

7 Roads and Traffic:

Notes and Definitions

Road traffic: 7.1, 7.2, 7.3 and 7.4

Special Note

Quality Review

1. The Department has undertaken a *Quality Review* of its road traffic estimates, under National Statistics guidelines. The report of this *Quality Review* was published in January 2007 and is available from the UK Statistical Authority website:

<http://www.statistics.gov.uk/about/data/methodology/quality/reviews/transport.asp>

Methodological Note

2. A revised short paper (*How National Traffic Estimates are Made*) outlining the full methodology used by the Department to calculate traffic estimates is now available online and from: Department for Transport, Statistics Roads 2 Division, Zone 3/17, Great Minster House, 76 Marsham Street, London SW1P 4DR.

Local Authority level statistics

3. Estimates of road traffic statistics at local authority level, together with corresponding figures for casualties in road accidents, are available on the DfT web site.

The local authority level traffic figures may differ to any figures produced by local authorities using local data and different methodologies. These traffic figures are less robust than the regional and national totals and are not designated as National Statistics.

Revisions to data

4. The road traffic and length estimates for 2006 have been revised. This is as a result of updates to the minor road lengths as well as the expansion factors and growth rates used to calculate major road estimates.

5. There are step changes in the minor road length figures in 2004 and 2006 due to changes in the base data. In 2004, amendments were made to the data for private roads in Scotland which had been incorrectly recorded as public roads. Since 2006, minor road length estimates have been made using Ordnance Survey's Integrated Transport Network (ITN) dataset, rather than the OSCAR dataset. This change in

methodology leads to an increase in minor road lengths due to the greater accuracy of ITN.

End of Special Note

The total activity of traffic on the road network in Great Britain is measured in vehicle kilometres. In Table 7.2, road traffic is given by vehicle class and year. The traffic for each year is a function of the length of the public road network (kilometres) and the traffic flow (vehicles).

The Department produces estimates of annual average daily flow (AADF) for each link of the major road network. They are produced using 12-hour manual data counts from a large number of sites and traffic profiles derived from automatic counters at about 190 sites. The AADFs are available from www.dft.gov.uk/matrix

The definitions for the vehicle types included in the traffic census are given below:

All motor vehicles: All vehicles except pedal cycles.

Cars and taxis: Includes passenger vehicles with nine or fewer seats, three-wheeled cars and four wheel-drive 'sports utility vehicles'. Cars towing caravans or trailers are counted as one vehicle. The definition used for traffic statistics therefore differs from that used in the vehicle licensing statistics shown in tables 9.1-9.8.

Heavy goods vehicles (HGV): Includes all goods vehicles over 3.5 tonnes gross vehicle weight.

Rigid HGV with two axles: Includes all rigid heavy goods vehicles with two axles. Includes tractors (without trailers), road rollers, box vans and similar large vans. A two axle motor tractive unit without trailer is also included.

Rigid HGV with three axles: Includes all non-articulated goods vehicles with three axles irrespective of the position of the axles. Excludes two axle rigid vehicles towing a single axle caravan or trailer. Three axle motor tractive units without a trailer are also included.

Rigid HGV with four or more axles: Includes all non-articulated goods vehicles with four axles, regardless of the position of the axles. Excludes two or three axle rigid vehicles towing a caravan or trailer.

Articulated heavy goods vehicles: When a heavy goods vehicle is travelling with one or more axles raised from the road (sleeping axles or hobos) then the vehicle is classified into the class of the number of axles on the road, and not to the class of the total number of axles. Articulated goods vehicles with three and four axles are merged into one category, as they are not differentiated during manual traffic counts.

Articulated HGV with three axles (or with trailer): Includes all articulated goods vehicles with three axles. The motor tractive unit will have two axles and the trailer one. Also included in this class are two axle rigid goods vehicles towing a single axle caravan or trailer.

Articulated HGV with four axles (or with trailer): Includes all articulated vehicles with a total of four axles regardless of the position of the axles, i.e. two on the tractive unit with two on the trailer, or three on the tractive unit with one on the trailer. Also includes two axle rigid goods vehicles towing two axle close coupled or drawbar trailers.

Articulated HGV with five axles (or with trailer): This includes all articulated vehicles with a total of five axles regardless of the position of the axles. Also includes rigid vehicles drawing close coupled or drawbar trailers where the total axle number equals five and articulated vehicles where the motor tractive unit has more than one trailer and the total axle number equals five.

Articulated HGV with six or more axles (or with trailer): This includes all articulated vehicles with a total of six or more axles regardless of the position of the axles. Also includes rigid vehicles drawing close coupled or drawbar trailers where the total axle number equals six or more and articulated vehicles where the motor tractive unit has more than one trailer and the total axle number equals six or more.

Larger buses and coaches: Includes all public service vehicles and works buses over 3.5 tonnes gross vehicle weight.

Light vans: Goods vehicle not exceeding 3.5 tonnes gross vehicle weight. Includes all car-based vans and those of the next largest carrying capacity such as transit vans. Also included are ambulances, pickups and milk floats.

Motorcycles etc: Includes motorcycles, scooters and mopeds and all motorcycle or scooter combinations.

Pedal cycles: Includes all non-motorised cycles.

Forecasts of Road Traffic: 7.5

The forecasts in Table 7.5 are taken from the modelling and analytical work undertaken by the National Transport Model that lay behind the Department's publication entitled 'Road Transport Forecasts for England 2007'. The forecasts show traffic growth in England, disaggregated by vehicle type. The figures in the table are based to 2003 = 100. Further details of the Department's National Transport Model, the forecasts paper and separate forecasts for each English region can be found on the DfT web site. Full details of the Plan and underlying assumptions are given in Transport 2010: The 10 Year Plan and Background Analysis. A technical paper describing the improvements to the 1997 NRTF modelling framework will be made available shortly.

<http://www.dft.gov.uk/pgr/economics/ntm/>

Road network: 7.6, 7.8 and 7.9

The lengths of major roads are obtained from the major roads database maintained by the Department for Transport using information from the Government Offices, local authorities, the Scottish Government, the Welsh Assembly Government and Ordnance Survey. Road length information for minor 'B', 'C' and unclassified roads are obtained from Ordnance Survey roads data (the Integrated Transport Network dataset), local authorities, the Scottish Government and the Welsh Assembly Government. All figures given in tables 7.8 and 7.9 are road lengths at the 1st April of each year. The road definitions are as follows:

Major roads: Include motorways and all class 'A' roads. These roads usually have high traffic flows and are often the main arteries to major destinations.

Motorways (built under the enabling legislation of the *Special Roads Act 1949*, now consolidated in the *Highways Acts of 1959 and 1980*): Are major roads of regional and urban strategic importance, often used for long distance travel. They are usually three or more lanes in each direction and generally have the maximum speed limit of 70mph.

'A' Roads: Can be **trunk** or **principal** roads. These are often described as the 'main' roads and tend to have heavy traffic flows though not as high as motorways.

