

Transport

- The total distance travelled by people in Great Britain increased by 275 per cent between 1952 and 2007, to 817 billion passenger kilometres per year. ([Page 170](#))
- Between 1989–91 and 2008, the proportion of children in Great Britain of primary school age travelling to school by car rose steadily, from 27 per cent to 43 per cent. ([Table 12.3](#))
- The proportion of households in Great Britain without access to a car decreased from 86 per cent in 1951 to 22 per cent in 2008. Over the same period, the proportion of households with access to two cars increased from 1 per cent to 27 per cent. ([Figure 12.6](#))
- Vehicle maintenance costs rose by 236 per cent between 1987 and 2009 in the UK, compared with a rise in the 'All items' retail prices index of 110 per cent. ([Figure 12.11](#))
- There were 176,814 reported personal injury accidents on roads in the UK in 2008. Of these, 66 per cent occurred on roads (excluding motorways) with a 30 mph speed limit, a fall of 4 per cent from 2007. ([Table 12.17](#))
- Of the 68.2 million trips made abroad by UK residents in 2008, 82 per cent were made by air travel, compared with 69 per cent of all visits made in 1998. ([Table 12.19](#))

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The 20th century saw dramatic changes in how people in the UK travel and in the distances they travel. At the turn of the century, the rail network was largely in place. Horse-drawn transport still ruled the roads as cars were a rarity. However, in the 1920s, when the car started to become a reality for the few, the way in which people travelled across the country changed. Motorised buses and mass-produced cars replaced horse-drawn transport. By the late 1950s, the freedom of the 'open road' instigated by the popularity of owning a car started to dominate the way people travelled. New roads were built to accommodate the growth in travel by motorised vehicles, while the rail network started to see a decline in journeys and passenger numbers. Commercial air flights also became a reality for many people during the second half of the last century, further boosted by the emergence of 'budget' airlines. Although travel by car is still the dominant mode of travel in the 21st century, bus and rail travel has begun to increase and travelling by air shows signs of slowing down, partly perhaps as people reflect on the way we travel and its effect on the environment around us.

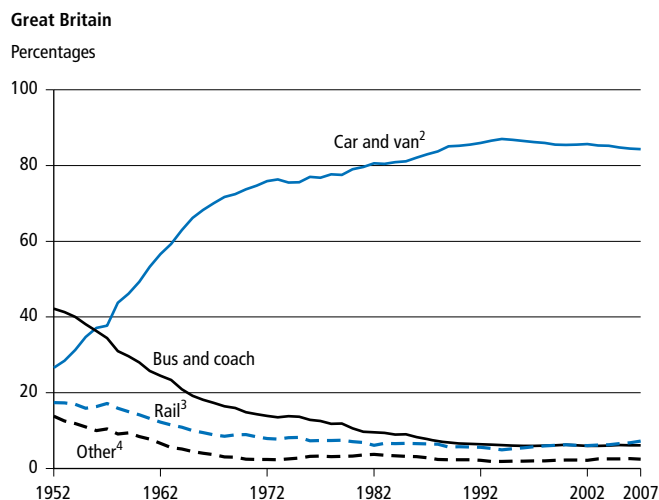
Travel patterns

Since the early 1950s the total distance travelled by people in Great Britain has increased fourfold, from 218 billion passenger kilometres in 1952 to 817 billion passenger kilometres in 2007. In 1952, bus and coach travel accounted for the largest share of overall distance travelled, at 42 per cent, equivalent to 92 billion passenger kilometres, while travel by car and van accounted for 27 per cent (58 billion passenger kilometres) (Figure 12.1). In 2007, bus and coach travel had declined to 6 per cent (50 billion passenger kilometres), while travel by car and van accounted for the largest share of distance travelled, at 84 per cent (689 billion passenger kilometres).

In the 1950s and 1960s the annual distance travelled by car and van saw a rapid increase from 58 billion passenger kilometres in 1952 to 286 billion passenger kilometres in 1969, while bus and coach travel fell from 92 billion to 63 billion passenger kilometres over the same period. The 1970s, 1980s, and 1990s saw similar patterns of growth and decline for these two modes of transport, with car and van travel rising from 297 billion passenger kilometres in 1970 to 642 billion passenger kilometres in 1999, while bus and coach travel declined from 60 billion to 46 billion passenger kilometres over the same period. Between 2000 and 2007, the annual average distance travelled by car and van was 671 billion passenger kilometres while for bus and coach it was 48 billion passenger kilometres.

Although rail travel increased from 38 billion to 59 billion passenger kilometres between 1952 and 2007, it has fallen from 17 per cent to 7 per cent as a proportion of the total

Figure 12.1
Passenger transport:¹ by mode



- 1 Road transport data from 1993 onwards are not directly comparable with earlier years. See Appendix, Part 12: Road traffic.
- 2 Includes taxis.
- 3 Data relate to financial years (for example 1970/71).
- 4 Data include bicycle, motorcycle and air. Data for air are domestic flights only and include Northern Ireland, the Channel Islands and the Isle of Man.

Source: Department for Transport

distance travelled. Travel by rail reached its lowest point in 1982 when 31 billion passenger kilometres were travelled, but six years later this had risen to 41 billion passenger kilometres. Rail travel declined again during the early to mid-1990s but there has been a steady increase in passenger kilometres travelled throughout the late 1990s and into the new century. From 2000, the distance travelled by rail continued to rise steadily by an average of 3 per cent a year (see also the section on Public transport later in this chapter).

In 1952, a total of 23 billion passenger kilometres were travelled by bicycle, accounting for 11 per cent of the total distance travelled during that year. By 2007, this had fallen to 4 billion passenger kilometres, accounting for 0.5 per cent of all travel. The distance travelled by motorcycle also declined over the same period, from 7 billion passenger kilometres in 1952 to 6 billion in 2007.

The distance travelled by domestic air flights in 2007 was 50 times greater than that travelled in 1952, accounting for 10 billion passenger kilometres. Although air travel showed the fastest growth of all types of transport over the period, it still represented only 1 per cent of the total domestic distance travelled in Great Britain in 2007 (see also the section on International travel at the end of this chapter).

An average of 992 trips per person were made in Great Britain in 2008, with the majority (410 trips) being made by car or van

Table 12.2

Trips per person per year:¹ by mode

Great Britain		Number of trips							
	1995 –1997	1998 –2000	2002	2003	2004	2005	2006	2007	2008
Car/van driver	425	434	435	425	422	435	430	408	410
Car/van passenger	239	238	239	232	229	236	228	218	227
Walk ²	292	271	244	246	246	245	249	216	221
Bus ³	68	65	65	67	65	64	65	66	65
Rail ⁴	19	21	22	22	24	23	24	25	27
Bicycle	18	17	16	15	16	14	16	14	16
Other ⁵	25	26	26	27	25	27	24	24	26
All modes	1,086	1,071	1,047	1,034	1,026	1,044	1,037	972	992

1 See Appendix, Part 12: National Travel Survey.

2 Due to methodological changes short walks were under-recorded in 2002 and to a lesser extent in 2003. Due to design changes made to the travel diary in 2007 there has been a fall in short trips made in 2007 and 2008. Under-recording of short walks affects the average time and length of trips, especially for walking and school trips.

3 Includes buses in London, local and non-local buses.

4 Includes London Underground.

5 Includes motorcycles, taxis and other private and public transport.

Source: National Travel Survey, Department for Transport

drivers (Table 12.2). The number of trips made per person per year increased by 2 per cent between 2007 and 2008, but the overall trend since 1995–97 has been downwards. There was a decrease of 4 per cent between 2006 and 2008, and of 9 per cent from the 1995–97 average of 1,086 trips made per person per year.

