britain 2008

1.15 (continued) Central and local government expenditure on transport:¹ 2003/04-2007/08

| | £ million (outturn prices) | | | | |
|---|----------------------------|---------------|---------------|---------------|----------------------|
| | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 ² |
| Great Britain¹¹ | 16,683 | 17,054 | 18,697 | 21,714 | 21,476 |
| Central government expenditure³ | 8,644 | 8,334 | 9,075 | 11,567 | 10,081 |
| Capital | 4,472 | 4,554 | 4,763 | 6,307 | 4,834 |
| Allocated to individual countries | 2,113 | 2,290 | 2,682 | 3,091 | 1,529 |
| Strategic roads ⁵ | 601 | 778 | 938 | 1,375 | 1,320 |
| London Underground | 615 | 838 | 1,143 | 1,242 | .. |
| Channel Tunnel Rail Link ⁷ | 897 | 674 | 601 | 474 | 209 |
| Not allocated to individual countries | 2,359 | 2,264 | 2,080 | 3,216 | 3,305 |
| Rail ¹² | 2,262 | 2,182 | 2,005 | 3,128 | 3,238 |
| Other roads and traffic | 53 | 44 | 34 | 44 | 23 |
| Other expenditure | 44 | 38 | 42 | 44 | 45 |
| Current / resource | 4,172 | 3,780 | 4,312 | 5,261 | 5,247 |
| Allocated to individual countries | 2,841 | 2,021 | 2,627 | 3,190 | 3,408 |
| Strategic roads ⁵ | 1,493 | 1,480 | 1,578 | 1,687 | 1,704 |
| Subsidies in England | 875 | 9 | 56 | 136 | 148 |
| Subsidies in Scotland | 474 | 532 | 993 | 1,214 | 1,377 |
| Subsidies in Wales | .. | .. | .. | 154 | 179 |
| Not allocated to individual countries | 1,331 | 1,759 | 1,686 | 2,070 | 1,839 |
| Bus fuel duty rebates ¹³ | 343 | 363 | 376 | 371 | 414 |
| Rail ¹⁴ | 610 | 905 | 714 | 1,039 | 707 |
| Other roads and traffic | 160 | 123 | 158 | 184 | 176 |
| Air and water transport | 52 | 40 | 51 | 59 | 67 |
| Other expenditure | 167 | 329 | 386 | 418 | 475 |
| Local government expenditure | 8,039 | 8,720 | 9,622 | 10,146 | 11,395 |
| Capital | 2,895 | 3,310 | 3,995 | 4,138 | 5,021 |
| Roads | 2,156 | 2,396 | 2,649 | 2,693 | .. |
| Car Parks | 82 | 108 | 113 | 75 | .. |
| Public transport | 648 | 795 | 1,223 | 1,355 | .. |
| Ports | 7 | 4 | 5 | 10 | .. |
| Airport companies | 2 | 7 | 4 | 4 | .. |
| Current / resource | 5,144 | 5,410 | 5,628 | 6,008 | 6,374 |
| Roads | 2,729 | 2,867 | 3,135 | 3,185 | .. |
| Car Parks | -471 | -489 | -523 | -517 | .. |
| Revenue support to public transport | 2,248 | 2,362 | 2,342 | 2,496 | .. |
| Concessionary fares ⁸ | 638 | 670 | 674 | 845 | .. |

1 Some revisions have been made to the figures since last year.
See also notes.

2 Includes provisional estimates.

3 Figures exclude grants to local authorities.

4 Net expenditure includes EU grants treated as receipts.

5 In England, funding to Highways Agency, excluding the cost of capital.

6 Capital is mainly grants and current is mainly funding for the Jubilee Line Extension.

7 This item comprises the Government Spend on the channel tunnel rail link, including money paid to London and Continental Railways (LCR). It does not include all LCR spend.

