

## Transport

- The total distance travelled by people within Great Britain grew between 1961 and 2004, from 295 billion to 797 billion passenger kilometres. (Page 176)
- Over 4.6 billion journeys in Great Britain were made by local bus in 2004/05, more than twice the number made by rail. (Page 180)
- In 2004/05 more than 1 billion passenger journeys were made on the national rail network for the second year running, the highest it has been since 1961. (Figure 12.12)
- Between 1980 and 2004, the number of air passengers travelling to or from overseas countries through UK airports (excluding those in transit) almost quadrupled from 43 million to 167 million. (Figure 12.16)
- Between 1991 and 2004/05, UK household expenditure on motoring increased by 30 per cent in real terms, while spending on fares and other travel costs rose by 20 per cent. (Table 12.19)
- According to the Organisation for Economic Co-operation and Development, the United Kingdom had one of the lowest road death rates in the EU-25, at 6.1 per 100,000 population in 2003. (Table 12.23)

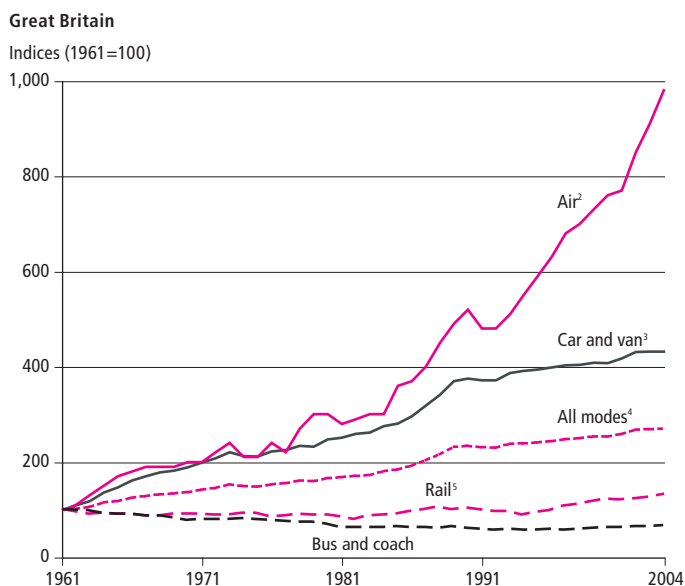
The last ten years have seen the continuation of long-term trends in many areas of transport and travel, for example the increase in the distance each person travels in a year, the rising number of cars on the roads, and the ever-increasing reliance on those cars. Travel overseas, and particularly air travel, has increased substantially over the same period. There are however pronounced variations in people’s travel patterns, depending, for example, on their age, sex, where they live, and their income.

**Travel patterns**

The total distance travelled by people within Great Britain grew substantially between 1961 and 2004, from 295 billion to 797 billion passenger kilometres. Over this period, domestic air travel grew the most in terms of the distance covered by all passengers, so that in 2004 it was nearly 10 times the 1961 level (Figure 12.1). The data in Figure 12.1 have been converted from passenger kilometres travelled to an index in order to illustrate the relative growth between the different modes of transport. This means that although air travel showed the greatest percentage growth, the 10 billion passenger kilometres travelled by air in 2004 only represented 1 per cent of all passenger kilometres travelled within Great Britain.

Travel by car, van and taxi rose by nearly four and a half times between 1961 and 2004, and it was this form of transport that contributed most to the increase in total distance travelled because of the large numbers of journeys made this way. The rapid rates of increase that occurred particularly in the 1960s

**Figure 12.1**  
**Passenger kilometres: by mode<sup>1</sup>**



- 1 Road transport data from 1993 onwards are not directly comparable with earlier years. See Appendix, Part 12: Road traffic.
- 2 Includes Northern Ireland, Channel Islands and Isle of Man.
- 3 Includes taxis.
- 4 Includes motorcycles and bicycles.
- 5 Data relate to financial years.

Source: Department for Transport

and 1980s were replaced by more gradual growth from 1989, but the car has been the dominant means of transport since the early 1960s. It accounted for 85 per cent of all passenger kilometres travelled in 2004.

**Table 12.2**

**Trips per person per year: by main mode<sup>1</sup> and trip purpose,<sup>2</sup> 2004**

Great Britain								Numbers
	Car driver	Walk	Car passenger	Local bus	Rail <sup>3</sup>	Bicycle	Other <sup>4</sup>	All modes
Leisure	93	48	91	12	4	5	9	262
Shopping	79	51	41	17	2	1	3	193
Commuting/business	111	20	17	12	11	6	5	181
Education/escort education	24	50	27	10	1	1	4	118
Personal business	41	28	24	5	1	1	2	102
Other escort	51	10	27	2	-	-	1	91
Other <sup>5</sup>	-	39	-	-	-	-	-	40
<b>All purposes</b>	<b>399</b>	<b>246</b>	<b>226</b>	<b>59</b>	<b>19</b>	<b>15</b>	<b>24</b>	<b>988</b>

- 1 Mode used for the longest part of the trip.
- 2 See Appendix, Part 12: National Travel Survey.
- 3 Includes London Underground.
- 4 Includes motorcycles, taxis, and other private and public transport.
- 5 Includes walking trips for pleasure or exercise.