Trunk roads (designated by the Trunk roads Acts 1936 and 1946): Major roads comprising the national network of through routes. The network contains both motorways (which legally are special roads reserved for certain classes of traffic), and all-purpose roads (which are open to all classes of traffic). All-purpose trunk roads are class 'A' roads as are most principal roads, see below. It is very common for inter-urban

stretches of a given road to be classed as an all purpose trunk road, with one or more urban stretches of the same (with the same road number) classified as principal.

In England, the trunk road highway authority is the Secretary of State for Transport, though certain responsibilities are delegated to the Highways Agency. The trunk road highway authority in Scotland is the Scottish Government, and the highways authority in Wales is the Welsh Assembly Government.

Non-trunk roads: Roads for which local authorities are highway authorities. The Secretary of State, the Scottish Government, and the Welsh Assembly Government have power to classify non-trunk roads in agreement with the local highway authority. Non-trunk roads are therefore either classified or unclassified, the former being of two types, principal and non-principal. The classified principal roads are class 'A' roads, except for a few local authority motorways, and are of regional and urban strategic importance. The non-principal roads are those which distribute traffic to urban and regional localities. The non-principal classified roads are sub-divided into 'B' and 'C' classes. Unclassified roads are those in the least important categories, i.e. local distributor and access roads.

Minor Roads: These are 'B' and 'C' classified roads and unclassified roads (all of which are maintained by the local authorities), as referred to above. Class III (later 'C') roads were created in April 1946. 'B' roads in urban areas can have relatively high traffic flows, but are not regarded as being as significant as 'A' roads, though in some cases may have similarly high flows. They are useful distributor roads often between towns or villages. 'B' roads in rural areas often have markedly low traffic flows compared with their 'A' road counterparts. 'C' Roads are regarded as of lesser importance than either 'B' or 'A' roads, and generally have only one carriageway of two lanes and carry less traffic. They can have low traffic flows in rural areas. Unclassified roads include residential roads both in urban and rural situations and rural lanes, the latter again normally having very low traffic flows. Most unclassified roads will have only two lanes, and in rural areas may only have one lane with "passing bays" at intervals to allow for two-way traffic flow.

Urban roads: Are major and minor roads within an urban area with a population of 10,000 or more. The definition is based on the 2001 Communities and Local Government definition of Urban Settlements. The definition for 'urban

settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Communities and Local Government web site.

Rural roads: Are major and minor roads outside urban areas (these urban areas have a population of more than 10,000 people).

Private Roads: Are included in the major roads as these private roads (usually toll roads, tunnels or bridges) are accessible to the general public, whereas private minor roads, not usually being accessible to the general public, are not included.

Vehicle speeds: 7.10 and 7.11

The types of vehicle analysed in the urban and non-urban survey are motor cycles, cars, cars towing, LGVs, buses/coaches, rigid 2 axles HGVs, rigid 3 and rigid 4 axles HGVs, 4 axles articulated HGVs and 5 or more axles articulated HGVs. The automatic counters identify rigid 2 axles lorries but cannot distinguish between vehicles weighing less than 7.5 tonnes gross and those weighing more. The weight of this type of vehicle determines its speed limit on non-urban roads. Consequently it is impossible to tell how many rigid 2 axles HGVs are speeding. (For further details of speed limits for different types of vehicle on different classes of non-built up road, see Annex B of *Vehicle Speeds* bulletin, produced by Transport Statistics DfT).

Non-urban roads (Table 7.10): The speeds indicated are average traffic speeds from 27 motorway sites, 7 dual carriageway sites and 26 single carriageway sites.

Urban roads (Table 7.11): Speed measurements were taken from 26 sites with speed limits of 30 mph and from 10 sites with speed limits of 40 mph.

Congestion on the Strategic Road Network in England: 7.12

The Strategic Road Network (SRN) in England consists of motorways and trunk 'A' roads (dual and single carriageway) that are managed by the Highways Agency, as well as the M6 Toll.

For monitoring purposes, the network has been split into 103 recognisable routes (for instance the A46 from Leicester to Lincoln). Each route has 2 directions, so there is a total of 206 route-directions. Currently 91 of the 103 routes are used to monitor network performance due to data quality considerations on the remaining 12 routes.

The Department monitors reliability using the average vehicle delay on the slowest 10% of journeys on the SRN. This indicator is used to

measure performance against the Department's Public Service Agreement (PSA). For the Spending Review 2004, there was target to improve reliability between the baseline year ending July 2005 and the year ending March 2008. For the Comprehensive Spending Review 2007, the baseline is the year ending March 2008. The measure will be monitored until March 2011, though there is no specific numerical target.

Average vehicle delay is derived from the difference between observed journey times and a reference journey time (the time that could theoretically be achieved when the traffic is free flowing), weighting by traffic flows for each route of the network. The slowest 10% of journeys are selected for each 15-minute departure time between 6am and 8pm for each day of the week, on each of the 91 routes. The indicator therefore reflects journeys experienced on all types of route on all days at all times of the day.

The data used for the measure are from the Highways Agency's Traffic Information System, which brings together journey time and traffic flow data from several different sources.

Details of the methodology used for the measure are provided online:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/speedscongestion/congestiononthestrategicroad5359>

Regional expenditure on roads: 7.13

Whereas the figures in Table 1.15 relate to net expenditure, those in Table 7.13 relate to gross expenditure. For this reason, and because of certain differences in coverage (in particular the treatment of professional and technical services), England totals differ from those in Table 1.16.

The local roads figure for new construction/improvement plus structural maintenance includes expenditure on technical surveys. These figures include both expenditure recorded on local authority capital expenditure returns and also structural maintenance recorded on the revenue returns. Structural maintenance includes reconstruction, overlay, resurfacing, patching, surface dressing, drainage, footways, bridges, earthworks and fences. Routine maintenance includes verge maintenance, sweeping, gullies, signals, signs and marking. Winter maintenance includes salting, snow clearance and the maintenance and operation of ice detection equipment.

Figures for motorways and trunk roads are not directly comparable with previously published

data for years earlier than 2001/02, as the Highways Agency is now using a resource accounting system. The introduction of the new accounting systems has led to changes in categorisation and slight adjustments to the way some figures are calculated.

Road construction tender price index: 7.14

The overall index provides a measure of the change in tender prices for road construction in Great Britain. Since the end of June 1992, it has been based on bills of quantities for the winning tenders for new contracts with a works cost of £1 million or more. (Before that date the cut off was £250,000.) The index includes all HA national road - and local authority principal road - new build projects, and maintenance projects of appropriate value. The published annual figures are the derived from a quarterly series produced published by the Building Cost Information Service of the Royal Institution of Chartered Surveyors for Construction Market Intelligence Division of the Department for Business, Enterprise and Regulatory Reform.