8 From 1 April 2006 residents in England who were 60 or over and eligible disabled people were guaranteed free off-peak local bus travel within the local authority in which they lived accounting for the increase in England. As of 1 April 2006, Transport Scotland assumed responsibility for Concessionary fares, accounting for the large decrease in 2006-07 provisional outturn concessionary fares figures for Local Authorities in Scotland.

9 These figures include grants paid to Strathclyde Passenger Transport and from 2006/07 funding for Network Rail in Scotland.

10 Includes Grants to Passenger Transport Executives from 2006/07.

11 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.

12 Rail figures include direct grants to Network Rail for Great Britain to 2005/06 and England and Wales from 2006/07. Figures include a grant payment of £300 million to Network Rail in 2002/03 to facilitate the purchase of Railtrack and £700 million in 2003/04 paid directly to train operating companies that was subsequently deemed to be capital investment undertaken by Network Rail.

13 Mainly the Bus Service Operators Grant.

14 Net direct support for Passenger Rail Services and Grants to Passenger Transport Executives, Great Britain to 2005/06, England thereafter.

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The figures in this table are outside the scope of National Statistics
Source - DfT; CLG; Scottish Government; Welsh Assembly Government; HM Treasury

1.16 People in employment in transport related occupations: April to June 2008¹

| SOC2000 ² code | Occupation | Thousands | | |
|---------------------------|--|-----------------------------------|------------------|----------------|
| | | Transport industries ³ | Other industries | All industries |
| 1161 | Transport and distribution managers | 37 | 43 | 80 |
| 4134 | Transport and distribution clerks | 36 | 30 | 66 |
| 1232 | Garage managers and proprietors | * | 39 | 39 |
| 1226, 6212, 6219 | Travel agencies and service occupations | 45 | 49 | 94 |
| 3511, 3512, 8218 | Air traffic controllers, pilots, operatives, etc | 33 | 10 | 43 |
| 3513, 8217, 9141 | Ship officers, seafarers, stevedores, dockers, etc | 15 | 15 | 29 |
| 6213 | Travel and tour guides | * | * | 15 |
| 6214 | Air travel assistants | 32 | * | 32 |
| 6215, 8216, 3514 | Rail travel assistants, operatives and train drivers | 16 | * | 17 |
| 8213 | Bus and coach drivers | 116 | 14 | 130 |
| 8211 | Heavy goods vehicle drivers | 172 | 140 | 312 |
| 8212 | Van drivers | 24 | 189 | 213 |
| 8214 | Taxi, cab drivers and chauffeurs | 164 | 32 | 196 |
| 5231, 5233 | Motor mechanics, auto engineers and electricians | 20 | 187 | 207 |
| 5232, 5234 | Vehicle body builders, painters and repairers | * | 43 | 46 |
| 8135 | Tyre, exhaust and windscreen fitters | * | 16 | 16 |
| 8215 | Driving instructors | * | 37 | 39 |
| 8219 | Other transport operatives | * | 14 | 23 |
| | Transport related occupations | 731 | 864 | 1,595 |
| | All in employment | 1,337 ⁴ | 27,300 | 29,314 |

1 The Labour Force Survey (LFS) moved to publishing calendar quarters in May 2006. The survey previously published seasonal quarters where March-May months covered the spring quarter, June-August was summer and so forth. This will now change to calendar quarters as part of an EU requirement for all member states to have an LFS based on calendar quarters. LFS micro data will be available for January-March (Q1), April-June (Q2), July-September (Q3) and October-December (Q4). An article on the impact and issues associated with the move to calendar quarters is available at the link: <http://www.statistics.gov.uk/cci/article.asp?ID=1546>

2 Standard Occupation Classification 2000, see Notes and Definitions.

3 Based on 1992 Standard Industrial Classification (SIC92)
 Transport, storage and 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.

4 Includes non transport related occupations in transport industries
 NB: Data for some cells are not shown because they fall below the 10 thousand LFS reliability threshold.

