

## 6 Public Transport:

### Notes and Definitions

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

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

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

*National Railways passenger journeys and kilometres:* Figures from 1986 are assessed on the All Purpose Ticket Issuing System (APTIS) and are not comparable with earlier years. The rail series for passenger data changes after privatisation in 1994, with possible double counting of some journeys where a route is shared with more than one operator. Both series have been revised from 1999/00. More detail is given in sections 6.3 and 6.4.

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

#### Rail systems: 6.2

##### National Rail

Data up to 1994/95 show services by the former British Rail. From 1995/96 data these show the transition to services provided by the privatised passenger train operators on the national network.

##### London Underground

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

##### Glasgow Underground

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

##### Docklands Light Railway

The series shows the growth of the DLR. The Lewisham extension under the Thames at Greenwich was completed in 1999. A new line for London City Airport opened in December 2005. A further extension to Woolwich Arsenal is currently under construction.

##### Tyne and Wear Metro

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

##### Blackpool Trams

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

##### Manchester Metrolink

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

##### Sheffield Supertram

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

##### Midland Metro

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

### Croydon Tramlink

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

### Nottingham NET

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

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

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

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

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

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

For the passenger kilometres series, new methodologies were applied in 2003/04 and in 2007/08 to improve the categorisation of ticket type. Further details can be found in *National Rail Trends Yearbook*, published by ORR (previously the responsibility of the SRA).

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

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

Recent revisions to the 'length of route' infrastructure series represented in Table 6.5 reflect improvements in the technology used to measure route kilometres. Up until 2003/04 the data were collected on a semi-manual basis from various systems. From 2004-05 the principal track engineers' database, GEOGIS, has been used. The apparent drop from 2004/05 to 2005/06 does not reflect an actual reduction in route km open for traffic but is due to improvements in data collection and data quality that resulted in a restatement of route length. 2007/08 data are not consistent with earlier years as a new methodology has been introduced because of revisions to route classification data.

### Public Performance Measure (PPM): 6.6

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

### London Underground: 6.7

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

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

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

The number of stations is for those currently owned and operated by London Underground. Some suburban stations on the national rail

network in London are also served by London Underground trains but are managed by the local rail franchise holder.

### Channel Tunnel: 6.8

The Channel Tunnel opened for freight traffic in June 1994 and for passenger services in November of that year. Passenger shuttle services opened in December. Four different types of service operate through the Channel Tunnel as follows:

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

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

### Bus and coach industry: 6.9-6.16

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

A local bus service is a stopping service available to the general public, where the route is registered with the Traffic Commissioner, which is eligible for Bus Service Operators Grant.

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

contain a mixture of local work and non-local express work.

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

Outside London:

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

Within London:

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

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

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

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

### Bus and coach vehicle kilometres: 6.9

Service kilometres operated are measured by DfT's annual sample PSV survey of operators, and, for the bus contractors in London, by TfL. The majority of local bus service kilometres are run on a commercial basis. Subsidised local service kilometres are around a fifth of the local

service total. Non-local service kilometres comprise long distance coaching, private hire, school contract work, excursions and tours.

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

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

### **Passenger receipts: 6.11**

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

Local authorities and passenger transport authorities run concessionary fare schemes for groups such as the elderly, the disabled and children. From April 2006, schemes in England must offer, as a minimum, free off-peak bus travel to elderly and disabled residents in their local area. Local authorities reimburse operators for revenue lost as a result of their participation in concessionary fare schemes after taking account of any income from the extra travel generated. The reimbursement should be seen as an incentive to the passenger to travel more. The operators should not lose, or gain, revenue through such schemes. From April 2008, the scheme has been extended across England to allow elderly and disabled residents to travel anywhere in England, in line with the national schemes already in place in Scotland and Wales.

### **Staff employed: 6.12**

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

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

These are collected through DfT's annual sample PSV survey of operators and, for London, from TfL. They are a count of boardings of each vehicle, so a trip which requires a change from one bus to another

would show two boardings. TfL obtains data on boardings from on-bus surveys. This information is useful as a check on DfT's annual PSV survey results for the capital. Over the last year, further bus patronage data have been obtained from local authorities, which they have used in their Local Transport Plans. This extra information has allowed DfT to revise its series of boardings. The main change has been an adjustment which gives a reduction in the allocation to London, with an increase in the surrounding counties.

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

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

Subsidised bus services are run under contract to local transport authorities, usually following competitive tendering. Outside London, from 1998/99, Rural Bus Subsidy Grant (RBSG) has been paid by central government to many local authorities to encourage bus service provision in their more rural parts. RBSG is therefore included in the support table. In London, support takes a different form, as nearly all bus services are run on a commercial basis, under contract to TfL. Contracts for particular routes are awarded to operators after competitive tendering. The contract payments take into account the high level of service provision required in London, including services that run later in the evenings and at weekends.