For each project a price relative is produced by re-pricing, using 1990 prices, after making an adjustment for preliminary and balancing items, the quantifiable items in the bill of quantities. Then the total adjusted cost of the quantifiable items at current prices is divided by their total adjusted cost at 1990 prices, over all contracts, in order to calculate the project price relative. A value-weighted index calculated by combining the price relatives of a single quarter's contracts, often relatively few in number, would be over-sensitive to tender prices of individual large schemes. For this reason a smoothed quarterly series is produced based on adjustment factors for type of work, location and contract size

Road Tax Revenue: 7.15

Information on fuel tax revenues is collected by HMRC. Information on vehicle excise duty is collected by the Driver and Vehicle Licensing Agency (DVLA) and reported in financial returns and the motor tax account. These figures do not include revenues from trade plates but do include revenue from duties that are subsequently refunded. Vehicle numbers are averages based on quarterly analyses and therefore differ from the end year estimates given in section three.

Latest estimates on the level of revenue loss from vehicle excise duty evasion is available from a DfT report - 'Vehicle Excise Duty Evasion 2007' or at

'Vehicle Excise Duty Evasion 2007' or at www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/excisedutyevasion

**New road construction and improvements:
7.16**

Start figures from 1996/97 onwards include schemes under Design, Build Finance and Operate (DBFO) contracts. These contracts, which are a part of the Private Finance Initiative, involve the private sector in the provision and improvement of sections of trunk road, or in a few cases of motorway, and in the management of both their own works and contiguous stretches of road over a lengthy period. The private sector provides the funding and is reimbursed by Government through payments linked to usage and performance.

In 1997/98, there were no new starts for any national schemes (including PFI schemes see above) that involved the construction of additional lane kilometres. This reflected policy decisions taken by the previous and present governments. There were no completions in 2001/02.

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7.1 Road traffic by type of vehicle: 1949-2007

For greater detail for the years 1997-2007 see Table 7.2

Year	Billion vehicle-kilometres						
	Cars and taxis	Motor cycles etc	Larger buses & coaches	Light vans ¹	Goods vehicles ²	All motor vehicles	Pedal cycles
1949	20.3	3.1	4.1	6.5	12.5	46.5	23.6
1950	25.6	4.4	4.1	7.8	11.2	53.1	19.9
1951	29.3	5.6	4.2	8.2	11.7	58.9	20.8
1952	30.6	6.0	4.2	8.7	11.3	60.8	22.9
1953	33.4	6.7	4.2	9.1	11.5	64.9	20.8
1954	37.2	6.9	4.2	9.3	12.2	69.7	18.8
1955	42.3	7.5	4.2	9.8	13.2	77.0	18.2
1956	46.2	7.4	4.2	10.0	13.0	80.8	16.2
1957	45.2	8.3	4.0	10.3	12.5	80.3	16.1
1958	55.4	8.4	3.9	11.9	13.5	93.0	14.1
1959	62.2	9.8	4.0	13.7	14.6	104.2	13.6
1960	68.0	10.0	3.9	15.0	15.3	112.3	12.0
1961	76.9	9.7	4.0	16.4	15.5	122.4	10.9
1962	83.7	8.7	4.0	16.6	15.4	128.3	9.3
1963	91.4	7.6	4.0	17.6	15.7	136.3	8.2
1964	105.7	7.5	4.0	17.7	17.4	152.3	8.0
1965	115.8	6.7	3.9	19.0	17.3	162.7	7.0
1966	126.5	6.0	3.9	19.0	17.5	172.9	6.3
1967	135.1	5.2	3.8	18.7	17.2	180.0	5.6
1968	142.7	4.7	3.8	18.9	17.6	187.7	5.0
1969	147.9	4.2	3.8	19.3	17.4	192.5	4.6
1970	155.0	4.0	3.6	20.3	17.6	200.5	4.4
1971	165.1	3.9	3.6	21.3	18.1	212.0	4.3
1972	174.7	3.7	3.6	22.2	18.4	222.5	3.9
1973	184.0	3.9	3.5	23.3	19.3	234.0	3.7
1974	180.0	4.2	3.3	23.6	18.6	229.7	3.8
1975	181.6	5.1	3.2	23.5	18.3	231.7	4.4
1976	190.4	6.3	3.3	24.2	19.2	243.5	5.0
1977	194.1	6.2	3.2	24.5	18.8	246.8	6.1
1978	202.4	6.1	3.3	25.2	19.5	256.5	5.1
1979	201.5	6.4	3.3	25.1	19.6	255.9	4.6
1980	215.0	7.7	3.5	26.1	19.7	271.9	5.1
1981	219.5	8.9	3.5	26.2	18.9	276.9	5.4
1982	227.3	9.2	3.5	26.0	18.4	284.5	6.4
1983	231.2	8.3	3.7	26.1	18.8	288.1	6.4
1984	244.0	8.1	3.9	27.5	19.6	303.1	6.4
1985	250.5	7.4	3.7	28.6	19.6	309.7	6.1
1986	264.4	7.1	3.7	30.0	20.1	325.3	5.5
1987	284.6	6.7	4.1	32.7	22.3	350.5	5.7
1988	305.4	6.0	4.3	36.2	23.8	375.7	5.2
1989	331.3	5.9	4.5	39.7	25.5	406.9	5.2
1990	335.9	5.6	4.6	39.9	24.9	410.8	5.3
1991	335.2	5.4	4.8	41.7	24.5	411.6	5.2
1992	338.0	4.5	4.6	41.2	23.8	412.1	4.7
1993 ³	338.1	3.8	4.6	41.6	24.3	412.3	4.0
1994	345.0	3.8	4.6	43.3	24.8	421.5	4.0
1995	351.1	3.7	4.9	44.5	25.4	429.7	4.1
1996	359.9	3.8	5.0	46.2	26.2	441.1	4.1
1997	365.8	4.0	5.2	48.6	26.9	450.3	4.1
1998	370.6	4.1	5.2	50.8	27.7	458.5	4.0
1999	377.4	4.5	5.3	51.6	28.1	467.0	4.1
2000	376.8	4.6	5.2	52.3	28.2	467.1	4.2
2001	382.8	4.8	5.2	53.7	28.1	474.4	4.2
2002	392.9	5.1	5.2	55.0	28.3	486.5	4.4
2003	393.1	5.6	5.4	57.9	28.5	490.4	4.5
2004	398.1	5.2	5.2	60.8	29.4	498.6	4.2
2005	397.2	5.4	5.2	62.6	29.0	499.4	4.4
2006 ⁴	402.6	5.2	5.4	65.2	29.1	507.5	4.6
2007	404.1	5.6	5.7	68.2	29.4	513.0	4.2

1 Not exceeding 3,500 kgs gross vehicle weight, post 1982

2 Over 3,500 kgs gross vehicle weight, post 1982.

3 Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier.