Transport Statistics Great Britain 2008

1.17 Employee jobs in transport and related industries: March 1997-2008¹

| | | Thousands | | | | | | | | | | | |
|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SIC 1992 code | Industry | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
| 60.1 | Railways ² | 55 | 46 | 49 | 50 | 49 | 50 | 48 | 50 | 54 | 52 | 52 | 52 |
| 60.2, 60.3 | Other land transport | 435 | 443 | 459 | 455 | 454 | 460 | 450 | 458 | 464 | 477 | 474 | 488 |
| 61 | Water transport | 23 | 20 | 18 | 17 | 15 | 16 | 16 | 15 | 19 | 18 | 15 | 15 |
| 62 | Air transport | 68 | 78 | 85 | 93 | 90 | 85 | 88 | 90 | 85 | 89 | 88 | 90 |
| 63.1, 63.2, 63.4 | Cargo handling, storage and other supporting activities | 230 | 234 | 226 | 245 | 260 | 263 | 279 | 291 | 324 | 330 | 328 | 330 |
| 63.3 | Travel agencies and tour operators | 97 | 97 | 110 | 116 | 129 | 122 | 126 | 128 | 121 | 106 | 104 | 105 |
| Total: transport industries³ | | 908 | 918 | 947 | 975 | 997 | 996 | 1,008 | 1,032 | 1,066 | 1,073 | 1,061 | 1,080 |
| Manufacture of transport equipment: | | | | | | | | | | | | | |
| 34 | Motor vehicles, trailers | 229 | 236 | 227 | 221 | 212 | 206 | 201 | 196 | 187 | 172 | 159 | 158 |
| 35 | Other transport equipment | 148 | 154 | 162 | 167 | 171 | 159 | 150 | 141 | 140 | 138 | 140 | 158 |
| 50.1, 50.3-50.5 | Retail distribution and filling stations | 413 | 407 | 411 | 390 | 384 | 391 | 386 | 377 | 377 | 379 | 379 | 378 |
| 50.2 | Maintenance and repair of motor vehicles | 170 | 150 | 155 | 164 | 161 | 171 | 165 | 168 | 167 | 171 | 170 | 169 |
| Total: transport related industries³ | | 961 | 947 | 955 | 942 | 928 | 926 | 902 | 882 | 871 | 860 | 848 | 848 |
| All transport and related industries and services³ | | 1,869 | 1,864 | 1,902 | 1,918 | 1,925 | 1,922 | 1,909 | 1,914 | 1,937 | 1,933 | 1,909 | 1,928 |

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.