People made a total of 221 trips on foot in 2008, on average, accounting for 22 per cent of the total number of trips made that year. This is an increase of 2 per cent from 2007, but a decrease of 11 per cent from 2006, and a 24 per cent decrease from the 1995–97 average. Although there were only 16 trips made per person per year by bicycle in 2008 (representing 2 per cent of the total number of trips made), this mode of transport has shown the largest proportional growth in trips per person between 2007 and 2008, at 17 per cent. Rail trips are the only mode to have increased across the whole period, increasing by 44 per cent in 2008 from the 1995–97 average of 19 trips per person per year.

Trips by car accounted for just under two-thirds of all trips made in 2008. The most common reason for making a trip by car was for leisure purposes, with 186 trips made per person on average, 94 trips made as a car driver and the remainder as a car passenger. For car drivers, commuting was the second most common reason for making a trip by car, with 90 trips being made per person, while for car passengers it was for shopping (42 trips per person).

The most common reason for making a trip on foot was for shopping or just walking (45 trips and 43 trips per person respectively). There were 13 trips per person made by rail for commuting and 6 trips per person made by rail for leisure purposes. The most common reason for using a local bus was shopping (19 trips per person), while the joint second most common reasons for using a local bus were leisure and commuting (13 trips per person for each purpose).

Over the last two decades, the way in which children in Great Britain travel to school has changed. In general fewer are walking and more are travelling by car (Table 12.3 overleaf). Between 2002 and 2008, the proportion of children of primary school age (aged 5 to 10) walking to school has remained fairly stable, ranging from 51 per cent of trips to school for this age group in 2002 to 48 per cent in 2008, but it has fallen by 14 percentage points since 1989–91. Conversely, the proportion of trips to school by car for this age group increased by 16 percentage points between 1989–91 and 2008, from 27 per cent to 43 per cent.

The proportion of trips to school made on foot by secondary school aged children (aged 11 to 16) also fell between 1989–91 and 2002, but by less than for primary school children, from 48 per cent to 38 per cent. By 2008, this proportion had increased slightly to 40 per cent.

The proportion of trips to school made by other modes of transport, which are mainly trips by private or local bus,

Table 12.3**Trips¹ to and from school: by age of child and selected mode²**

Great Britain	Percentages					
	Age 5–10			Age 11–16		
	Walk	Car/van	Other ³	Walk	Car/van	Other ³
1989–1991	62	27	10	48	14	38
1990–1992	61	28	11	48	14	38
1991–1993	60	29	10	46	15	39
1992–1994	61	30	10	44	16	39
1993–1995	60	31	9	42	18	39
1994–1996	59	32	9	42	20	37
1995–1997	53	38	9	42	20	38
1996–1998	53	37	10	42	21	37
1997–1999	53	39	9	42	21	37
1998–2000	56	37	8	43	20	38
1999–2001	53	40	7	42	19	39
2002	51	41	8	38	24	39
2003	51	41	9	40	23	37
2004	49	43	9	43	22	34
2005	49	43	8	44	22	34
2006	52	41	8	41	20	38
2007	51	41	9	43	22	35
2008	48	43	9	40	21	39

1 Trips of under 80 kilometres (50 miles) only.

2 From 1995–97 data are weighted to account for nonresponse bias. Data prior to 2002 are three-year rolling averages. See Appendix, Part 12: National Travel Survey.

3 Mostly private and local bus.

Source: National Travel Survey, Department for Transport

remained relatively stable for children in both age groups. In 2008 these other modes accounted for a much higher proportion of trips to school among children aged 11 to 16 (39 per cent) than among children aged 5 to 10 (9 per cent).

The average length of a trip to school has increased. In the period 1995–97 the average trip to school for children aged 5 to 10 was 1.3 miles, but this rose to 1.6 miles in 2008. Over the same period, for children aged 11 to 16 the average distance to school increased from 2.9 to 3.4 miles.

The National Travel Survey (see Appendix, Part 12: National Travel Survey), published by the Department for Transport, asked parents in Great Britain about their children's independence in terms of travelling to school unaccompanied by an adult. The majority of children aged 7 to 10 were usually accompanied to school by an adult in 2008 (86 per cent), an increase from 78 per cent in 2002. The main reasons for accompanying their children were traffic

danger (58 per cent) and fear of assault or molestation (29 per cent).

Almost a third (31 per cent) of children aged 11 to 13 were usually accompanied to school by an adult in 2008, the main reasons were traffic danger (34 per cent), convenience (30 per cent) and the school being too far away (29 per cent).

Motor vehicles

At the end of 2008 there were 34.2 million motor vehicles licensed in Great Britain, compared with a total of 2.3 million in 1930 and 15.0 million in 1970. Growth in the number of motor vehicles owned, contributing to the greater distances travelled by individuals, along with greater numbers of road haulage and public transport vehicles, have led to an increase in the average daily flow of vehicles on the roads.

Between 1965 and 2008 the average daily traffic flow on all roads in Great Britain rose by 150 per cent to 3,500 vehicles per day (Table 12.4). Motorways had the highest flow of vehicles, at 76,900 vehicles per day in 2008; this was just over four times the flow in 1965 (18,300 vehicles). There were also large increases in traffic flow on major roads in rural areas over the same period (197 per cent), while the increase on urban major roads was 99 per cent.

In 1914, the total road length in Great Britain was 285,000 kilometres, 38 per cent less than the total road length in 2008 (394,500 kilometres). Total road length increased by nearly

Table 12.4**Average daily flow¹ of motor vehicles: by class of road²**

Great Britain	Thousands					
	1965	1975	1985	1995	2005	2008
Motorways	18.3	30.2	37.0	61.9	75.5	76.9
All 'A' roads	5.5	7.0	8.9	11.8	13.1	13.0
Urban major roads	9.9	11.5	12.9	19.9	20.1	19.7
Rural major roads	3.7	5.1	7.2	9.3	10.9	11.0
All major roads³	5.1	7.6	10.3	15.1	17.5	17.6
All minor roads	0.7	0.9	1.1	1.3	1.5	1.5
All roads	1.4	1.9	2.4	3.0	3.5	3.5

1 Flow at an average point on each class of road.

2 Motorways include trunk motorways and principal motorways. Urban major roads include roads in built up areas prior to 1995. Rural major roads include roads in non-built up areas prior to 1995. See Appendix, Part 12: Road traffic.

3 Includes all trunk and principal motorways and 'A' roads.

Source: National Road Traffic Survey, Department for Transport

6,000 kilometres over the 10 years since 1998, an increase of 1.5 per cent, of which over 5,000 kilometres has been on the minor road network, mainly due to the construction of new housing areas (see also Chapter 10: Housing).

Motorways and 'A' roads accounted for 0.9 per cent and 12 per cent respectively of road length in Great Britain in 2008. They carried a much higher proportion of traffic: motorways accounted for 20 per cent of all traffic, while 'A' roads accounted for 44 per cent. Minor roads, accounting for 87 per cent of the total road length, carried 37 per cent of all traffic.

At the end of 2008 there was a total of 28.4 million cars licensed in Great Britain. Although this is an increase of 163,000 cars since the end of 2007 it is the lowest year-on-year growth since 1999, at 0.6 per cent (Table 12.5). The highest year-on-year increase over the last decade was recorded between 2003 and 2004, at 3 per cent, equivalent to 788,000 cars.

There were a total of 14.4 million cars licensed with an engine capacity of 1,551 to 2,000 cubic centimetres (cc) at the end of 2008, accounting for just over half (51 per cent) of the total number of cars licensed in that year. The second largest share of cars licensed were those with an engine capacity of 1,001 to 1,550cc, at 31 per cent (8.9 million cars). The number licensed with an engine capacity of less than 1,000cc was 1.3 million, which accounted for 4 per cent of the total number of cars licensed.

The proportion of cars licensed with an engine capacity of more than 2,501cc, and those licensed with an engine capacity of 2,001 to 2,500cc, each represented 7 per cent of the total

number of cars licensed in 2008 (1.9 million and 2.0 million respectively). The trend since 1999 has been towards larger engine sizes; the number of cars licensed with an engine capacity of 2,501 to 3,000cc has increased by 83 per cent, while those with an engine capacity of less than 1,000cc has declined by 19 per cent over the same period.