4 Data for 2006 have been revised. See paragraph 4 of the notes and definitions for further detail.

7.2 Road Traffic: by type of vehicle: 1997-2007

	Billion vehicle kilometres										
	1997	1998	1999	2000 ¹	2001 ²	2002	2003	2004	2005	2006 ⁵	2007
Cars and taxis	365.8	370.6	377.4	376.8	382.8	392.9	393.1	398.1	397.2	402.6	404.1
Motor cycles etc	4.0	4.1	4.5	4.6	4.8	5.1	5.6	5.2	5.4	5.2	5.6
Larger buses and coaches	5.2	5.2	5.3	5.2	5.2	5.2	5.4	5.2	5.2	5.4	5.7
Light vans ³	48.6	50.8	51.6	52.3	53.7	55.0	57.9	60.8	62.6	65.2	68.2
Goods vehicles ⁴											
2 axles rigid	11.0	11.1	11.6	11.7	11.5	11.6	11.7	11.7	11.5	11.3	11.1
3 axles rigid	1.6	1.9	1.7	1.7	1.8	1.8	1.8	1.9	1.9	1.9	2.0
4 or more axles rigid	1.5	1.6	1.5	1.5	1.5	1.5	1.6	1.6	1.7	1.7	1.8
3 and 4 axles artic	3.2	3.0	3.0	2.7	2.5	2.3	2.2	2.2	2.0	1.9	1.8
5 axles artic	7.1	7.3	7.2	6.7	6.4	6.4	6.2	6.5	6.4	6.6	6.6
6 or more axles artic	2.5	2.9	3.3	4.1	4.5	4.8	5.0	5.4	5.5	5.7	6.1
All	26.9	27.7	28.1	28.2	28.1	28.3	28.5	29.4	29.0	29.1	29.4
All motor vehicles	450.3	458.5	467.0	467.1	474.4	486.5	490.4	498.6	499.4	507.5	513.0
Pedal cycles	4.1	4.0	4.1	4.2	4.2	4.4	4.5	4.2	4.4	4.6	4.2

1 The decline in the use of cars and taxis in 2000 was due to the fuel dispute.

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2 Figures affected by the impact of Foot and Mouth disease during 2001.

3 Not exceeding 3,500 kgs gross vehicle weight.

4 Over 3,500 kgs gross vehicle weight.

5 Data for 2006 have been revised. See paragraph 4 of the notes and definitions for further detail.

7.3 Motor vehicle traffic: by road class: 1997-2007

	Billion vehicle kilometres										
	1997	1998	1999	2000 ¹	2001 ²	2002	2003	2004	2005	2006 ⁶	2007
Motorways	82.1	85.7	87.8	88.4	90.8	92.6	93.0	96.6	97.0	99.4	100.6
Rural 'A' roads: ³											
Trunk ⁵	62.5	63.3	64.7	64.2	65.9	64.6	61.5	59.7	58.0	59.2	58.6
Principal ⁵	64.1	65.4	66.0	65.8	67.4	71.8	77.7	81.6	83.3	84.4	84.9
All rural 'A' roads	126.6	128.7	130.7	130.0	133.3	136.4	139.3	141.3	141.3	143.6	143.5
Urban 'A' roads: ⁴											
Trunk ⁵	13.8	13.8	14.0	14.0	7.6	7.4	6.7	6.0	5.5	5.6	5.4
Principal ⁵	67.1	67.5	67.9	67.7	74.2	74.8	75.1	76.8	76.2	76.9	75.9
All urban 'A' roads	80.9	81.3	81.9	81.7	81.8	82.2	81.7	82.8	81.7	82.5	81.3
All Major roads	289.6	295.7	300.4	300.0	305.9	311.2	314.0	320.7	320.1	325.5	325.4
Minor roads:											
Minor rural roads	60.0	60.4	61.3	61.5	61.6	64.5	64.4	65.9	66.8	69.3	72.0
Minor urban roads	100.7	102.4	105.3	105.5	106.9	110.8	111.9	112.0	112.5	112.7	115.5
All minor roads	160.7	162.8	166.6	167.0	168.5	175.3	176.4	177.9	179.3	182.0	187.5
All roads	450.3	458.5	467.0	467.1	474.4	486.5	490.4	498.6	499.4	507.5	513.0

1 The decline in the use of cars and taxis in 2000 was due to the fuel dispute.

☎020-7944 3095

2 Figures affected by the impact of Foot and Mouth disease during 2001.

3 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area (see definition below).

4 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Communities and Local Government web site at:

<http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

5 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

6 Data for 2006 have been revised. See paragraph 4 of the notes and definitions for further detail.

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7.4 Road traffic: by type of vehicle and class of road: 2007

Billion vehicle kilometres													
	Cars and taxis	Motor cycles etc.	Larger buses and coaches	Light vans ²	Goods vehicles ¹						All Goods vehicles	All motor vehicles	Pedal cycles
					Rigid by number of axles			Articulated by number of axles					
					2	3	4 or more	3 + 4	5	6 or more			
Motorways:	74.9 -	0.4	0.6	12.4	3.1	0.5	0.5	0.8	4.0	3.3	12.3 -	100.6	.
Rural 'A' roads: ³													
Trunk ⁴	44.4 -	0.4	0.4	7.6	1.8	0.3	0.3	0.4	1.5	1.5	5.8 -	58.6	-
Principal ⁴	67.7 -	0.8	0.6	11.1	2.1	0.4	0.5	0.3	0.7	0.7	4.7 -	84.9	0.1
All rural 'A' roads:	112.1 -	1.2	1.0	18.7	3.9	0.7	0.8	0.7	2.2	2.3	10.5 -	143.5	0.1
Urban 'A' roads: ⁵													
Trunk ⁴	4.3 -	0.0	0.0	0.7	0.1	0.0	0.0	0.0	0.1	0.1	0.4 -	5.4	-
Principal ⁴	62.1 -	1.0	1.2	9.3	1.4	0.2	0.3	0.1	0.2	0.2	2.5 -	75.9	0.6
All urban 'A' roads:	66.3 -	1.0	1.2	9.9	1.6	0.2	0.3	0.1	0.3	0.3	2.8 -	81.3	0.6
Minor roads:													
Minor rural roads	56.2 -	0.9	0.8	12.2	1.2	0.3	0.2	0.1	0.1	0.1	2.0 -	72.0	0.9
Minor urban roads	94.6 -	2.1	2.2	14.9	1.3	0.2	0.1	0.1	0.0	0.1	1.7 -	115.5	2.7
All minor roads:	150.8 -	3.0	3.0	27.2	2.5	0.5	0.3	0.1	0.1	0.2	3.7 -	187.5	3.5
All roads:	404.1 -	5.6	5.7	68.2	11.1	2.0	1.8	1.8	6.6	6.1	29.4 -	513.0	4.2

1 Over 3,500 kgs gross vehicle weight.

2 Not exceeding 3,500 kgs gross vehicle weight.

3 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area.