01633 812079
Source - Employment, Earnings and Innovation Division, ONS

2 See Notes and Definitions.

3 Any minor discrepancies between sub categories and totals are caused by rounding.

1.18 Employee jobs in transport and related industries: by sex and employment status: March 1990-2007

| | | Thousands | | | | | | | | | | | |
|--|---|-------------------------|------------|-----------|--------------|------------|-----------|-------------------------|------------|------------|--------------|------------|------------|
| SIC 1992 code | Industry | March 1990 ¹ | | | March 1996 | | | March 2006 ¹ | | | March 2007 | | |
| | | Female | | | Female | | | Female | | | Female | | |
| | | Male | All | Part-time | Male | All | Part-time | Male | All | Part-time | Male | All | Part-time |
| 60.1 | Railways ² | 155 | 7 | 1 | 71 | 13 | 2 | 42 | 11 | 2 | 43 | 9 | 2 |
| 60.2, 60.3 | Other land transport, and via pipelines | 389 | 27 | 7 | 379 | 20 | 6 | 398 | 78 | 25 | 392 | 82 | 27 |
| 61 | Water transport | 42 | 4 | 0 | 22 | 3 | 0 | 13 | 5 | 1 | 11 | 4 | 1 |
| 62 | Air transport | 36 | 21 | 2 | 33 | 26 | 4 | 53 | 36 | 10 | 46 | 42 | 14 |
| 63 | Miscellaneous transport and storage | 216 | 84 | 8 | 211 | 93 | 8 | 283 | 154 | 43 | 281 | 150 | 42 |
| Total: transport industries³ | | 838 | 143 | 18 | 717 | 155 | 20 | 789 | 283 | 81 | 773 | 287 | 86 |
| Manufacture of transport equipment: | | | | | | | | | | | | | |
| 34 | motor vehicles, trailers | 235 | 12 | 1 | 216 | 12 | 1 | 150 | 22 | 4 | 137 | 21 | 4 |
| 35 | other transport equipment | 211 | 18 | 1 | 136 | 10 | 1 | 123 | 15 | 2 | 124 | 15 | 3 |
| 50.1, 50.3-50.5 | Retail distribution & filling stations | 237 | 44 | 13 | 352 | 45 | 15 | 276 | 103 | 43 | 280 | 98 | 41 |
| 50.2 | Maintenance & repair of motor vehicles | 163 | 18 | 6 | 162 | 10 | 3 | 135 | 36 | 14 | 134 | 37 | 14 |
| Total: Transport related industries³ | | 846 | 92 | 21 | 866 | 77 | 20 | 684 | 177 | 64 | 676 | 172 | 62 |
| All transport and related industries and services³ | | 1,684 | 236 | 39 | 1,583 | 232 | 40 | 1,473 | 460 | 145 | 1,449 | 459 | 148 |

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.

01633 812079
Source - Employment, Earnings and Innovation Division, ONS

2 See Notes and Definitions.

3 Any minor discrepancies between sub categories and totals are caused by rounding.

1.19a Consumer Prices Index: transport components: 1997-2007

| 1997=100 | | | | | | | | |
|----------------|------------------|------------------------|------------------|------------------------|--|---------------|------------------------|--------------|
| Motor vehicles | | | | | | | | |
| | All items CPI | Purchase of vehicle | Mainten- ance | Fuel and lubricants | Operation of personal transport equipment ¹ | Rail fares | Bus and coach fares | Air fares |
| ONS Code | D7BT | D7CO | D7ED | D7EC | D7CP | D7EF | D7EG | D7EH |
| 1997 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 1998 | 101.6 | 99.2 | 104.7 | 104.9 | 104.3 | 104.2 | 103.4 | 103.8 |
| 1999 | 102.9 | 96.0 | 109.3 | 113.8 | 110.9 | 107.9 | 107.8 | 105.4 |
| 2000 | 103.8 | 91.1 | 114.6 | 128.9 | 120.7 | 109.9 | 112.8 | 107.9 |
| 2001 | 105.0 | 88.1 | 122.4 | 122.3 | 120.3 | 114.5 | 118.0 | 117.6 |
| 2002 | 106.4 | 87.3 | 129.1 | 118.5 | 121.1 | 117.3 | 122.4 | 116.2 |
| 2003 | 107.8 | 86.8 | 138.1 | 122.7 | 127.2 | 118.6 | 128.5 | 110.2 |
| 2004 | 109.3 | 87.0 | 147.6 | 129.6 | 134.2 | 123.5 | 134.3 | 105.3 |
| 2005 | 111.5 | 86.1 | 157.5 | 140.8 | 143.7 | 128.2 | 141.8 | 111.1 |
| 2006 | 114.0 | 85.6 | 167.2 | 148.6 | 151.6 | 133.6 | 145.7 | 106.3 |
| 2007 | 116.7 | 85.6 | 175.6 | 153.0 | 157.2 | 140.3 | 152.5 | 108.8 |

1 Operation of personal transport equipment, covering motor running costs, includes spare parts and accessories, fuels and lubricants, maintenance and repairs and other services. It excludes the purchase of a vehicle, unlike the RPI all motor index given in Table 1.19b, and there are some other exclusions such as car insurance and vehicle excise duty, which are also included in the RPI, see Notes for further details.