The average age of cars licensed at the end of 2008 was 7.0 years; this is an increase on the 2007 average of 6.8 years and the 2003 average of 6.6 years. The average age of licensed motorcycles has followed a similar trend, increasing from a 2003 average of 9.4 years to 10.4 years in 2008.

The proportion of households in Great Britain without access to a car has decreased nearly fourfold since the early 1950s, with 86 per cent of households not having access to a car in 1951 compared with 22 per cent in 2008 (Figure 12.6 overleaf). The proportion of households with access to one car increased over the same period, from 13 per cent to 44 per cent, and has remained relatively stable since the early 1970s, at around 44 to 45 per cent. However, there has been steady growth over the period in the proportion of households with access to two cars, which increased from 1 per cent in 1951 to 27 per cent in 2008. The proportion of households with access to three or more cars has also steadily increased, from 1 per cent in 1970 to 7 per cent in 2008.

In Great Britain people living in urban areas have better access to more frequent public transport than people living in rural areas, making it easier for them to manage without a car (see Appendix, Part 12: Area type classification). In 2008, 43 per cent of households in London boroughs did not own or

Table 12.5

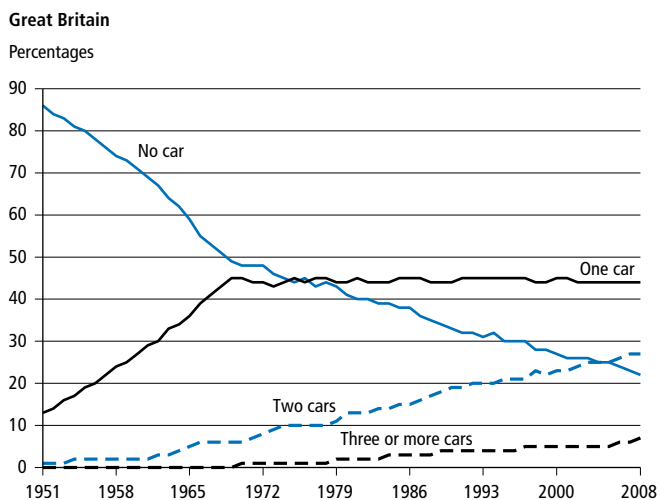
Cars licensed: by engine capacity¹

Great Britain							Millions
	1 to 1,000cc	1,001 to 1,550cc	1,551 to 2,000cc	2,001 to 2,500cc	2,501 to 3,000cc	3,001cc and over	All cars
1999	1.5	8.4	11.8	1.1	0.6	0.5	24.0
2000	1.5	8.4	12.1	1.2	0.7	0.5	24.4
2001	1.5	8.6	12.5	1.3	0.7	0.6	25.1
2002	1.4	8.6	12.9	1.5	0.7	0.6	25.8
2003	1.4	8.7	13.2	1.6	0.8	0.6	26.2
2004	1.3	8.8	13.7	1.7	0.9	0.7	27.0
2005	1.3	8.8	14.0	1.8	1.0	0.7	27.5
2006	1.3	8.8	14.1	1.9	1.1	0.7	27.8
2007	1.2	8.8	14.3	2.0	1.1	0.8	28.2
2008	1.3	8.9	14.4	2.0	1.2	0.8	28.4

¹ Engine capacity is measured in cubic centimetres (cc) and is a measure of the combustion space in the cylinders of an internal combustion engine.

Source: Department for Transport

Figure 12.6
Households with regular use of a car^{1,2}



1 See Appendix, Part 12: Car ownership.
 2 In 2008 the General Household Survey was renamed the General Lifestyle Survey. See Appendix, Part 2: General Household Survey.
 Source: National Travel Survey, Department for Transport; General Lifestyle Survey (Longitudinal), Office for National Statistics

have access to a car, compared with 32 per cent of households in other built-up metropolitan areas, and 10 per cent in rural areas. Nearly half (47 per cent) of households in rural areas had access to two or more cars compared with 17 per cent in London boroughs, and around a quarter (26 per cent) in other metropolitan areas.

Public transport

In recent years there have been a number of measures aimed at reducing people’s reliance on cars. The 1998 Government

White Paper *A New Deal for Transport* gave public transport a higher profile, with the aim of encouraging people to use modes of travel other than the car. The paper stated that, as a result of privatisation and deregulation which had dominated transport policy for 20 years, there had been a decline in bus and rail services and over-reliance on the car. The intention of the paper was to introduce powers to promote service stability, more flexible ticketing, and better passenger information. It also aimed to provide better access to public transport designed for everyone to use easily. The paper introduced local transport plans in which local authorities set out their strategies for transport together with long-term targets (for example improving road safety and public transport).

In 2008/09, there were a total of 7.8 billion journeys made by passengers on public transport in Great Britain; this was 55 per cent less than the number of passenger journeys made in 1955, when 17.3 billion journeys had been made (Table 12.7). Local buses accounted for the largest share of passenger journeys in 1955, around 15.6 billion journeys, equivalent to 90 per cent of passenger journeys made in that year. Although the number of passenger journeys made by local bus has declined, this mode of transport still represents the largest share of passenger journeys made in 2008/09 (30 per cent), carrying around twice as many passengers compared with all forms of rail travel.

Passenger journeys made on domestic flights increased through the decades to 2005/06. However, since 2005/06 passenger journeys have declined, with 1 million fewer journeys made in 2007/08 compared with 2005/06, and a further decline of 1 million journeys made in 2008/09 to 21 million passenger journeys. Although the use of the bus as a

Table 12.7
Passenger journeys: by mode of public transport

Great Britain	Millions							
	1955	1965	1975	1985/86	1995/96	2005/06	2007/08	2008/09
Local buses ^{1,2}	15,592	11,239	7,533	5,819	4,494	4,795	5,165	5,236
National rail	994	865	730	686	761	1,082	1,232	1,274
London Underground	676	657	601	732	784	970	1,096	1,089
Other rail and metros ³	..	24	15	72	83	173	198	200
Air passengers ⁴	1	5	6	9	14	23	22	21
All passenger journeys	17,263	12,790	8,885	7,318	6,136	7,043	7,713	7,820

1 Includes traditional trams and trolleys.
 2 Data from 2007/08 onwards are not comparable with earlier years because of changes to methodology.
 3 Comprises the Glasgow Subway, Tyne and Wear Metro, Docklands Light Railway, Manchester Metrolink, Supertram, West Midlands Metro, Croydon Tramlink, and Nottingham Tram.
 4 UK airlines only, domestic passengers on scheduled and non-scheduled flights. Data are for calendar years.

Source: Department for Transport

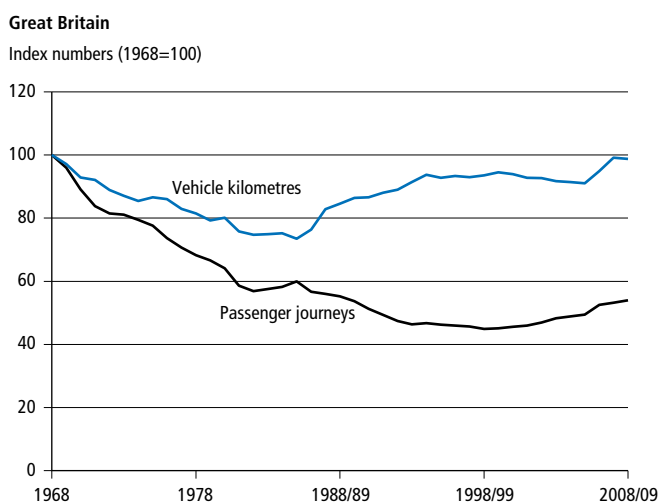
mode of transport in Great Britain has declined since the 1950s, it remains the most common form of public transport in terms of the number of journeys taken.