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

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

The index is intended to measure the change in the average cost to the fare-paying passenger.

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

There is a trend towards simpler fare structures, with operators charging flat fares or zoned fares, and the use of pre-payment through stored value tickets, which speed up boarding. Introduction of free concessionary fares in England have affected the fares index for 2006/07, showing an effective drop in the fares paid by passengers.

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

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

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

### **Taxi industry: 6.17**

A taxi, or hackney carriage, is a vehicle with fewer than 9 passenger seats which is licensed to "ply for hire" (i.e. it may stand at ranks or be hailed in the street by members of the public). This distinguishes taxis from Private Hire Vehicles (PHVs), which must be booked in advance through an operator and may not ply for hire (taxis may also be pre-booked). Taxis must normally be hired as a whole (i.e. separate fares are not charged to each passenger). However, taxis may charge separate fares when a sharing scheme is in operation, when they are run as a bus under a special PSV operators' licence or when pre-booked (PHV operators may also charge passengers separately if they share a journey).

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

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

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

# Transport Statistics Great Britain 2008

## 6.1 Rail: length of national railway<sup>1</sup> route at year end, and passenger travel by national railway<sup>1</sup> and London Underground: 1900-2007/08

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

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

**6.1 (continued) Rail: length of national railway <sup>1</sup> route at year end, and passenger travel by national railway <sup>1</sup> and London Underground: 1900-2007/08**  
For greater detail of the years 1997/98-2007/08 see Table 6.2

Year	Length of National Rail route (kilometres)			National Rail		London Underground	
	Total route	Electrified <sup>2</sup> route	Open to Passenger traffic	Passenger journeys (million)	Passenger kilometres (billion)	Passenger journeys (million)	Passenger kilometres (billion)
1991/92	16,588	4,886	14,291	792	32.5	751	5.9
1992/93	16,528	4,910	14,317	770	31.7	728	5.8
1993/94	16,536	4,968	14,357	740	30.4	735	5.8
1994/95	16,542	4,970	14,359	735	28.7	764	6.1
1995/96	16,666	5,163	15,002	761	30.0	784	6.3
1996/97	16,666	5,176	15,034	801	32.1	772	6.2
1997/98	16,656	5,166	15,024	846	34.7	832	6.5
1998/99	16,659	5,166	15,038	892	36.3	866	6.7
1999/00	16,649	5,167	15,038	931 <sup>4</sup>	38.5 <sup>4</sup>	927	7.2
2000/01	16,652	5,167	15,042	957	38.2	970	7.5
2001/02	16,652	5,167	15,042	960	39.1	953	7.5
2002/03	16,670	5,167	15,042	976	39.7	942	7.4
2003/04	16,493	5,200	14,883	1,012	40.9	948	7.3
2004/05	16,116 <sup>5</sup>	5,200 <sup>5</sup>	14,328 <sup>5</sup>	1,045	41.8	976	7.6
2005/06	15,810	5,205	14,356	1,082	43.2	970	7.6
2006/07	15,795	5,250	14,353	1,151 <sup>R</sup>	46.2 <sup>R</sup>	1,040	8.0
2007/08	15,814 <sup>6</sup>	5,250 <sup>6</sup>	14,484 <sup>6</sup>	1,232	49.0	1,096	8.4

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

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

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

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

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

4 Break in series due to a change in methodology.

5 Break in series due to a change in methodology.

6 Break in series due to a change in methodology.

☎Rail: 020-7944 8874

☎London Underground: 020-7944 3076

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

Sources - ORR, London Underground

# Transport Statistics Great Britain 2008

## 6.2 Rail systems: 1997/98-2007/08

(a) Passenger journeys											Millions
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
National Rail network <sup>1</sup>	846	892	931	957	960	976	1,012	1,045	1,082	1,151 <sup>R</sup>	1,232
London Underground	832	866	927	970	953	942	948	976	970	1,040	1,096
Glasgow Underground	14	15	15	14	14	13	13	13	13	13	14
Docklands Light Railway	21	28	31	38	41	46	48	50	54	64	67
Tyne & Wear Metro <sup>2</sup>	35	34	33	33	33	37	38	37	36	38	40
Blackpool Trams <sup>3</sup>	5	4	4	4	5	4	4	4	4	3	3
Manchester Metrolink <sup>4</sup>	14	13	14	17	18	19	19	20	20	20	20
Sheffield Supertram	9	10	11	11	11	12	12	13	13	14	15
Midland Metro <sup>5</sup>	.	.	5	5	5	5	5	5	5	5	5
Croydon Tramlink <sup>6</sup>	.	.	.	15	18	19	20	22	23	25	27
Nottingham NET <sup>7</sup>	.	.	.	.	.	.	-	8	10	10	10
All light rail	98	104	113	138	146	154	160	172	177	192	201
All rail	1,776	1,862	1,971	2,065	2,059	2,072	2,119	2,193	2,229	2,383	2,529