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Source - Consumer Prices and Inflation Division, ONS

1.19b Retail Prices Index: transport components: 1997-2007

| 1997=100 | | | | | | | | |
|----------------|------------------|------------------------|------------------|-------------------|----------------------|------------------------|---------------|------------------------|
| Motor vehicles | | | | | | | | |
| | All items RPI | Purchase of vehicle | Mainten- ance | Petrol and oil | Tax and insurance | All motor ¹ | Rail fares | Bus and Coach fares |
| ONS Code | CHAW | DOCS | DOCT | DOCU | DOCV | CHBK | DOCW | DOCX |
| 1997 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 1998 | 103.4 | 98.9 | 104.1 | 105.0 | 108.8 | 103.1 | 104.1 | 103.3 |
| 1999 | 105.0 | 94.7 | 108.2 | 113.8 | 117.6 | 105.6 | 107.9 | 107.0 |
| 2000 | 108.1 | 89.6 | 112.7 | 128.8 | 130.2 | 109.7 | 109.8 | 111.3 |
| 2001 | 110.0 | 88.3 | 118.2 | 122.2 | 137.0 | 109.1 | 114.0 | 116.0 |
| 2002 | 111.9 | 86.6 | 124.3 | 118.3 | 139.1 | 108.2 | 116.6 | 119.6 |
| 2003 | 115.1 | 84.1 | 131.7 | 122.6 | 145.1 | 109.6 | 118.6 | 124.6 |
| 2004 | 118.5 | 81.5 | 139.7 | 129.4 | 145.8 | 110.7 | 123.1 | 131.0 |
| 2005 | 121.9 | 77.3 | 148.2 | 140.8 | 143.9 | 111.4 | 128.1 | 139.6 |
| 2006 | 125.8 | 75.2 | 157.2 | 148.5 | 145.7 | 113.1 | 133.2 | 141.6 |
| 2007 | 131.2 | 73.2 | 165.3 | 152.6 | 152.4 | 114.5 | 140.0 | 149.7 |

1. The RPI all motor index includes purchase of a vehicle, maintenance, petrol and oil and tax and insurance, see Notes for further details.

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Source - Consumer Prices and Inflation Division, ONS

1.20 Gross Domestic Product, Retail Prices Index and Consumer Prices Index deflators: 1997-2007

| Calendar years to 2007 price level | | | | Fiscal years to 2007/08 price level | | | |
|------------------------------------|------------|------------|------------|-------------------------------------|------------|------------|------------|
| Year | GDP Factor | RPI Factor | CPI Factor | Year | GDP Factor | RPI Factor | CPI Factor |
| 1997 | 1.280 | 1.312 | 1.167 | 1997/98 | 1.279 | 1.314 | 1.170 |
| 1998 | 1.246 | 1.268 | 1.149 | 1998/99 | 1.248 | 1.274 | 1.151 |
| 1999 | 1.219 | 1.249 | 1.134 | 1999/00 | 1.223 | 1.254 | 1.138 |
| 2000 | 1.203 | 1.214 | 1.125 | 2000/01 | 1.206 | 1.218 | 1.130 |
| 2001 | 1.177 | 1.192 | 1.111 | 2001/02 | 1.178 | 1.200 | 1.113 |
| 2002 | 1.142 | 1.173 | 1.097 | 2002/03 | 1.142 | 1.175 | 1.100 |
| 2003 | 1.108 | 1.140 | 1.083 | 2003/04 | 1.110 | 1.143 | 1.086 |
| 2004 | 1.080 | 1.107 | 1.068 | 2004/05 | 1.080 | 1.109 | 1.070 |
| 2005 | 1.056 | 1.076 | 1.047 | 2005/06 | 1.057 | 1.080 | 1.048 |
| 2006 | 1.028 | 1.043 | 1.023 | 2006/07 | 1.030 | 1.041 | 1.021 |
| 2007 | 1.000 | 1.000 | 1.000 | 2007/08 | 1.000 | 1.000 | 1.000 |

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Sources - GDP: National Expenditure and Income Division, ONS

RPI & CPI: Consumer Prices and Inflation Division, ONS