A total of 9.7 billion passenger journeys were made on local buses in Great Britain in 1968, representing 2.8 billion vehicle kilometres. Over the next three decades the trend in local bus use was generally downwards, and then started to increase from 1999/2000. By 2008/09 passenger journeys had declined by nearly half (46 per cent) since 1968. Over the same period, the overall distance travelled by bus declined by only 1 per cent (Figure 12.8).

Passenger bus journeys reached their lowest level in 1998/99, at 4.3 billion, a fall of 55 per cent compared with 1968, while the overall distance travelled by bus reached its lowest level in 1985/86, at 2.0 billion kilometres, a fall of just over a quarter (26 per cent) compared with 1968. In the last 10 years the decline in bus use has reversed, with bus passenger journeys increasing by 20 per cent.

People in households in Great Britain are asked to rate the frequency and reliability of their local buses through the National Travel Survey, conducted by the Department for Transport. Findings show that since 2002 the proportion of households rating their local bus service as frequent or reliable has remained reasonably constant, at around four-fifths. However, the proportion rating it as very frequent has increased from 22 per cent in 2002 to 30 per cent in 2008, and the proportion rating it as very reliable increased from 24 per cent to 28 per cent over the same period.

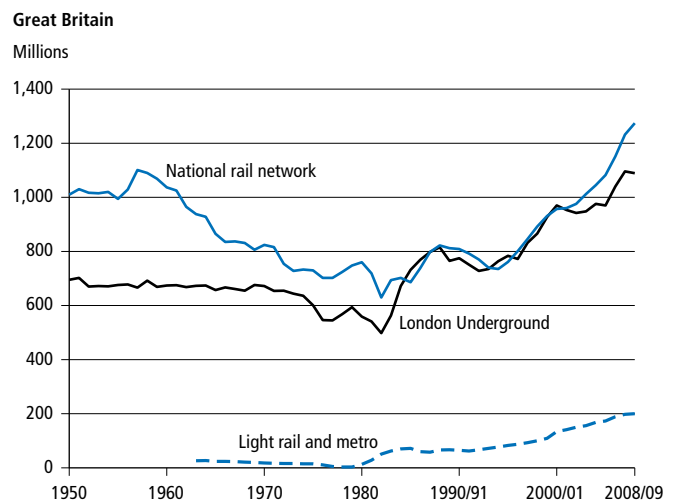
Figure 12.8
Local bus travel¹



¹ Local bus services only. Financial years from 1985/86.

Source: Department for Transport

Figure 12.9
Passenger rail¹ journeys



¹ Excludes railways operated principally as tourist attractions, which are Great Orme and Blackpool tramways.

Source: Office of Rail Regulation; London Underground; light railway operators; Department for Transport

In Great Britain, an average of 1.7 billion passenger journeys were made on the national rail network per year during the 1950s (including the London Underground). However, passenger journeys declined through the 1960s, 1970s and early 1980s to reach a low of 1.2 billion passenger journeys in 1982 (Figure 12.9). Apart from a period in the early 1990s when journey numbers fell, the number of journeys generally increased between 1982 and 2008/09.

In 2008/09, more than 2.5 billion passenger journeys were made (including underground and metro systems), of which 1.3 billion were made on the national rail network, the sixth consecutive year that passenger journeys on the national network exceeded 1 billion. Prior to this, the last time passenger journeys exceeded 1 billion was in 1961, just before the Beeching closures when more than 4,000 miles of railway branch lines and 3,000 stations were closed in the decade after 1963.

In 2008/09, passengers using the London Underground network exceeded 1 billion for the third consecutive year. Overall, the national rail network and London Underground accounted for almost all rail journeys in 2008/09, at 50 per cent and 42 per cent respectively.

Light railways and trams accounted for 8 per cent of rail journeys in 2008/09, compared with 2 per cent in 1963 when data were first collected for these modes of transport. Passenger journeys on light railways and trams more than doubled from 83 million to 200 million between the mid-1990s and 2008/09. This increase was partly due to the fact that

Table 12.10
Passenger satisfaction with the railways, 2009¹

Great Britain	Percentages			
	Satisfactory or good	Neither satisfactory nor unsatisfactory	Unsatisfactory or poor	Change since spring 2006 ²
Station facilities				
How request to station staff was handled	82	7	10	0
Provision of information about train times/platforms	78	12	10	1
Connections with other forms of public transport	73	15	12	1
Personal security whilst using the facilities	63	29	8	6
Facilities and services	50	20	30	0
Facilities for car parking	44	18	38	-3
Train facilities				
Length of time the journey was scheduled to take ³	83	9	7	1
Punctuality/reliability ⁴	80	7	13	1
Frequency of the trains on that route	75	9	15	-1
Upkeep and repair of the train	72	16	12	2
Comfort of the seating area	69	18	13	1
Sufficient room for all passengers to sit/stand	66	14	20	4
Availability of staff	41	29	30	2
Value for money for the price of ticket	40	21	39	-1
Toilet facilities	36	24	40	-3
Overall satisfaction	81	11	8	1

1 Data are at spring.

2 Improvement/decline in the proportion of passengers who rated railway services as satisfactory or good since spring 2006.

3 Relates to the speed of the journey.

4 The train arriving/departing on time.

Source: National Passenger Survey, Passenger Focus

several new light railways and tram lines were built or extended between 1997 and 2008/09, such as the Croydon Tramlink in south London and Metrolink in Manchester.

The National Passenger Survey, conducted by Passenger Focus (an independent national rail consumer watchdog) in spring 2009, asked adult rail customers aged 16 and over in Great Britain about their satisfaction with various aspects of travelling on railways. More than four-fifths (81 per cent) of passengers were satisfied with their rail journey and associated facilities overall (Table 12.10). This was around the same proportion as in spring 2006 (80 per cent). When asked about station facilities, 82 per cent of customers were satisfied about how station staff handled requests, while 78 per cent were satisfied with the provision of information about train times and platforms. The indicator recording the highest proportional increase in satisfaction since spring 2006 was personal security while using the facilities, an increase of 6 percentage points, to 63 per cent.

When asked about train facilities, 83 per cent of customers were satisfied with the speed of the journey and 80 per cent were satisfied with punctuality and reliability. The indicator with the largest percentage point increase in satisfied customers since spring 2006 was sufficient room for all passengers to sit or stand, an increase of 4 percentage points to 66 per cent. The indicators that had the highest proportion of dissatisfied customers were toilet facilities on the train (40 per cent), value for money for the price of the ticket (39 per cent) and the availability of staff on the train (30 per cent).

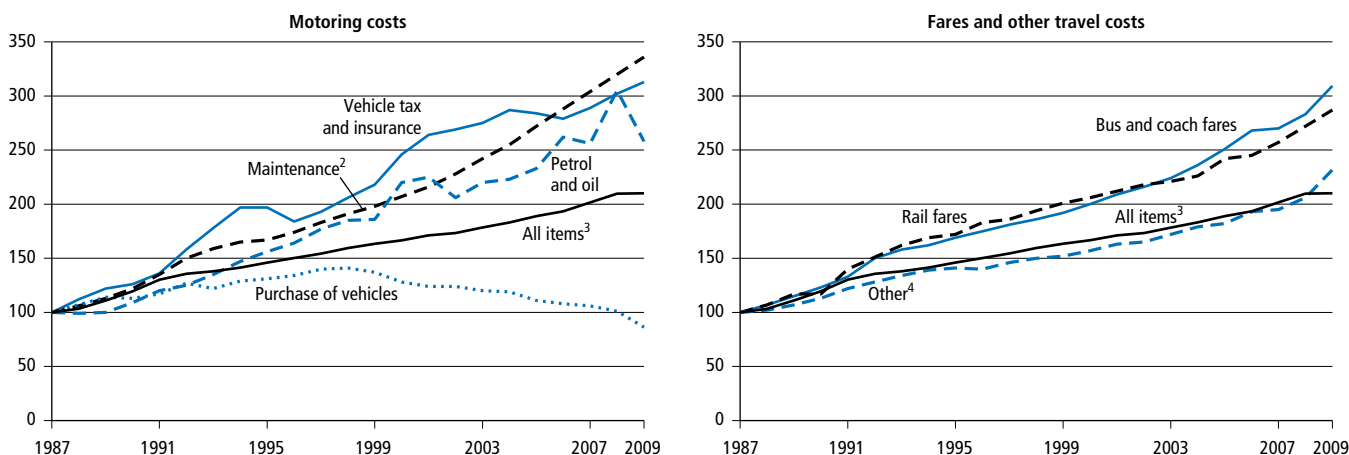
Prices and expenditure

Motoring costs in the UK, as measured by the 'All motoring expenditure' component of the retail prices index (RPI), rose by 77 per cent between January 1987 and January 2009, less than the rise in the 'All items' RPI measure of general inflation of 110 per cent.