4 Figures for trunk and principal 'A' roads in England are affected by the detrunking programme.

5 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Communities and Local Government web site at:

<http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

NB: Versions of this table for the years 1993-2006 are available from the DfT website at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic>

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7.5 Forecasts of road traffic in England and vehicles in Great Britain:¹ 2010-2025

Index: 2000 = 100 ¹

	2003	2010	2015	2025
Vehicle kilometres: England:				
Cars and taxis	100	111	120	127
Goods vehicles ²	100	104	106	112
Light goods vehicles	100	117	134	167
Buses and coaches	100	100	100	100
All motor traffic (except two wheelers)	100	111	121	131
Car ownership: Great Britain:				
Cars per person	100	107	110	116
Number of cars	100	111	119	133

1 The traffic forecasts are central forecasts taken from the Department's Road Transport Forecasts for England 2007. The paper also contains: a forecast range reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region.

2 Over 3.5 tonnes gross vehicle weight.

3 Car Ownership Data is taken from TEMPRO (Ver 5.4)

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The figures in this table are outside of the scope of National Statistics
Source - Integrated Transport, Economics

7.6 Roads lengths: Great Britain: 1914-2007

For greater detail for the years 1997-2007 see Table 7.8 or 7.9.

Year	Kilometres								
	Trunk	Class 1 or principal	Class 2 or B	Class 3 or C	Unclassified	All	ow: motorways		
							Trunk	Principal	Total
1914	.	..	..	.	..	284,843	.	.	.
1923	.	37,383	23,720	.	224,265	285,369	.	.	.
1928	.	40,457	25,244	.	221,996	287,697	.	.	.
1933	.	42,784	26,786	.	215,842	285,412	.	.	.
1938	4,953	39,276	27,418	.	217,799	289,446	.	.	.
1943	7,176	37,305	28,532	.	..	..	.	.	.
1947	13,181	31,410	28,498	77,768	143,735	294,592	.	.	.
1951	13,275	31,435	28,481	78,346	145,929	297,466	.	.	.
1952	13,274	31,484	28,471	78,340	147,002	298,570	.	.	.
1953	13,284	31,464	28,485	78,364	148,161	299,758	.	.	.
1954	13,309	31,519	28,469	78,409	149,305	301,012	.	.	.
1955	13,309	31,553	28,479	78,505	150,863	302,710	.	.	.
1956	13,309	31,656	28,398	78,565	152,297	304,226	.	.	.
1957	13,311	31,762	28,333	78,615	153,998	306,018	.	.	.
1958	13,372	31,714	28,329	78,621	155,583	307,620	.	.	.
1959	13,401	31,744	28,329	78,653	158,573	310,700	13	.	13
1960	13,580	31,765	28,334	78,718	160,106	312,502	153	.	153
1961	13,628	31,780	28,357	78,740	161,667	314,171	209	10	219
1962	13,654	31,797	28,349	78,785	163,064	315,649	233	10	243
1963	13,745	31,860	28,337	78,829	166,611	319,382	312	10	322
1964	13,885	31,902	28,368	78,837	168,463	321,455	470	10	480
1965	13,993	31,971	28,392	78,855	170,357	323,568	557	10	566
1966	14,030	32,053	28,376	78,858	171,865	325,182	616	13	629
1967	14,159	32,543	..	279,479 ¹	..	326,180	747	11	761 ²
1968	14,354	32,536	..	281,288 ¹	..	328,178	869	11	884 ²
1969	14,439	32,533	107,254 ³	..	166,089	320,315	946	18	964
1970	14,463	32,584	107,285 ³	..	168,152	322,484	1,022	35	1,057
1971	14,668	32,737	107,388 ³	..	169,872	324,665	1,235	35	1,270
1972	15,060	32,825	107,404 ³	..	172,428	327,717	1,609	60	1,669
1973	15,011	32,859	27,409	79,791	172,060	327,131	1,660	70	1,730
1974	15,119	32,942	27,500	80,062	173,443	329,036	1,776	92	1,869
1975	15,240	33,088	27,606	80,156	173,949	330,039	1,881	94	1,975
1976	15,502	33,225	27,812	80,512	175,794	332,846	2,062	93	2,155
1977	15,223	33,598	27,875	80,693	177,874	335,263	2,131	106	2,237
1978	14,820	34,199	27,874	80,545	178,826	336,264	2,287	107	2,394
1979	14,805	34,430	27,866	80,599	180,278	337,978	2,340	116	2,455
1980	14,949	34,187	28,151	80,736	181,610	339,633	2,445	111	2,556
1981	14,915	34,656	28,232	80,398	184,119	342,320	2,524	123	2,647
1982	14,901	34,700	28,451	80,358	185,531	343,942	2,561	131	2,692
1983	14,972	34,819	28,537	80,327	187,121	345,776	2,609	132	2,741
1984	15,057	34,862	29,036	80,123	188,511	347,589	2,678	108	2,786
1985	15,014	34,908	29,042	80,460	189,276	348,699	2,705	108	2,813
1986	15,359	34,969	29,121	80,360	191,267	351,076	2,820	101	2,920
1987	15,394	35,089	29,766	80,004	192,442	352,695	2,874	101	2,975
1988	15,472	35,041	29,681	80,165	193,957	354,315	2,891	102	2,992
1989	15,618	35,131	29,706	80,542	195,606	356,602	2,903	92	2,995
1990	15,666	35,226	29,838	80,716	196,588	358,034	2,993	77	3,070
1991	15,356	35,649	30,106	81,073	197,783	359,966	3,033	68	3,102
1992	15,358	35,712	30,227	81,334	199,679	362,310	3,063	71	3,133
1993 ⁴	14,819	34,514	30,229	83,816	221,461	384,839	3,139	72	3,211
1994	14,815	34,574	30,225	83,931	222,012	385,557	3,170	72	3,242
1995	14,840	34,732	30,221	84,046	222,562	386,401	3,197	72	3,269
1996	14,967	34,522	30,217	84,162	223,115	386,983	3,253	45	3,298
1997	15,131	34,603	30,213	84,277	223,668	387,893	3,333	45	3,378
1998	15,058	34,758	30,209	84,392	224,225	388,641	3,376	44	3,421
1999	15,102	34,916	30,205	84,509	224,783	389,515	3,404	45	3,449
2000	15,123	34,951	30,200	84,624	225,339	390,237	3,422	45	3,467
2001	14,800 ⁵	35,330 ⁵	30,196	84,742	225,901	390,969	3,431	45	3,476
2002	14,112	36,040	30,192	84,858	226,462	391,663	3,433	45	3,478
2003	13,047	37,083	30,188	84,976	227,048	392,342	3,432	46	3,478
2004	12,625	37,567	30,178 ⁶	84,223 ⁶	223,082 ⁶	387,674 ⁶	3,478	46	3,523
2005	12,148	38,028	30,189	84,459	223,184	388,008	3,466	54	3,519
2006	12,219	38,097	30,018 ⁶	84,469 ⁶	229,605 ⁶	394,409 ⁶	3,503	53	3,555
2007	12,201	38,101	30,265	84,423	229,889	394,879	3,518	41	3,559

1 Includes 'B' and unclassified roads.

2 Includes other motorways i.e. those not at the time allocated to either the Department for Transport or local authorities.