  

(b) Passenger kilometres											Millions
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
National Rail network	34,700	36,280	38,472	38,179	39,141	39,678	40,906 <sup>R</sup>	41,762	43,211	46,218 <sup>R</sup>	49,007
London Underground	6,479	6,716	7,171	7,470	7,451	7,367	7,340	7,606	7,586	7,947	8,352
Glasgow Underground	45	47	47	46	44	43	43	43	42	42	46
Docklands Light Railway	103	144	172	200	207	232	235	245	257	301	326
Tyne & Wear Metro	249	238	230	229	238	275	284	283	279	295	313
Blackpool Trams	..	..	13	13	15	14	11	12	11	10	9
Manchester Metrolink	88	117	126	152	161	167	169	204	206	208	210
Sheffield Supertram	34	35	37	38	39	40	42	44	44	42	44
Midland Metro	.	.	50	56	50	50	54	52	54	51	51
Croydon Tramlink	.	.	.	96	99	100	105	112	117	128	141
Nottingham NET	.	.	.	.	.	.	2	37	42	43	44
All Light rail	519	581	675	830	854	920	945	1,033	1,052	1,120	1,185
All rail	41,698	43,577	46,318	46,479	47,446	47,965	49,191	50,401	51,849	55,285	58,544

  

(c) Passenger revenue											£ million (at current prices)
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
National Rail network	2,821	3,089	3,368	3,413	3,548	3,663	3,901	4,158	4,493	5,012 <sup>R</sup>	5,555
London Underground	899	977	1,058	1,129	1,151	1,138	1,161	1,241	1,309	1,417	1,525
Glasgow Underground	9	9	10	10	10	10	10	11	11	13	13
Docklands Light Railway	14	20	22	29	32	36	37	40	46	54	62
Tyne & Wear Metro	22	23	24	24	25	29	31	33	34	38	32
Blackpool Trams	5	4	4	4	5	5	4	4	4	5	4
Manchester Metrolink	14	..	..	18	20	20	21	22	23	24	22
Sheffield Supertram	6	6	7	7	8	10	9	11	10	13	11
Midland Metro	.	.	..	3	4	5	5	5	6	6	4
Croydon Tramlink	.	.	.	12	13	15	16	18	19	20	15
Nottingham NET	.	.	.	.	.	.	..	6	7	8	7
All Light rail	69	63	68	108	117	130	135	151	161	180	171
All rail	3,789	4,128	4,493	4,650	4,815	4,931	5,197	5,550	5,963	6,609	7,251

  

(d) Route kilometres open for passenger traffic											Number
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
National Rail network <sup>8</sup>	15,024	15,038	15,038	15,042	15,042	15,042	14,883	14,328	14,356	14,353	14,484
London Underground	392	392	408	408	408	408	408	408	408	408	408
Glasgow Underground	11	11	11	11	11	11	11	11	10	10	10
Docklands Light Railway	22	22	26	26	26	26	26	26	30	31	55
Tyne & Wear Metro	59	59	59	59	78	78	78	78	78	78	78
Blackpool Trams	18	18	18	18	18	18	18	18	18	18	18
Manchester Metrolink	31	31	39	39	39	39	39	39	39	39	42
Sheffield Supertram	29	29	29	29	29	29	29	29	29	29	29
Midland Metro	.	.	20	20	20	20	20	20	20	20	20
Croydon Tramlink	.	.	.	28	28	28	28	28	28	28	28
Nottingham NET	.	.	.	.	.	.	14	14	15	14	14
All Light rail	170	170	202	230	249	249	263	263	268	267	294
All rail	15,586	15,600	15,648	15,680	15,699	15,699	15,554	14,999	15,032	15,028	15,186