Figure 12.11
Passenger transport prices¹

United Kingdom

Index numbers (1987=100)



- 1 At January each year based on the retail prices index (RPI). See Appendix, Part 5: Retail prices index.
- 2 Includes spare parts and accessories, roadside recovery services, MOT test fee, car service, labour charges and car wash.
- 3 The RPI measure of general inflation.
- 4 Includes taxi and minicab fares, self-drive and van hire charges, ferry and sea fares, air fares, road tolls, purchase of bicycles/boats and car park charges.

Source: Office for National Statistics

Since 1987, different components of motoring costs have seen varying price increases and decreases compared with the 'All items' RPI measure (Figure 12.11). For example, maintenance costs rose by 236 per cent between January 1987 and January 2009 whereas the cost of purchasing vehicles fell by 14 per cent over the same period. However, the cost of purchasing a vehicle rose at a rate similar to the 'All items' measure of the RPI between 1987 and 1998, and since then has fallen by 39 per cent.

The price of petrol and oil more than doubled between 1987 and 2000, and then rose to a peak in January 2008 of 205 per cent above its 1987 level. However, petrol and oil prices fell in January 2009 compared with the 12 months previously.

Between January 2008 and January 2009 motoring costs contributed to an overall fall in the annual RPI rate. Contributing factors were petrol and oil prices falling by 15 per cent, a fall in the cost of the purchase of motor vehicles and the price of maintenance of motor vehicles rising by less than in January 2008.

Overall the 'All fares and other travel' component of the RPI rose by 163 per cent between January 1987 and January 2009. There was a large upward effect from bus and coach fares, which rose by 209 per cent over the period. Other travel costs, such as taxi fares and the purchase of bicycles, also increased over the period, by 132 per cent.

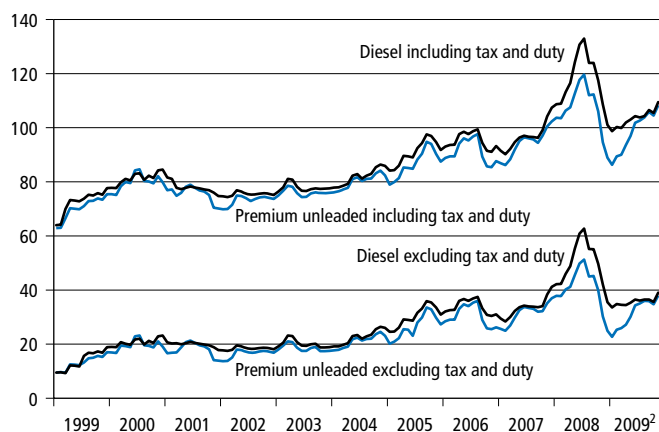
There is considerable volatility in the prices of petrol and diesel, reflecting the market for crude oil which in turn is influenced by world events. November 2007 was the first time both premium unleaded petrol and diesel prices rose to over £1.00 per litre in the UK (Figure 12.12).

Between January 1999 and November 2009, the average pump prices of both premium unleaded and diesel (including tax and

Figure 12.12
Premium unleaded petrol¹ and diesel pump prices

United Kingdom

Pence per litre



- 1 Unleaded petrol that is rated at 95 Research Octane Number. Does not include super unleaded petrol.
- 2 Data for 2009 are to November only.

Source: Department of Energy and Climate Change

duty) reached their highest levels in July 2008, at 119.6 pence per litre and 133.0 pence per litre respectively. The prices then began to fall – premium unleaded petrol fell to under £1.00 (94.7 pence per litre) in November 2008, while diesel fell to under £1.00 in January 2009 (98.7 pence per litre). These reductions were relatively short-lived with premium unleaded returning to over £1.00 per litre in June 2009 while diesel returned to over £1.00 per litre in February 2009. In November 2009, the average pump price of premium unleaded petrol in the UK was 108.3 pence per litre, a rise of 72 per cent since January 1999. The average price of diesel rose by 67 per cent over the same period to 109.5 pence per litre.

Tax and duty form a major component of petrol prices. In January 1999 the tax component in the price of both unleaded petrol and diesel was 85 per cent, the highest proportion reached for both products over the period shown. In November 2009 the tax and duty component for unleaded petrol and diesel accounted for nearly two-thirds (65 per cent and 64 per cent respectively) of the cost of the products.

In 2008, transport and travel costs accounted for 16 per cent of all household expenditure in the UK. This proportion has remained relatively stable since 1998/99. After taking into account the effects of inflation, there was little change overall in expenditure on transport and travel costs between 1998/99 and 2008, showing a decline in real terms of 4 per cent over this period, compared with 2 per cent growth in real terms in total household expenditure (Table 12.13).

Between 1998/99 and 2008 the largest percentage increase in motoring expenditure was on petrol, diesel and other oils, at 24 per cent (a rise of £4.00 per week), followed by motor vehicle insurance and taxation which increased by 18 per cent (a rise of £1.60). Between 2007 and 2008 expenditure on petrol, diesel and other oils increased by 11 per cent (a rise of £2.00) while motor vehicle insurance and taxation increased by 2 per cent (a rise of £0.20). However, average expenditure on the purchase of cars, vans and motorcycles fell by 32 per cent between 1998/99 and 2008, and in 2008 was only just above average expenditure on petrol, diesel and other oils (£21.10

Table 12.13
Household expenditure on transport in real terms¹

United Kingdom	£ per week						
	1998/99	2000/01	2002/03 ²	2004/05	2006 ³	2007	2008
Motoring costs							
Cars, vans and motorcycle purchase	31.10	28.80	32.20	28.60	24.80	23.70	21.10
Repairs, servicing, spares and accessories	8.20	7.80	8.80	8.90	8.50	8.40	8.60
Motor vehicle insurance and taxation ⁴	9.10	10.30	13.30	12.60	11.30	10.60	10.70
Petrol, diesel and other oils	17.00	19.90	18.00	18.50	19.40	19.00	21.00
Other motoring costs	2.40	2.30	2.30	2.70	2.50	2.50	2.10
All motoring expenditure	67.90	69.10	74.70	71.30	66.50	64.20	63.70
Fares and other travel costs							
Rail and tube fares	2.40	2.50	2.20	2.30	2.30	2.60	2.40
Bus and coach fares	1.60	1.70	1.70	1.70	1.40	1.30	1.40
Taxi, air and other travel costs ⁵	5.50	6.50	6.40	5.30	7.00	6.60	6.70
All fares and other travel costs ⁶	9.60	10.60	10.30	9.30	10.70	10.50	10.50
Motoring and all fares	77.50	79.70	85.00	80.60	77.20	74.70	74.10
Total expenditure⁷	462.00	483.60	491.50	496.00	486.70	477.40	471.00

1 At 2008 prices deflated by the 'all items' retail prices index. Expenditure rounded to the nearest 10 pence. See Appendix, Part 5: Retail price index and Part 6: Living Costs and Food Survey.