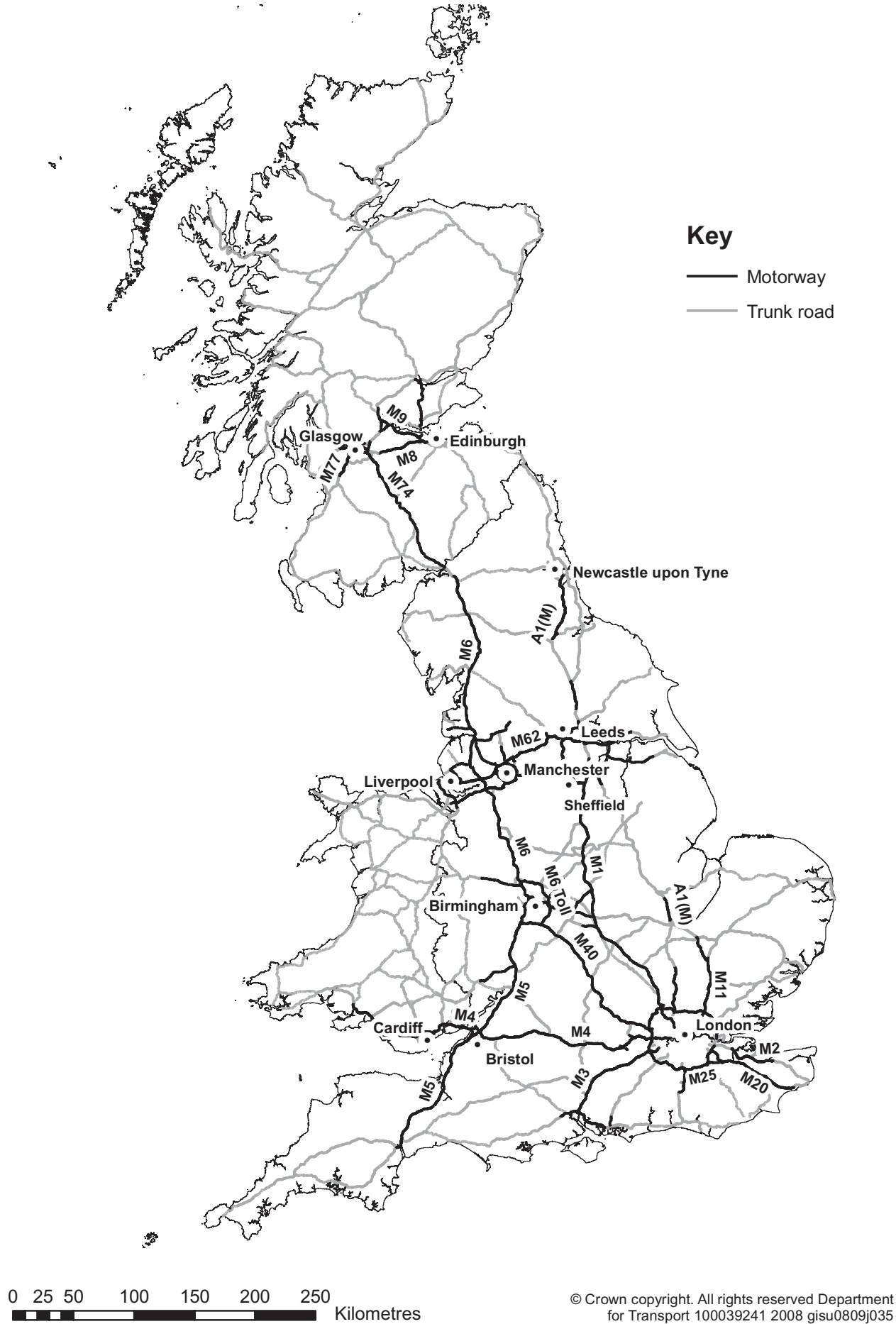
3 Includes 'C' roads.

4 A number of minor revisions have been made to the lengths of major roads from 1993 onwards.

5 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

6 New information from 2004 and from 2006 has enabled better estimates of Minor Road lengths to be made - see notes and definitions.

7.7 Motorway and trunk road network of England, Scotland and Wales: March 2008



7.8 Public road length: by road type: ¹ 1997-2007

	Kilometres										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 ⁶	2007
Trunk motorway	3,333	3,376	3,404	3,422	3,431	3,433	3,432	3,478	3,466	3,503	3,518
Principal motorway	45	44	45	45	45	45	46	46	54	53	41
Rural 'A' roads: ²											
Trunk ³	10,690	10,585	10,611	10,627	10,607	9,973	9,027	8,641	8,239	8,277	8,258
Principal ³	24,636	24,783	24,852	24,866	24,915	25,559	26,498	26,889	27,312	27,336	27,346
All rural 'A' roads:	35,326	35,369	35,463	35,493	35,522	35,532	35,525	35,530	35,550	35,612	35,603
Urban 'A' roads: ⁴											
Trunk ³	1,108	1,096	1,087	1,074	762	705	587	506	444	446	425
Principal ³	9,923	9,931	10,019	10,040	10,370	10,436	10,539	10,632	10,663	10,696	10,714
All urban 'A' roads:	11,031	11,027	11,106	11,114	11,132	11,141	11,127	11,138	11,107	11,143	11,139
Minor rural roads: ⁵											
B roads	24,594	24,586	24,579	24,570	24,562	24,554	24,547	24,640	24,639	24,574	24,795
C roads	73,312	73,405	73,500	73,593	73,688	73,783	73,878	73,363	73,581	73,548	73,480
Unclassified	110,915	111,132	111,350	111,568	111,787	112,006	112,231	109,561	109,426	115,250	115,365
All minor rural roads	208,820	209,123	209,429	209,731	210,037	210,343	210,656	207,565	207,646	213,371	213,641
Minor urban roads: ⁵											
B roads	5,618	5,622	5,626	5,630	5,633	5,638	5,641	5,538	5,550	5,445	5,470
C roads	10,966	10,986	11,009	11,031	11,054	11,076	11,098	10,859	10,878	10,921	10,942
Unclassified	112,754	113,093	113,432	113,772	114,114	114,456	114,816	113,520	113,757	114,355	114,524
All minor urban roads	129,338	129,702	130,068	130,432	130,802	131,169	131,556	129,917	130,186	130,721	130,936
All major roads	49,735	49,816	50,018	50,074	50,130	50,152	50,130	50,192	50,176	50,310	50,302
All minor roads: ⁵	338,158	338,825	339,496	340,163	340,838	341,512	342,212	337,482	337,832	344,092	344,577
All roads	387,893	388,641	389,515	390,237	390,969	391,663	392,342	387,674	388,008	394,402	394,879

1 A number of minor revisions have been made to the lengths of major roads from 1993 onwards.

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2 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area.

3 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme.