## 6.2 (continued) Rail systems: 1997/98-2007/08

(e) Stations or stops served											Number
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
National Rail network	2,495	2,499	2,503	2,508	2,508	2,508	2,507	2,508	2,510	2,520	2,516
London Underground	269	269	274	274	274	274	274	274	274	273	268
Glasgow Underground	15	15	15	15	15	15	15	15	15	15	15
Docklands Light Railway	29	29	34	34	34	34	34	34	38	34	39
Tyne & Wear Metro	46	46	46	46	58	58	58	58	59	59	60
Blackpool Trams	124	124	124	124	124	124	124	124	124	121	121
Manchester Metrolink	26	26	36	36	36	37	37	37	37	37	37
Sheffield Supertram	46	47	47	47	48	48	48	48	48	48	48
Midland Metro	.	.	23	23	23	23	23	23	23	23	23
Croydon Tramlink	.	.	.	38	38	38	38	38	39	39	38
Nottingham NET	.	.	.	.	.	.	23	23	23	23	23
All Light rail	286	287	325	363	376	377	400	400	406	399	404
All rail	3,050	3,055	3,102	3,145	3,158	3,159	3,181	3,182	3,190	3,192	3,188
(f) Loaded train or tram kilometres											Millions
National Rail network <sup>9</sup>	376.3	405.1	418.4	427.2	435.9	443.3	446.2	458.4	463.2	463.5	..
London Underground	62.1	61.2	63.1	63.8	65.4	65.9	68.5	69.5	68.8	69.8	70.5
Glasgow Underground	1.1	1.1	1.2	1.2	1.2	1.1	1.1	1.1	1.2	1.2	1.2
Docklands Light Railway	2.4	2.6	2.9	2.9	2.9	3.2	3.4	3.3	3.4	4.4	4.4
Tyne & Wear Metro	4.8	4.8	4.8	4.7	4.7	6.3	6.3	5.6	5.5	5.8	6.2
Blackpool Trams	1.2	1.2	1.2	1.2	1.3	1.1	0.9	0.8	0.8	0.9	0.7
Manchester Metrolink	3.2	3.4	3.6	4.4	4.5	4.6	4.6	4.4	4.4	3.8	4.0
Sheffield Supertram	2.7	2.4	2.4	2.4	2.4	2.5	2.5	2.4	2.4	2.4	2.4
Midland Metro	.	.	.	1.9	1.6	1.7	1.7	1.6	1.7	1.6	1.5
Croydon Tramlink	.	.	.	2.1	2.4	2.5	2.5	2.4	2.4	2.5	2.2
Nottingham NET	.	.	.	.	.	.	0.2	1.0	1.2	1.2	1.2
All Light rail	15.4	15.5	16.1	20.8	21.0	23.0	23.2	22.8	23.0	23.8	24.0
All rail	453.8	481.8	497.6	511.8	522.3	532.2	537.9	550.6	555.0	557.1	..
(g) Passenger carriages or tramcars											Number
National Rail network <sup>10</sup>	..	..	..	..	..	..	..	..	..	..	..
London Underground	3,886	3,923	3,954	3,954	3,954	3,954	3,959	3,959	4,070	4,070	4,070
Glasgow Underground	41	41	41	41	41	41	41	41	41	41	44
Docklands Light Railway	70	70	70	70	74	94	94	94	94	94	94
Tyne & Wear Metro	90	90	90	90	90	90	90	90	90	90	102
Blackpool Trams	77	77	75	81	75	76	76	76	76	75	78
Manchester Metrolink	26	26	32	32	32	32	32	32	32	32	34
Sheffield Supertram	25	25	25	25	25	25	25	25	25	25	28
Midland Metro	.	.	16	16	16	16	16	16	16	16	23
Croydon Tramlink	.	.	24	24	24	24	24	24	24	24	26
Nottingham NET	.	.	.	.	.	.	15	15	15	15	16
All Light rail	329	329	373	379	377	398	413	413	413	412	445
All rail	..	..	..	..	..	..	..	..	..	..	..

1 Franchised train operating companies from February 1996 following rail privatisation.

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

3 Blackpool Trams shown as a self-contained system.

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

5 Midland Metro opened in 1999.

6 Croydon Tramlink opened in 2000.

7 Nottingham Express Transit opened in March 2004.

8 Breaks in series due to changes in methodology (see notes and definitions section 6.5)

9 Figure for 2007/08 not yet available

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

☎ London Underground: 020-7944 3076

☎ Rail: 020-7944 8874

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

# Transport Statistics Great Britain 2008

## 6.3 National railways: receipts:<sup>1</sup> 1996/97-2007/08

	£ Million										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04 <sup>2</sup>	2004/05	2005/06	2006/07 <sup>3</sup>	2007/08 <sup>4</sup>
<b>All Passenger Operators</b>											
Ordinary fares	2,048	2,242	2,463	2,463	2,585	2,693	2,890	3,088	3,323	3,714	4,120
Season tickets	773	847	905	950	964	970	1,011	1,071	1,170	1,298	1,434
All tickets (current prices)	2,821	3,089	3,368	3,413	3,548	3,663	3,901	4,158	4,493	5,012	5,555
All tickets (2007/08 prices)	3,608	3,854	4,119	4,115	4,178	4,183	4,329	4,490	4,750	5,158	5,555

1 Includes British Rail services and those provided by private operators.  
Adjusted to 2007/08 prices using the GDP market price deflator.