2 Data for 2002/03 onwards include children's expenditure, and are weighted based on the population figures from the 2001 Census.

3 From 2006 onwards, figures are based on weighted data, with nonresponse weights and population figures based on the 2001 Census.

4 Excludes boat insurance.

5 Includes combined fares.

6 Includes expenditure on bicycles and boats – purchases and repairs.

7 Total expenditure is classified according to the Classification of Individual Consumption by Purpose (COICOP). See Appendix, Part 6: Household expenditure.

Source: *Living Costs and Food Survey, Office for National Statistics*

compared with £21.00). Household expenditure on this component decreased by 11 per cent between 2007 and 2008 (a decrease of £2.60).

Household expenditure on bus and coach fares decreased by 17 per cent between 1998/99 and 2008, though they increased by 6 per cent between 2007 and 2008. Although expenditure on rail and tube fares was unchanged between 1998/99 and 2008, expenditure on these fares fell by 6 per cent between 2007 and 2008. There was a 20 per cent increase in expenditure on taxis, air and other travel costs between 1998/99 and 2008, but only a 1 per cent increase since 2007.

Of the £63.70 spent on motoring per week in 2008, half (50 per cent) was spent on the operation of personal transport (£31.80 per week). The majority of this was spent on petrol, diesel and other oils (£21.00 per week), with repairs, servicing, spares and accessories together with other motoring costs making up the remainder. In comparison, 41 per cent of motoring expenditure in 1998/99 was spent on the operation of personal transport (£27.70 per week) including £17.00 being spent on petrol, diesel and other oils per week.

Transport safety

The Government has targets for substantial improvements in road safety. By 2010 in Great Britain, the aim is to reduce the number of people killed or seriously injured in road accidents per 100 million vehicle kilometres by 40 per cent compared with the average in 1994–98. Similar targets exist for Northern Ireland (see Appendix, Part 12: Road safety).

In April 2009, the Government published proposals for a new, post 2010 road safety strategy *A Safer Way: consultation on making Britain's roads the safest in the world*. By 2020, the aim is to reduce the number of annual road deaths and serious injuries on Britain's roads by at least 33 per cent compared with the average in 2004–08, and to reduce the number of annual road deaths and serious injuries to children and young people (aged 0 to 17) by at least 50 per cent against the 2004–08 average.

In Great Britain, 2,538 people died in 2008 as a result of road accidents which were reported to the police, 14 per cent fewer than in 2007, with deaths among car users decreasing by 12 per cent over the same period. There was a 7 per cent decrease in those slightly injured and a 6 per cent decrease in the number of people seriously injured as a result of reported road accidents over the same period. There was a 16 per cent decrease in the number of motorcycle user fatalities in accidents and an 11 per cent decrease in the number of

Table 12.14

Passenger death rates:¹ by mode of transport²

Great Britain	Rate per billion passenger kilometres				
	1981	1991	1996	2001	2008
Motorcycle	115.8	94.6	108.4	112.1	88.8
Walking	76.9	69.8	55.9	47.5	30.9
Bicycle	56.9	46.5	49.8	32.6	24.2
Car	6.1	3.7	3.0	2.8	1.9
Van	3.7	2.1	1.0	0.9	0.5
Bus or coach	0.3	0.6	0.2	0.2	0.1
Rail ³	1.0	0.8	0.4	0.3	0.3
Water	0.4	-	0.8	0.4	0.9
Air	0.2	-	-	-	-

1 See Appendix, Part 12: Passenger death rates.

2 Motorcycle, bicycle, car and van includes driver and passenger fatalities. Water includes fatalities on UK registered merchant vessels. Air includes fatalities involving UK registered airline aircraft in UK and foreign airspace.

3 Financial years up to 1996 (1995/96). Includes train accidents and accidents occurring through movement of railway vehicles.

Source: *Department for Transport*

pedestrian deaths between 2007 and 2008. Reported child casualties fell by 8 per cent in 2008 with the number of children killed or seriously injured falling by 9 per cent. The number of pedal cyclists killed fell by 15 per cent while the number of seriously injured rose by 1 per cent to 2,450.

The safety levels of most forms of transport in Great Britain are much improved compared with the early 1980s, and improvements in most areas have continued since the mid-1990s. Motorcycling, walking and cycling continued to have the highest fatality rates per kilometre travelled, compared with other forms of transport (Table 12.14).

In 2008 the highest death rate was again among motorcycle users, at 88.8 deaths per billion passenger kilometres travelled. This was 47 times greater than the death rate for car users, but a reduction of 27.0 deaths per billion passenger kilometres travelled since 1981.

Although walking had the second highest death rate in 2008 (30.9 deaths per billion passenger kilometres) it recorded the largest decrease since 1981, 46.0 deaths per billion passenger kilometres.

Fifty one per cent of all deaths to reported road users in Great Britain in 1930 were of pedestrians (Table 12.15 overleaf). This was over four times higher than pedal cyclists and other road users (both 12 per cent), and double the proportion of motorcycle users (25 per cent). The proportion of reported

Table 12.15
Reported road users killed: by type of user

Great Britain	Percentages				
	Pedestrians	Motorcycle users ¹	Pedal cyclists ¹	Others ²	All
1930	51	25	12	12	100
1940	55	15	16	15	100
1950	45	23	16	17	100
1960	39	25	10	26	100
1970	39	10	5	46	100
1980	33	20	5	44	100
1990	32	13	5	50	100
2000	25	18	4	53	100
2007	22	20	5	53	100
2008	23	19	5	54	100

1 Data for 1940 to 1970 exclude sidecar passengers and second riders of tandems.

2 Includes car drivers and passengers and cases where type of road user was not reported.

Source: Department for Transport

deaths for pedestrians peaked at 55 per cent in 1940, followed by a steady decline to reach a low of 22 per cent in 2007.

There was a 1 percentage point increase between 2007 and 2008 in reported deaths of pedestrians as a proportion of the total deaths, though the number of pedestrian fatalities fell by 11 per cent over the same period. Reported deaths for other road users, which include car users, as a proportion of total deaths increased to 54 per cent in 2008. The number of motorcycle users killed as a proportion of total fatalities fluctuated between 25 per cent and 19 per cent over the period 1930 to 2008, while pedal cyclists have declined from 12 per cent of the total in 1930 to 5 per cent in 2008.

In Northern Ireland, 33 per cent of those killed in road traffic accidents in 1990 were pedestrians and 6 per cent were motorcycle users. By 2008, the proportion of pedestrians killed fell to 18 per cent, while motorcycle users increased to 15 per cent. The proportion of those killed in road traffic accidents who were car users increased from 49 per cent of the total in 1990 to 58 per cent in 2008, while pedal cyclists killed decreased from 6 per cent to 2 per cent of total deaths over the same period.

In 2008 in Great Britain there were 149,188 car user casualties reported, 1,257 of which were fatalities, compared with 28,482 pedestrian casualties of which 572 were fatalities. In the same period there were a total of 493 motorcycle users and 115 pedal cyclists killed. In Northern Ireland there were

Table 12.16
Attitudes towards drink driving,¹ 2008

Great Britain	Percentages		
	Agree ²	Neither agree nor disagree	Disagree ³
If someone has drunk any alcohol they should not drive	86	5	9
Anyone caught drink driving should be banned for at least five years	81	8	11
Most people don't know how much alcohol they can drink before being over the legal drink-drive limit	78	5	17

1 Adults aged 18 and over were asked whether they agreed or disagreed with the statements shown.

2 Those who said they either agreed or agreed strongly.

3 Those who said they either disagreed or disagreed strongly.

Source: British Social Attitudes Survey, National Centre for Social Research

4,894 casualties from car use in 2008/09, of which 44 incidences resulted in fatalities. In comparison there were 856 pedestrian casualties, 21 of which were fatalities, and 443 motorcyclist casualties of which 16 were fatalities.