Source: National Travel Survey, Department for Transport

Table 12.3

## Purpose of next trip: by sex and previous trip made, 2003–04

	Great Britain								Percentages
	Previous trip								
	Males				Females				
	Work or business	Escort education	Shopping	All purposes	Work or business	Escort education	Shopping	All purposes	
<b>Next trip to:</b>									
Work or business	13	8	3	13	9	8	3	9	
Education	-	2	-	4	-	1	-	4	
Escort education	-	3	-	2	2	2	1	4	
Shopping	3	3	8	10	7	4	9	12	
Other personal business and escort	3	9	3	10	6	7	4	11	
Visit friends	3	2	5	9	4	3	7	10	
Other leisure	2	1	2	9	2	1	2	8	
Home	75	72	79	43	71	74	75	42	
All purposes	100	100	100	100	100	100	100	100	

Shaded cells indicate the estimates are unreliable and any analysis using these figures may be invalid. Any use of these shaded figures must be accompanied by this disclaimer.

Source: National Travel Survey, Department for Transport

Travel by rail accounted for 51 billion passenger kilometres in 2004/05, 31 per cent more than in 1961/62. There was a decline in the number of passenger kilometres travelled for much of the early part of this period, reaching a low point of 31 billion in 1982/83. Passenger kilometres then rose during most of the 1980s, before declining again in the early 1990s. Between 1994/95 and 2004/05, rail travel rose by an average of nearly 4 per cent a year.

Travel on buses and coaches declined steadily between 1961 and 1992 before recovering slightly. However the 48 billion passenger kilometres travelled in 2004 still represented an overall decrease of 37 per cent since 1961. Buses and coaches and the railways each accounted for just 6 per cent of all passenger kilometres in 2004.

The National Travel Survey (NTS) found that British residents travelled an average of nearly 10,900 kilometres (including walks) within Great Britain in 2004. This was 188 kilometres less than in 2002, but over 520 kilometres a year more than in 1992–94, and over 3,000 kilometres more than during the 1970s. Average trip length was approximately 11 kilometres, and the average trip time was 22 minutes. The average number of trips made per person in 2004 was 988. This was 6 per cent less than in 1993–95, and a continuation of the longer term decline.

The car accounts for the largest proportion of trips made in Great Britain (Table 12.2). In 2004, 40 per cent of all trips were made by car drivers, and 23 per cent were made by car

passengers. Walks accounted for 25 per cent of all trips.

However, 61 per cent of all commuting or business trips for work were made by car drivers. Forty two per cent of trips to school or escorting others to school were made by walking and 43 per cent were made by car.

On public transport, the greatest proportion of bus journeys were made for shopping (30 per cent), while the majority of rail trips (56 per cent) were made for commuting or business. Most trips made by bicycle were made for commuting (38 per cent) and leisure (36 per cent).

Most trips start or finish in the home, but having left their home, many people make additional trips before returning there. In 2003–04, 13 per cent of work and business trips made by men were followed by a further trip for work or business, compared with 9 per cent for women (Table 12.3). Women however were more likely than men to follow a work or business trip with visits for shopping, escorting children to school or to visit friends. Overall women were less likely than men to return straight home from work or shopping.

Although men and women were equally likely to be going on to work having previously escorted children to school, women were twice as likely as men to be escorting children after having already made a trip. Around three quarters of men and women returned straight home after having escorted children to school.

Table 12.4

Travel to work trips: by sex, age and mode, 2004<sup>1</sup>

Great Britain							Percentages
	Car/van	Walk	Bus/coach	Rail	Bicycle	Other <sup>2</sup>	All trips (=100%) (millions)
<b>Males</b>							
18–24	61	15	12	7	3	2	1.6
25–44	75	6	5	8	4	3	6.6
45–64	81	5	4	5	2	2	5.0
65 and over	80	8	2	5	3	2	0.3
All males aged 18 and over	76	7	5	7	3	2	13.4
<b>Females</b>							
18–24	52	18	20	7	1	2	1.5
25–44	70	12	8	7	2	1	5.7
45–59	71	15	9	4	1	1	3.7
60 and over	63	19	11	4	2	1	0.5
All females aged 18 and over	68	14	10	6	1	1	11.4

1 At autumn. Data are not seasonally adjusted and have been adjusted in line with population estimates published in spring 2003. See Appendix, Part 4: LFS reweighting.