2 Break in series due to change in methodology.

3 Revisions made to figures previously published for 2006/07

4 Break in series due to change in methodology.

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

Source - ORR

## 6.4 Passenger kilometres on national railways:<sup>1</sup> 1997/98-2007/08

	Billions										
	1997/98	1998/99	1999/00 <sup>2</sup>	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07 <sup>3</sup>	2007/08 <sup>4</sup>
<b>All Passenger Operators:</b>											
Ordinary fare	25.3	26.4	28.0	27.2	28.1	28.4	28.9	29.4	30.0	32.9	33.9
Season ticket	9.3	9.8	10.4	10.9	11.0	11.3	12.0	12.4	13.2	13.3	15.1
All tickets	34.7	36.3	38.5	38.2	39.1	39.7	40.9	41.8	43.2	46.2	49.0

1 Estimates of passenger kilometres are derived from ticket sales.

Travel on season tickets assumes appropriate factors for the number of journeys made per ticket.

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

3 Revisions made to figures previously published for 2006/07

4 Break in series due to change in methodology (see notes and definitions Section 6)

☎020-7944 8874

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

Source - ORR

## 6.5 National railways: route and stations open for traffic at end of year: 1997/98-2007/08

	Kilometres/number										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05 <sup>2</sup>	2005/06	2006/07	2007/08
<b>Route open for traffic:</b>											
Electrified	5,166	5,166	5,167	5,167	5,167	5,167	5,200	5,200	5,205	5,250	5,250
Non-electrified	11,490	11,493	11,482	11,485	11,485	11,503	11,293	10,916	10,605	10,545	10,564
<b>All routes:</b>	16,656	16,659	16,649	16,652	16,652	16,670	16,493	16,116	15,810	15,795	15,814
Open for passenger traffic	15,024	15,038	15,038	15,042	15,042	15,042	14,883	14,328	14,356	14,353	14,484
Open for freight traffic only	1,632	1,621	1,610	1,610	1,610	1,610	1,610	1,788	1,454	1,442	1,330
<b>Passenger stations<sup>1</sup>:</b>	2,495	2,499	2,503	2,508	2,508	2,508	2,507	2,508	2,510	2,520	2,516

1 The number of stations shown are those on the national network.

Metro stations and stations shared with London Underground are excluded.

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

3 Break in series due to change in methodology (see notes and definitions Section 6)

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

Source - Network Rail, formerly Railtrack

## 6.6 National railways: punctuality and reliability: 1997/98-2007/08

	Percentage										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
<b>Public Performance Measure (PPM)<sup>1</sup></b>	89.7	87.9	87.8	79.1	78.0	79.2	81.2	83.6	86.4	88.1	89.9
Punctuality	92.5	91.5	91.9	..	..	..	..	..	..	..	..
Reliability	98.9	98.8	98.8	..	..	..	..	..	..	..	..

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

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

Source - ORR

## 6.7 London Underground: 1997/98-2007/08

	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
<b>Passenger Journeys (millions)</b>											
Ordinary <sup>1</sup>	448	463	477	486	491	495	491	486	460	519	581
Season ticket	384	403	450	484	462	446	457	490	510	521	515
All journeys	832	866	927	970	953	942	948	976	970	1,040	1,096
<b>Passenger kilometres (millions)</b>											
	6,479	6,716	7,171	7,470	7,451	7,367	7,340	7,606	7,586	7,947	8,352
<b>Receipts (£ million)</b>											
Ordinary <sup>1</sup>	510	546	579	610	636	628	625	663	679	782	880
Season ticket	389	430	479	519	515	510	536	578	629	635	645
Traffic receipts	899	976	1,058	1,129	1,151	1,138	1,161	1,241	1,308	1,417	1,525
Traffic receipts at 2007/08 prices <sup>2</sup>	1,150	1,218	1,294	1,361	1,355	1,299	1,289	1,340	1,383	1,458	1,525
<b>Costs (£ million)</b>											
Rail operations <sup>3,4</sup>	681	869	962	1,115	1,341	1,628	..	..	..	..	..
Other operations	15	18	33	42	30	36	..	..	..	..	..
Depreciation, renewals, severance	315	267	299	341	344	336	..	..	..	..	..
All costs (current prices)	1,010	1,154	1,294	1,497	1,715	2,000	..	..	..	..	..
All costs 2007/08 prices <sup>2</sup>	1,292	1,440	1,583	1,805	2,020	2,284	..	..	..	..	..
<b>Operational data (number)</b>											
Rail staff	15,892	16,032	16,462	16,956	18,679	17,214	..	..	..	..	..
Stations	269	269	274	274	274	274	274	274	274	273	268
Rail carriages	3,886	3,923	3,954	3,954	3,954	3,954	3,959	3,959	4,070	4,070	4,070
Route kilometres	392	392	408	408	408	408	408	408	408	408	408

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

2 Adjustment to 2006/07 values using the GDP Deflator. 'Other' income no longer available on the same basis as previously published.