According to the British Social Attitudes Survey, 86 per cent of adults in Great Britain in 2008 agreed or agreed strongly that if someone has drunk any alcohol they should not drive, while 81 per cent agreed or agreed strongly that anyone caught drink driving should be banned for at least five years (Table 12.16). However, 78 per cent of adults agreed or agreed strongly that most people don't know how much alcohol they can drink before being over the legal drink-drive limit.

The Northern Ireland Road Safety Monitor, conducted by the Northern Ireland Omnibus survey, reported that 66 per cent of respondents in 2009 felt that motorists should not be allowed to drive after drinking any alcohol. Also, 88 per cent of respondents agreed that the police should be able to stop people at random and breathalyse them to test for driving under the influence of alcohol.

The Road Safety Act 1967 established a legal alcohol limit for drivers, set at 80 milligrams of alcohol in 100 millilitres of blood and made it an offence to drive when over this limit. The Act also gave the police the power to carry out breathalyser testing to determine whether an individual's alcohol level is above the limit of 35 micrograms of alcohol in 100 millilitres of breath.

Of the 294,000 injury accidents recorded during 2008 in Great Britain, the police requested breathalyser tests at 163,000 of

Table 12.17
Accidents:¹ by class of road and speed limit

United Kingdom										
	1994–98 average ²	2000	2001	2002	2003	2004	2005	2006	2007	2008
Motorways	8.1	9.6	9.3	9.1	8.9	9.2	8.7	8.5	8.1	7.4
Other roads ³										
20 mph ⁴	0.2	0.4	0.5	0.7	0.7	0.9	1.0	1.0	1.2	1.3
30 mph	158.1	155.6	151.6	145.4	140.1	133.0	128.0	121.3	117.3	112.3
40 mph	18.8	20.1	19.4	19.2	17.9	17.7	16.0	15.6	15.4	14.5
50 mph	3.2	4.1	4.6	4.6	4.8	4.8	4.9	5.2	5.1	4.9
60 mph	46.1	43.8	42.5	41.1	39.7	39.3	37.7	35.8	34.1	30.3
70 mph	8.4	8.4	8.5	8.5	8.1	8.1	7.5	7.3	6.9	6.1

1 Includes all severities of accidents (fatal, fatal and serious, and slight).

2 Figures have been rounded to the nearest whole number.

3 Includes 'A', 'B' and 'C' roads, and unclassified roads. Excludes cases where road class was not reported.

4 The option to record accidents at 20 mph in Northern Ireland was only introduced in April 2007.

Source: Department for Transport; Police Service for Northern Ireland

these incidents (55 per cent). Just over 5,500 of these incidents (3.4 per cent) resulted in failed breathalyser tests (recording above the legal limit). There had been 413,000 injury accidents in 1998 and breathalyser tests were requested in 210,000 of them, of which 7,500 were failed tests (3.6 per cent). In 1979, 41,000 tests were requested, resulting in 14,000 failures (34 per cent).

The number of deaths from road accidents involving illegal alcohol levels in the UK declined steadily from less than 1,000 in 1987 to approximately 600 a year in the early to mid-1990s. Following a further decline to around 500 deaths in 1998 and 1999, the number of deaths was relatively stable again, at around 600 a year between 2000 and 2006, before falling to around 400 deaths in 2008. Serious injuries from road accidents involving illegal alcohol levels decreased by more than half during the 1980s and 1990s to around 2,600 in 1999, and in 2008 fell to around 1,800.

Speeding is a traffic offence with potentially serious consequences, and driving at excessive speed continues to be a problem that results in accidents, fatalities and serious injuries. Government research has shown that at 40 miles per hour (mph), 85 per cent of accidents resulted in fatalities, compared with 20 per cent at 30 mph and 5 per cent at 20 mph. It has also been estimated that for each 1 mph reduction in average speed, accident frequency is reduced by 5 per cent.

There were 176,814 reported personal injury accidents on roads in the UK in 2008. Two-thirds (66 per cent) of accidents

on roads (excluding motorways) occurred on roads with a 30 mph speed limit (Table 12.17). This represented 112,255 accidents, a fall of 4 per cent from 2007 and a fall of more than a quarter (29 per cent) from the 1994–98 average. Accidents that occurred on roads with a speed limit of 50 mph rose from 3,192 in 1994–98 to a peak of 5,244 in 2006, but since declined by 3 per cent between 2006 and 2007 and again in 2008 by 4 per cent.

Reported personal injury accidents that occurred on roads with a 20 mph speed limit have increased each year since 2000, with the largest year-on-year change reported between 2000 and 2001 (30 per cent). However, this remains the category with the smallest number of accidents.

Accidents which occurred on roads with a 60 mph and 70 mph speed limit declined by 11 and 12 per cent respectively between 2007 and 2008, the largest year-on-year reductions across all speed limits.

In Great Britain in 2008 there were 230,905 reported road casualties of all severities, 7 per cent fewer than in 2007. There was a 14 per cent reduction overall in those killed. Among the different categories of road users there was a 12 per cent reduction in deaths of car occupants, 11 per cent reduction in deaths of pedestrians, 16 per cent reduction for motorcyclists and a 15 per cent reduction for pedal cyclists.

Across the Group of Seven (G7), the world's largest industrial market economies, the UK had the lowest road death rate for all persons, at 4.3 per 100,000 population in 2008, a reduction

Table 12.18
Road deaths: G7 comparison

	Rate per 100,000 population		
	1998	2003	2008
USA	15.4	14.8	12.3
Italy	11.9	11.7	7.9
Canada	9.7	8.7	7.3
France	15.2	10.2	6.9
Germany	9.5	8.0	5.5
Japan	5.5	7.0	4.7
United Kingdom	6.1	6.1	4.3

Source: *International Road Traffic and Accident Database (Organisation for Economic Co-operation and Development); International Transport Forum; Eurostat and CARE (EU road accidents database)*

of 1.8 deaths per 100,000 population since 1998 (Table 12.18). Japan had a rate of 4.7 road deaths per 100,000 population, a reduction of 0.8 deaths per 100,000 population since 1998, when it had the lowest road death rate of the countries in the G7. The USA had the highest recorded road death rate for all persons, at 12.3 per 100,000 population in 2008. This was a reduction of 3.1 deaths per 100,000 population since 1998 and 2.5 deaths from 2003. However, the largest decline in road death rates between 1998 and 2008 across the G7 was in France, where the rate fell by 8.3 deaths per 100,000 population.

Across the 27 European Union member states (EU-27), the average road death rate was 8.6 per 100,000 population in 2007. Compared with other EU countries, the UK had the third lowest death rate, at 5.0 per 100,000 population, while Lithuania had the highest rate, at 21.8 per 100,000 population.

The UK also has a relatively good record in terms of road fatalities involving children. In 2007 the UK road accident death rate for children aged under 15 was 0.9 per 100,000 population. Latvia had the highest rate in the EU-27, 3.5 per 100,000 population.

International travel

UK residents made 68.2 million trips abroad in 2008, an increase of 45 per cent compared with 1998 (Table 12.19). In 1998, 69 per cent of all visits abroad by UK residents were made by air, and by 2008 this had increased to 82 per cent. The proportion of trips made by sea declined between 1998 and 2008, from 18 per cent to 11 per cent of the total.

Trips made by the Channel Tunnel also declined as a proportion of the total, from 13 per cent to 7 per cent. Holidays accounted for two-thirds of trips made abroad by UK residents in 2008, the same proportion as ten years previously. See also the Holidays section in Chapter 13: Lifestyles and social participation.

In 2008, overseas residents made 31.7 million visits to the UK, around a third (36 per cent) more than in 1998 (23.3 million visits). Of the total number of trips made to the UK by overseas residents in 2008, 24.0 million were made by air, of which 34 per cent were to visit friends or relatives in the UK and 31 per cent were for holidays. In 1998, 15.7 million visits made to the UK by overseas residents were by air, of which just over a third (35 per cent) were for a holiday.