4 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Communities and Local Government web site at:

<http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

5 New information from 2004 and from 2006 has enabled better estimates of minor road lengths to be made - see notes and definitions

6 Data for minor roads in 2006 have been revised. See paragraph 4 of the notes and definitions for further detail.

7.9 Public road length: by class of road and country: 2007

	Kilometres			
	England	Wales	Scotland	Great Britain
Motorways:				
Trunk	2,970	141	407	3,518
Principal	41	-	-	41
Dual Carriageway:				
Trunk urban ^{1,2}	200	19	50	269
Trunk rural ^{1,3}	2,430	329	459	3,218
Principal urban ^{1,2}	2,361	104	185	2,650
Principal rural ^{1,3}	1,613	97	89	1,799
Single Carriageway:				
Trunk urban ^{1,2}	89	29	38	156
Trunk rural ^{1,3}	1,597	1,170	2,273	5,040
Principal urban ^{1,2}	7,059	371	634	8,064
Principal rural ^{1,3}	16,926	2,047	6,574	25,547
B roads ⁴	19,963	2,982	7,320	30,265
C roads ⁴	64,207	9,797	10,419	84,423
Unclassified roads ⁴	181,983	16,775	31,131	229,889
Total	301,440	33,861	59,578	394,879

1 Figures for trunk and principal 'A' roads in England, from 2001 onwards, are affected by the detrunking programme. ☎020-7944 3095

2 Urban roads: Major and minor roads, from 1993 onwards, are defined as within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the Communities and Local Government web site at:

<http://www.communities.gov.uk/publications/planningandbuilding/urbanrural>

3 Rural roads: Major and minor roads, from 1993 onwards, are defined as being outside an urban area.

4 New information from 2004 and from 2006 has enabled better estimates of minor road lengths to be made - see notes and definitions

7.10 Vehicle speeds on non-built-up roads by road type and vehicle type: Great Britain: 2007

per cent										
(a) Motorways ¹	Motor-cycles ⁷	Cars	Cars towing	Light Goods ⁴	Buses/Coaches	Heavy goods vehicles ⁵				
						Rigid			Articulated	
						2 axles ⁶	3 axles	4 axles	4 axles	5+ axles
Under 50 mph	5	4	12	4	5	7	11	13	7	8
50-59 mph	23	12	53	15	46	50	81	85	89	90
60-64 mph	8	12	20	13	33	12	7	1	2	1
65-69 mph	12	18	10	17	7	11	1	0	1	0
70-74 mph	14	20	4	19	5	9	0	0	1	0
75-79 mph	14	16	1	15	3	6	0	0	0	0
80-89 mph	18	15	0	14	2	4	0	0	0	0
90 mph and over	7	3	0	3	0	1	0	0	0	0
Speed limit (mph)	70	70	58	70	60	61	54	54	54	54
Percentage more than 10 mph over limit	25	18	5	17	3	n/a	0	1	1	0
Average speed (mph)	70	70	58	70	60	61	54	54	54	54
Number observed (thousands)	3,243	423,289	2,934	63,161	3,536	27,665	2,625	1,645	7,778	40,387
(b) Dual carriageways ²										
Under 30 mph	0	0	1	0	0	0	0	0	1	0
30-39 mph	1	0	1	0	1	1	2	1	1	1
40-49 mph	5	3	16	3	9	9	20	19	18	15
50-59 mph	20	15	50	17	54	47	69	77	76	82
60-64 mph	9	16	17	15	25	13	7	1	2	1
65-69 mph	13	20	9	19	6	11	1	0	1	0
70-79 mph	29	33	5	32	5	14	1	1	1	0
80 mph and over	23	12	0	13	1	4	0	0	0	0
Speed limit (mph)	70	70	60	70	60	n/a	50	50	50	50
Percentage more than 10 mph over limit	23	12	6	13	6	n/a	9	3	5	2
Average speed (mph)	69	69	56	68	58	60	53	53	53	53
Number observed (thousands)	399	45,106	378	5,708	328	2,197	264	186	425	2,076
(c) Single carriageways ³										
Under 20 mph	1	0	2	0	1	1	1	1	1	0
20-29 mph	3	2	7	3	3	3	6	6	5	2
30-39 mph	11	16	20	16	20	19	25	26	23	23
40-49 mph	30	41	48	40	50	45	50	46	48	49
50-59 mph	28	30	22	30	24	26	17	21	22	25
60-64 mph	9	6	2	6	2	3	0	0	1	1
65-69 mph	6	2	0	3	0	1	0	0	0	0
70 mph and over	12	2	0	2	0	1	0	0	0	0
Speed limit (mph)	60	60	50	60	50	n/a	40	40	40	40
Percentage more than 10 mph over limit	12	2	2	2	3	n/a	18	21	23	26
Average speed (mph)	53	48	43	48	45	46	43	43	44	45
Number observed (thousands)	543	51,337	617	6,355	434	2,456	337	247	455	2,455

1 Average vehicle speeds from 27 motorway sites.

2 Average vehicle speeds from 7 dual carriageway sites.

3 Average vehicle speeds from 26 single carriageway sites.

4 Goods vehicles 3.5 tonnes gross weight and under.

5 Goods vehicles over 3.5 tonnes gross weight.

6 Speed limit depends on loading which cannot be determined.

7 Motorcycles include mopeds and other types of two wheeled motor vehicles.

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Transport Statistics Great Britain 2008

7.11: Vehicle speeds on built-up roads by speed limit and vehicle type: Great Britain: 2007

(a) 30 mph speed limit roads ¹						per cent				
	Motor-cycles ³	Cars	Cars towing	Light goods ⁴	Buses/Coaches	Heavy goods vehicles ⁵				
						Rigid			Articulated	
						2 axles	3 axles	4 axles	4 axles	5+ axles
Under 20 mph	10	6	7	8	11	10	9	6	7	4
20-29 mph	39	44	50	41	63	45	49	44	48	50
30-34 mph	26	30	32	30	20	28	32	36	32	36
35-39 mph	14	13	9	15	5	12	8	11	10	9
40-44 mph	6	4	2	5	1	4	1	2	2	1
45-49 mph	3	1	0	1	0	1	0	0	0	0
50 mph and over	2	0	0	1	0	1	0	0	0	0
Percent over 35 mph	26	19	11	22	7	18	10	14	13	11
Average speed (mph)	31	30	29	30	27	29	29	30	29	30
Number observed (thousands)	646	58,529	142	5,756	591	1,740	119	128	88	178