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

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

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

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## 6.8 Channel Tunnel: traffic to and from Europe: 1997-2007

	Thousands										
	1997 <sup>1</sup>	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Vehicles carried on Le Shuttle:</b>											
Passenger	2,383	3,448	3,342	2,864	2,605	2,408	2,351	2,165	2,124	2,089	2,207
Freight	268	705	839	1,133	1,198	1,231	1,285	1,281	1,309	1,296	1,415
All vehicles	2,651	4,153	4,181	3,997	3,803	3,639	3,636	3,446	3,433	3,385	3,622
<b>Passengers on Eurostar and Le Shuttle</b>	14,653	18,405	17,550	17,018	16,313	15,252	14,699	15,064	15,527	15,501	16,164
<b>Through-train freight tonnes</b>	2,925	3,141	2,865	2,947	2,447	1,487	1,743	1,889	1,588	1,569	1,214

<sup>1</sup> Figures for 1997 were affected by a fire on 16 November 1996. Tourist shuttle resumed services on 10 Dec 1996 with full freight services resuming on 15 June 1997.

☎020-7944 8874

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

Source - Eurotunnel, Eurostar and EWS International

## 6.9 Bus and coach services: vehicle kilometres: 1997/98-2007/08

(a) Local bus services by area											Millions
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
London	362	358	362	371	381	404	444	457	461	465	475
English metropolitan area:	697	684	661	654	646	630	596	575	565	584	604
English other areas	1,083	1,123	1,160	1,134	1,102	1,088	1,069	1,077	1,070	1,141	1,207
England	2,142	2,165	2,183	2,158	2,129	2,122	2,109	2,109	2,096	2,190	2,286
Scotland	368	358	363	369	368	374	369	357	357	377	399
Wales	117	118	123	126	126	123	113	116	120	116	116
Great Britain	2,628	2,642	2,670	2,653	2,622	2,619	2,590	2,581	2,573	2,682	2,801
All outside London	2,266	2,284	2,308	2,282	2,241	2,215	2,146	2,124	2,112	2,217	2,326

  

(b) Local bus services outside London by area											Millions
	2005/06			2006/07			2007/08				
	Comm-ercial	Sub-sidised	Total	Comm-ercial	Sub-sidised	Total	Comm-ercial	Sub-sidised	Total		
English metropolitan area:	483	82	565	512	72	584	516	89	604		
English other areas	799	271	1,070	867	274	1,141	920	287	1,207		
Scotland	296	61	357	301	76	377	301	98	399		
Wales	85	35	120	79	37	116	87	29	116		
All outside London	1,663	449	2,112	1,759	459	2,218	1,823	504	2,326		

  

(c) All services											Millions
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Local bus services	2,628	2,642	2,670	2,653	2,622	2,619	2,590	2,581	2,573	2,682	2,801
Other (non-local) service:	1,558	1,590	1,451	1,507	1,479	1,336	1,398	1,343	1,395	1,284	1,511
All services	4,186	4,232	4,121	4,160	4,101	3,955	3,988	3,924	3,968	3,967	4,312

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## 6.10 Bus and coach services: vehicle stock: 1997/98-2007/08

	Thousands										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
<b>Single deckers:</b>											
up to 16 seats	10.5	10.9	11.5	10.8	11.3	11.7	14.2	14.4	15.6	13.0	11.9
17-35 seats	13.6	14.4	13.9	15.0	13.0	12.9	..	..	..	..	0.0
36 plus seats	34.9	36.4	37.5	37.5	39.2	37.9	..	..	..	..	..
<b>All single deckers<sup>1</sup></b>	<b>59.0</b>	<b>61.7</b>	<b>62.9</b>	<b>63.3</b>	<b>63.5</b>	<b>62.5</b>	<b>63.7</b>	<b>64.0</b>	<b>65.5</b>	<b>63.8</b>	<b>64.1</b>
<b>All double deckers</b>	<b>17.1</b>	<b>17.0</b>	<b>16.8</b>	<b>16.0</b>	<b>16.0</b>	<b>16.3</b>	<b>16.5</b>	<b>16.6</b>	<b>15.5</b>	<b>16.2</b>	<b>16.3</b>
<b>All vehicles<sup>2</sup></b>	<b>76.2</b>	<b>78.7</b>	<b>79.7</b>	<b>79.2</b>	<b>79.5</b>	<b>78.8</b>	<b>80.1</b>	<b>80.6</b>	<b>81.0</b>	<b>80.0</b>	<b>80.4</b>

1 "Single deckers", in this context, includes minibuses and coaches as well as single-decker buses

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2 Public Service Vehicles in tax classes 34 and 38. Taken from DfT's annual surveys.