Between 1980 and 2008 there has been a substantial rise in the number of air passengers at UK airports. Over this period there was a 204 per cent increase in the number of domestic passengers at UK airports, from 7.5 million to 22.8 million, and

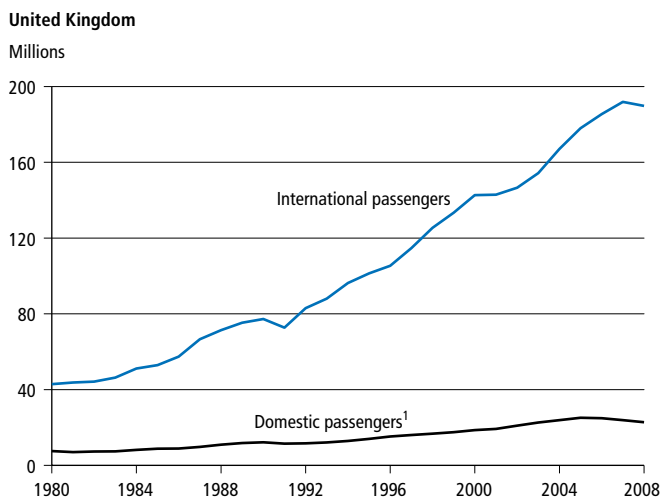
Table 12.19
International travel by UK residents: by mode of travel and purpose of visit

United Kingdom	Percentages							
	1998				2008			
	Air	Sea	Channel Tunnel	All modes	Air	Sea	Channel Tunnel	All modes
Holiday	70	65	52	66	66	73	65	66
Visiting friends and relatives	12	6	7	10	19	13	10	18
Business	17	9	16	15	13	7	18	13
Other	2	20	24	8	2	7	7	3
All purposes (=100%) (millions)	32.4	8.4	6.1	46.9	56.0	7.4	4.8	68.2

Source: *International Passenger Survey, Office for National Statistics*

Figure 12.20

Air passengers at UK civil airports



1 Numbers have been halved as domestic traffic is counted both at the airport of departure and at the airport of arrival.

Source: Civil Aviation Authority

the number of international passengers increased by 342 per cent, from 42.9 million to 189.8 million (Figure 12.20). However, 2008 saw a decrease in the number of both international and domestic passengers, with international passengers declining by 1 per cent and domestic passengers declining by 5 per cent compared with 2007.

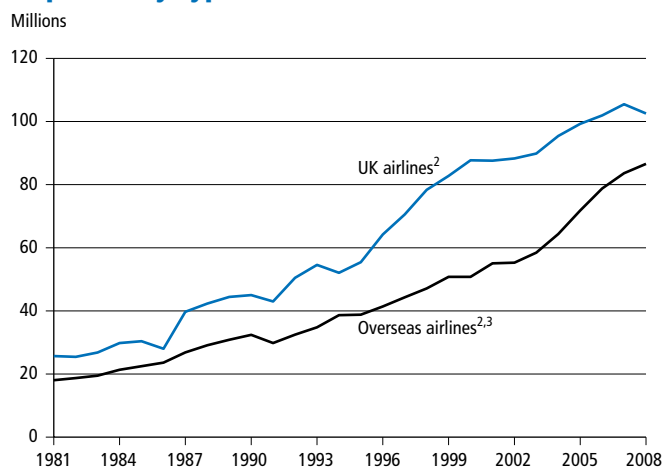
This is not the first time UK airports have seen a decline in passengers. In 1981 there was a decline in domestic passengers of around 7 per cent compared with the previous year, and in 1991 there was an annual fall of 6 per cent for both international and domestic passengers. These reductions can be attributed to the recessions that took place during the early 1980s and 1990s. Similarly, the most recent decline may be attributed to the economic downturn that began in the UK in 2008.

The Department for Transport forecasts that demand for air travel is set to continue. Mid-range estimates made in January 2009 suggest that between 2010 and 2030 passenger numbers at UK airports will grow from 270 million to 464 million. International passengers are forecast to increase by more than two-thirds from 215 million to 363 million passengers, while domestic passengers are set to double from 50 million to 101 million passengers annually.

In 2008, 189 million passengers were carried between the UK and abroad, an increase of 332 per cent on 1981, and around the same level as recorded in 2007. UK airlines accounted for 103 million passengers carried in 2008, 54 per cent of the total number of passengers (Figure 12.21). However, there was a

Figure 12.21

Air passengers travelling overseas from UK civil airports:¹ by type of airline



1 Excludes travel to and from the Channel Islands.

2 Includes scheduled and non-scheduled services.

3 Includes airlines of UK Overseas Territories.

Source: Civil Aviation Authority

decrease of 3 per cent in passenger numbers carried by UK airlines overseas between 2007 and 2008, while passengers carried by overseas airlines increased by 3 per cent over the same period.

In 2008, there were around 1.5 million flights between the UK and abroad, a 0.5 per cent decrease from the previous year but an increase of 204 per cent compared with 1981, when there were around 496,000 flights. UK airlines made around 795,000 flights abroad in 2008, accounting for 53 per cent of the total, and 76 per cent of these were scheduled services.

Overseas airlines made a total of just over 711,000 flights between the UK and abroad in 2008, 97 per cent of which were scheduled services. Overall, between 1981 and 2008 the number of scheduled services from the UK to overseas destinations increased by 327 per cent, while the number of passengers using non-scheduled services increased by 12 per cent over the same period.

In 2008, 22.8 million international sea passenger journeys to and from the UK were made, 4 per cent lower than the number made in 2007 and 33 per cent lower than 1995 (Table 12.22 overleaf). With the exceptions of Portsmouth, Poole, Grimsby and Immingham, Felixstowe, and Harwich, all UK ports experienced a decline in passenger journeys between 2007 and 2008, the largest being a year-on-year decrease of 50 per cent at Ipswich, where passenger journeys fell from 4,000 to 2,000. The largest year-on-year increase of 29 per cent was at

Table 12.22**International sea passenger journeys: by short sea ferry route¹**

United Kingdom	Millions					
	1995	1998	2001	2004	2007	2008
Thames & Kent	21.5	20.4	16.0	14.4	14.5	14.0
South Coast	5.8	5.2	4.9	4.6	3.5	3.4
West Coast	3.6	4.6	3.9	3.7	3.3	3.1
East Coast	3.4	3.0	3.1	3.1	2.4	2.3
All routes	34.3	33.2	27.8	25.8	23.7	22.8

¹ International routes to Belgium, Denmark, Faroe Isles, Finland, France, Germany, Ireland, Netherlands, Norway, Spain, and Sweden. See Appendix, Part 12: International sea passengers.

Source: Department for Transport

Grimsby and Immingham, where passenger journeys rose from 63,000 to 81,000.

Dover, the UK's largest ferry port, handled 13.8 million passenger journeys in 2008, 3.3 per cent fewer than in 2007.

There were around 2.0 million passengers both at Portsmouth (a reduction of 0.1 per cent compared with 2007) and at Holyhead (a reduction of 6.6 per cent). There were also 17.7 million passenger journeys through the Channel Tunnel, marginally up on 2007.

A number of events are thought to have contributed to the decline in sea passenger numbers since the mid-1990s. Between 1994 and 1995, the first full year the Channel Tunnel was operational, sea passenger traffic through Dover and other ports from Medway to Plymouth declined by 8 per cent. The temporary increase in sea passenger numbers in 1997 may have been a consequence of the Channel Tunnel fire in November 1996. In 2000 and 2001, sea passenger numbers are likely to have fallen due to the abolition of duty free sales, blockaded channel ports, restrictions on travel because of the fuel crisis, and the foot and mouth outbreak. In 2002, sea passenger journeys increased relative to the depressed levels in 2000 and 2001 and then declined again subsequently.