2 Includes taxis and motorcycles.

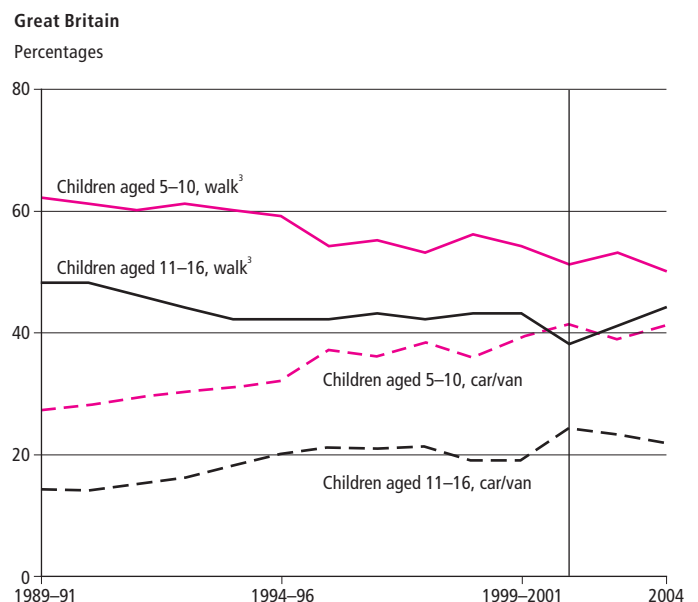
Source: Labour Force Survey, Office for National Statistics

The majority of trips made to work in Great Britain for both men and women are made by car; 76 per cent and 68 per cent respectively in 2004 (Table 12.4). Walking is the next most common mode of travel to work for both sexes (along with rail for men), although a higher proportion of women than men walk to work. Young people aged 18 to 24 are the least likely to travel to work by car and the most likely to travel by bus or coach.

The average distance travelled for those commuting was 8.5 miles per trip in 2004, up from 7.5 miles in 1992–94. Similarly, average commuting time per trip increased from 24 minutes to 26 minutes over the same period. However the number of commuting trips has fallen by 6 per cent over the same period, which might be considered surprising during a period of overall economic growth and rising employment rates (see Figure 4.3). However increasingly people work from home (see Figure 4.15), work flexible hours over fewer days (see Table 4.17) and more workers are now entitled to longer leave entitlements. It should be noted that trips from home to work made by people with no fixed workplace are counted as business trips.

The ways in which children travel to school have changed over the last fifteen years. In general fewer are walking and more are travelling in cars (Figure 12.5). In 1989–91, 27 per cent of trips to school by 5 to 10 year olds were in a car; by 2004 this

Figure 12.5

Trips<sup>1</sup> to and from school: by age of child and selected main mode<sup>2</sup>

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

2 Data prior to 2002 are averages for three years combined.

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

Source: National Travel Survey, Department for Transport

Table 12.6

Older people's trips:<sup>1</sup> by sex, age and main mode, 2003–04

Great Britain		Percentages					
	Men			Women			
	60–69	70–79	80 and over	60–69	70–79	80 and over	
Car	70	65	54	63	54	45	
Walk	22	25	30	25	28	32	
Local bus	4	6	10	8	13	16	
Other	4	4	6	4	5	7	
Trips per person (=100%) (numbers)	1,060	882	661	898	683	447	

<sup>1</sup> Per person per year.

Source: National Travel Survey, Department for Transport

figure had risen to 41 per cent. For 11 to 16 year olds the proportion rose from 14 per cent to 22 per cent over the same period. Private and local bus travel accounted for 7 per cent of journeys to and from school made by 5 to 10 year olds, and 29 per cent of 11 to 16 year olds in 2004. The average length of trips to school also increased over the same period – from 2.1 to 2.7 kilometres for children aged 5 to 10, and from 4.5 to 4.7 kilometres for those aged 11 to 16.

Since trips to and from school usually take place at the same time each morning and evening, they have a major impact on levels of congestion in residential areas. The peak time for school traffic in 2004 was 8.45am on weekdays during term time, when an estimated 23 per cent of all cars on urban roads were taking children to school.

People's use of transport and their travel patterns change as they get older. In 2003–04, those aged 60 and over made an average of 832 trips per year, compared with an average of 1,034 trips for those aged less than 60. It should be noted that the National Travel Survey is a household survey, so these figures exclude those people living in residential care – who may be less mobile. For men and women aged 60–69, 70 per cent and 63 per cent of trips respectively, were made by car (Table 12.6). For men and women aged 80 and over, 54 per cent and 45 per cent of trips respectively, were made by car.