6.11 Bus and coach services: passenger receipts  
(Including concessionary fare reimbursement): 1996/97-2006/07

(a) Local bus services by area (current prices)											£ Million
Area	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
London	561	599	626	652	674	695	715	767	871	939	1,003
English metropolitan areas	672	719	718	704	747	764	786	815	846	907	914
English other areas	866	906	930	972	1,038	1,074	1,135	1,281	1,311	1,424	1,709
England	2,099	2,224	2,274	2,328	2,459	2,533	2,635	2,863	3,029	3,270	3,626
Scotland	290	296	300	314	332	321	354	358	381	385	424
Wales	83	81	85	88	99	98	105	105	110	114	124
Great Britain	2,472	2,601	2,659	2,731	2,890	2,952	3,094	3,326	3,519	3,769	4,173
All outside London	1,911	2,002	2,033	2,078	2,216	2,257	2,379	2,559	2,648	2,830	3,170

  

(b) All services at current prices											£ Million
	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Local bus services	2,472	2,601	2,659	2,731	2,890	2,952	3,094	3,326	3,519	3,769	4,173
Other (non-local) services <sup>2</sup>	1,067	1,144	1,260	1,390	1,556	1,606	1,535	1,586	1,603	..	..
All services	3,539	3,745	3,919	4,121	4,446	4,558	4,629	4,912	5,122	..	..

  

(c) All services at 2007/08 prices <sup>1</sup>											£ Million
	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Local bus services	3,159	3,328	3,317	3,339	3,485	3,476	3,533	3,692	3,801	3,983	4,297
Other (non-local) services	1,363	1,464	1,572	1,700	1,876	1,891	1,753	1,760	1,731	..	..
All services	4,522	4,792	4,890	5,039	5,361	5,367	5,286	5,452	5,532	..	..

1 Prices for the series are adjusted for general inflation to 2007/08 prices, using the GDP market price deflator.

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2 Passenger receipts for non-local services are no longer collected.

## 6.12 Bus and coach services: staff employed: 1997/98-2007/08

	Thousands										
Staff	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Drivers & crew	108.7	113.6	117.1	116.8	117.9	118.0	122.0	126.0	126.0	127.3	131.9
Maintenance	19.9	20.0	19.8	19.6	20.8	19.3	19.7	20.6	20.1	20.3	20.9
Other	17.3	18.1	17.9	19.5	21.5	17.9	20.7	20.0	20.4	20.0	21.0
<b>All staff<sup>1</sup></b>	<b>145.9</b>	<b>151.6</b>	<b>154.8</b>	<b>156.0</b>	<b>160.2</b>	<b>155.2</b>	<b>162.4</b>	<b>166.6</b>	<b>166.5</b>	<b>167.6</b>	<b>173.8</b>

1 The full-time equivalents of all part time staff and all working proprietors are classified according to their main occupation.

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# Transport Statistics Great Britain 2008

## 6.13 Local bus services: passenger journeys by area: 1997/98-2007/08 <sup>1</sup>

Area	Millions										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
London	1,281	1,266	1,294	1,347	1,422	1,527	1,692	1,802	1,881	1,993	2,090
English metropolitan areas	1,292	1,256	1,213	1,203	1,196	1,182	1,162	1,128	1,111	1,141	1,121
England: other areas	1,286	1,286	1,297	1,292	1,263	1,255	1,233	1,210	1,204	1,336	1,319
England	3,859	3,808	3,804	3,842	3,881	3,964	4,087	4,140	4,196	4,470	4,530
Scotland	448	424	455	458	466	471	478	479	477	506	513
Wales	122	118	117	119	108	115	116	118	118	122	122
Great Britain	4,430	4,350	4,376	4,420	4,455	4,550	4,681	4,737	4,791	5,097	5,164
All outside London	3,149	3,084	3,082	3,073	3,033	3,023	2,989	2,935	2,910	3,104	3,074

<sup>1</sup> Previous years figures have been revised (See notes and definitions of Section 6)

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## 6.14 Local bus services: Local authority support by area: 1997/98-2007/08

(a) Concessionary fare reimbursement: by area (current prices)											£ Million
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
London	110	113	124	126	129	129	137	135	157	167	..
English metropolitan areas	176	176	185	189	190	184	188	188	189	257	..
England: other areas	104	103	106	108	122	123	132	132	141	289	..
England	390	393	415	423	441	436	457	455	487	712	..
Scotland	39	42	41	35	39	60	86	85	114	154	..
Wales	8	8	10	11	13	30	37	41	48	48	..
All Great Britain	437	451	466	470	483	526	580	581	650	914	..
All outside London	327	338	341	344	354	397	442	446	493	747	..

  

(b) Public transport support: by area (current prices)											£ Million
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
London <sup>1</sup>	1	12	10	57	201	368	516	546	596	625	..
English metropolitan areas	98	109	109	104	110	106	113	104	116	128	..
England: other areas	86	110	127	133	147	170	196	212	240	253	..
England	185	231	246	294	458	644	825	862	952	1,007	..
Scotland	23	22	25	28	33	35	36	38	45	47	..
Wales	9	11	14	16	20	21	25	27	28	30	..
All Great Britain	218	265	284	337	511	700	885	927	1,026	1084	..
All outside London	217	253	274	280	310	332	369	381	430	459	..