(b) 40 mph speed limit roads ²						per cent				
	Motor-cycles ³	Cars	Cars towing	Light goods ⁴	Buses/Coaches	Heavy goods vehicles ⁵				
						Rigid			Articulated	
						2 axles	3 axles	4 axles	4 axles	5+ axles
Under 20 mph	4	3	4	4	4	5	4	3	6	3
20 - 29 mph	12	13	19	14	16	16	16	12	14	14
30 - 34 mph	21	27	29	25	31	26	24	21	24	23
35 - 39 mph	28	32	32	31	35	30	36	38	35	40
40 - 44 mph	18	15	13	16	10	14	15	19	15	16
45 - 49 mph	10	6	3	7	2	5	3	5	4	3
50 - 59 mph	6	2	1	3	1	2	1	1	2	1
60 mph and over	2	0	0	1	0	0	0	0	0	0
Percent over 45 mph	18	9	4	11	3	8	4	7	6	4
Average speed (mph)	38	36	34	36	34	35	35	36	35	36
Number observed (thousands)	815	52,868	231	6,137	557	1,970	231	186	199	519

1 Average vehicle speeds from 26 sites.

2 Average vehicle speeds from 10 sites.

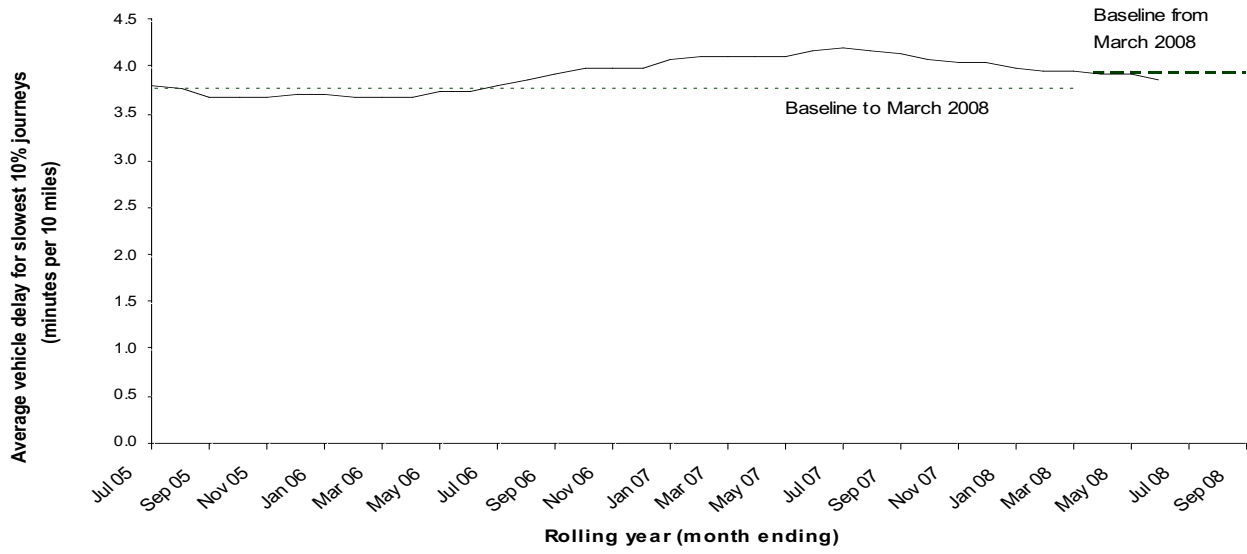
3 Motorcycles includes mopeds and other types of two wheeled motor vehicles.

4 Goods vehicles 3.5 tonnes gross weight and under.

5 Goods vehicles over 3.5 tonnes gross weight.

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**7.12 Journey time reliability measure¹ on the Strategic Road Network: England
Years ending July 2005 to July 2008**



¹ Average vehicle delay for the slowest 10% of journeys.

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Transport Statistics Great Britain 2008

7.13 Regional expenditure on roads: 2006/07

	£ Million									
	North East	Yorkshire and the Humber	North West	East Midlands	West Midlands	East of England	South East	London	South West	England
Motorways and trunk roads: ¹										
New construction/improvement and structural maintenance	46.7	73.3	200.5	199.9	255.8	226.2	307.4	20.2	290.9	1620.8
Current maintenance, including routine and winter maintenance ²	18.6	26.7	67.6	54.8	69.8	65.1	86.9	5.4	87.1	482.0
DBFO shadow tolls ³	34.0	75.5	-	16.3	-	27.8	33.6	-	54.8	242.1
Local Roads: ⁴										
New construction/improvement for highways, lighting, road safety and structural maintenance ⁵	146.7	287.6	333.7	236.0	301.9	363.1	358.7	411.7	290.5	2730.0
Revenue expenditure on bridge structural maintenance and strengthening	2.6	3.8	4.1	2.8	5.6	4.8	6.2	20.8	7.6	58.3
Routine and winter maintenance	38.2	96.9	135.1	78.8	92.7	107.0	169.3	250.0	100.9	1068.9
Revenue expenditure on road safety	10.9	13.7	22.8	16.2	32.3	24.4	29.8	237.1	12.4	399.6
Revenue expenditure on public lighting	39.4	43.9	66.7	31.3	43.7	37.6	50.2	57.9	36.9	407.5
All road expenditure	337.1	621.5	830.5	636.1	801.8	856.0	1042.1	1003.2	881.0	7009.2

1 Figures are now collected on a resource accounting basis and cannot be compared with data prior to 2001/02.

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Until 2001/02, associated costs of investment (including depreciation and capital costs) were not included within these figures. Apportionment between the Government Office Regions involves an estimation process.

2 Until 2001/02, this table showed figures for 'routine and winter maintenance and public lighting'. Highways Agency is no longer able to separately identify this expenditure and this now falls within the wider category 'Current maintenance, including routine and winter maintenance.'

3 Payments to contractors under Design, Build, Finance and Operate (DBFO) schemes.

4 Local authority expenditure excludes car parks.

5 Includes expenditure on 'patching'.

Source - Highways Agency Financial Accounts and local authority returns to DfT

7.14 Road construction tender price index: 1997-2007

	1990=100										
Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
All roads	124	123	125	142	146	151	149	152	168	186	193 P

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

7.15 Road taxation revenue in 2006/07

(a) Vehicle Excise Duty classified by vehicle taxation group	Number of vehicles (thousand)	Road taxes (£million)	
			Vehicle excise duty
Private and light goods	29,856		4,778
Motorcycles, scooters and mopeds	1,097		51
Buses and coaches	107		30
Goods	444		296
Other	2,095		64
All vehicles	33,599		5,220
		Petrol	Diesel
(b) Fuel tax classified by propulsion type		11,610	11,600
			Total
			23,210

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The road tax figures in this table
outside the scope of National Statistics
Source - HMRC and DVLA

7.16 New road construction and improvement: motorways and all purpose trunk roads:
England: 1997/98-2007/08

(a) Starts	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Route kilometres	0 ¹	10	20	23	5	21	51	30	69	65	59 ^P
Lane kilometres	0 ¹	65	126	95	18	65	195	82	153	178	104 ^P
(b) Completions											
Route kilometres	133	96	40	38	0 ¹	56	113	49	37	50	42 ^P
Lane kilometres	657	559	160	197	0 ¹	191	446	172	108	110	109 ^P

1 See comments on Table 7.16 in the Notes and Definitions.

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