  

(c) All Great Britain at 2007/08 prices <sup>1</sup>											
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Concessionary fare reimbursement	542	546	553	550	552	583	625	609	668	910	..
Public transport support	270	320	337	394	584	776	954	972	1,054	1084	..

<sup>1</sup> Adjusted for general inflation to 2007/08 prices using the GDP deflator.

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## 6.15 Local bus services: fare indices by area: 1997/98-2007/08

Area	1995=100										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
London	109.4	113.8	117.2	117.3	115.5	114.8	116.9	126.8	139.7	151.5	159.5
English metropolitan areas	112.8	117.9	123.5	128.6	135.5	140.7	146.7	153.3	166.0	168.3	178.3
England: other areas	112.0	117.3	122.6	129.2	136.1	142.4	149.0	155.9	166.2	159.5	168
England	111.5	116.4	121.4	125.8	130.3	134.3	139.4	147.2	159.4	160.1	169.1
Scotland	116.2	121.2	124.1	129.1	131.1	133.8	136.1	140.0	143.9	151.0	155.7
Wales	109.6	116.0	121.9	128.4	135.7	142.3	147.2	153.7	159.9	169.7	177.8
Great Britain	112.1	117.1	121.8	126.4	130.6	134.5	139.2	146.5	157.5	159.0	167.6
All outside London	112.9	118.2	123.2	129.0	135.1	140.4	146.0	152.3	162.2	160.7	169.1
Retail Prices Index	106.5	109.9	111.6	114.9	116.6	119.1	122.4	126.2	129.5	134.4	139.9

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## 6.16 Local bus services: operating costs per vehicle-kilometre: 1996/97-2006/07

(a) At current prices											Pence per vehicle kilometre <sup>1</sup>
	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
London <sup>2</sup>	154	152	155	157	168	178	203	210	221	238	251
English PTE areas	94	90	90	92	101	105	105	114	118	130	148
English other areas	74	76	79	81	87	94	89	100	94	98	111
England	91	92	94	96	105	111	114	127	128	138	151
Scotland	73	74	77	73	78	84	80	80	86	90	100
Wales	65	71	74	74	76	77	84	83	82	86	93
Great Britain	88	89	91	92	100	105	108	118	120	129	141
All outside London	79	81	84	82	89	95	92	99	98	105	118

  

(b) At 2007/08 prices <sup>3</sup>											Pence per vehicle kilometre <sup>1</sup>
	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
London <sup>2</sup>	197	194	193	192	203	210	232	233	239	251	258
English PTE areas	120	115	112	113	122	124	120	126	127	137	152
English other areas	95	97	99	99	105	111	102	110	102	104	114
England	116	118	117	117	127	131	130	141	138	145	155
Scotland	93	95	96	89	94	99	91	89	93	95	103
Wales	83	91	92	90	92	91	96	92	89	91	95
Great Britain	112	114	114	113	121	124	123	131	130	136	145
All outside London	101	104	105	100	107	112	105	110	106	111	121

1 Net of Bus Service Operators Grant. Includes depreciation of vehicles.

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2 Routes operated under contract to Transport for London on the London bus network and other scheduled local services.

3 Adjusted for general inflation to 2007/08 prices using the GDP Deflator.

## 6.17 Taxis: vehicles, drivers and fares: England and Wales: 1997-2007/08

											Thousands/Index
	1997	1998	1999	2000	2001	2002	2003/04	2004/05	2005/06	2006/07	2007/08
<b>London</b>											
Number of licensed taxis <sup>1</sup>	18.9	19.4	19.2	20.9	20.5	20.5	20.8	20.7	21.4	21.6	21.8
Number of licensed drivers	22.3	22.7	23.3	23.7	24.5	24.5	24.8	24.7	24.7	24.6	24.7
Taxi fare index 1995=100 <sup>2</sup>	109	113	118	125	140	150	..	..	..	..	..
Private Hire Vehicles	..	..	..	..	..	..	..	32.4	39.9	44.4	46.9
<b>Outside London</b>											
Number of licensed taxis <sup>1</sup>	36.5	..	42.1	..	42.6	..	46	47	..	52	..
Number of licensed drivers <sup>3</sup>	83.2	..	98.2	..	96.4	..	48	48	..	47	..
Taxi fare index 1995=100 <sup>2</sup>	109	116	122	..	130	..	..	..	..	..	..
Private Hire Vehicles	66.2	..	..	..	..	..	80.8	..	..	85.7	..

1 Data for London are from TfL. Outside London they are from surveys of district councils and unitary authorities.

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2 Fare changes are not collected each year. Fare rises usually take place in the spring in London, or at various times of the year outside London, so these indices can only give a guide.

3 Dual licensing of drivers for both taxis and PHVs may have overstated the figures from 1994 to 2001.