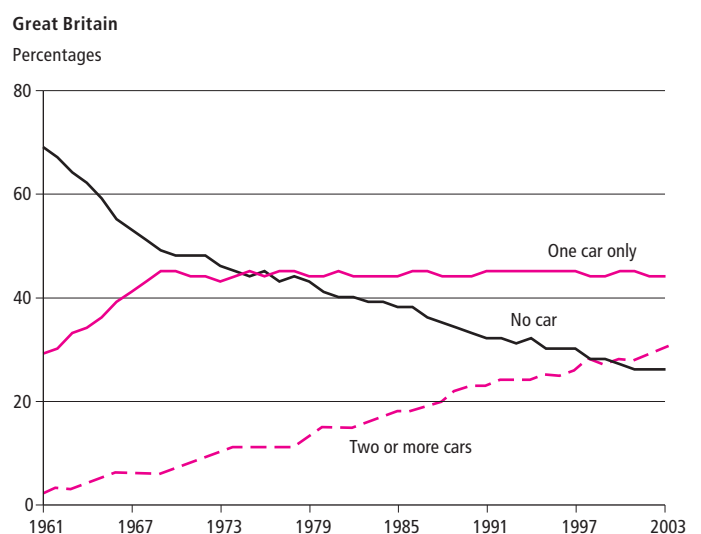
As car use falls, the use of other modes of transport rises proportionately. Thirty per cent of trips made by men aged 80 and over, and 32 per cent of trips made by women of the same age, were by foot. Free or discounted bus passes are available to older people, but use will depend to a certain extent on the availability of local bus services. The number of bus trips made by people aged 60 and over in Great Britain fell between 1994 and 2004,

mainly because of the increased availability of cars. Men aged 80 and over made 10 per cent of their trips by local bus. Women of the same age made 16 per cent of their trips in this way.

## Road transport

There has been significant growth in the proportion of households with two or more cars – from 7 per cent in 1970 to 30 per cent in 2003 (Figure 12.7). The proportion of households with access to one car only has been stable at around 44 per cent since 1970, but the proportion with no car fell from 48 per cent to 26 per cent over the same period.

Figure 12.7

Households with regular use of a car<sup>1</sup>

<sup>1</sup> See Appendix, Part 12: Car ownership.

Source: Family Expenditure Survey, General Household Survey, Office for National Statistics; National Travel Survey, Department for Transport

The higher a household's income, the more likely it is to have access to a car. Forty six per cent of households in the bottom fifth of the income distribution had access to at least one car in 2004. This proportion rose to 63 per cent for those in the next fifth and reached 92 per cent for households in the highest fifth of the income distribution.

Having a car available to the household varies considerably between different household types. Over two thirds of people living alone who were aged 65 or over, and half of lone-parent families, did not have access to a car (Table 12.8). The households most likely to have access to a car were families with children and two or more adults (90 per cent) and households with two or more adults where the household reference person was under the age of 65. Among households with access to a car, it was more likely that there would be a non-driver where three or more adults lived together.

Historically men have been much more likely than women to hold full car driving licences. In 1975–76, 69 per cent of men in Great Britain held such a licence compared with only 29 per cent of women (Figure 12.9). However this gap between men and women is getting smaller. The proportion of men aged 17 and over with a driving licence was 81 per cent (17.9 million) in 2004, while among women the proportion was 61 per cent (14.4 million). The gap between the sexes is smallest in the youngest age groups and largest in the oldest. Twenty nine per

cent of men and 24 per cent of women aged 17 to 20 held licences in 2004, whereas among those aged 70 and over, 72 per cent of men held a licence compared with only 27 per cent of women. However the proportion of younger (17 to 20 year old) men and women holding a licence has decreased since the early 1990s.

Growth in the number of motor vehicles and the greater distances travelled by individuals have led to an increase in the average daily flow of vehicles on Great Britain's roads. Between 1993 and 2004 average traffic flows rose by 20 per cent, to 3,500 vehicles per day (Table 12.10). Motorways had the highest flow of any type of road at 74,900 vehicles a day in 2004. This was an increase of 29 per cent since 1993, but with nearly two thirds of this growth occurring between 1993 and 1998. Rural trunk roads had the greatest proportional increase in traffic flow between 1993 and 2003 (32 per cent), while urban trunk roads had an increase of only 1 per cent.

One consequence of increased traffic can be lower average speeds, especially in urban areas. Transport for London found the average traffic speed for all areas of London during 2000–03 was 15.7 miles per hour in the evening peak period, the lowest it has been since 1968–70.

Buses and coaches are the most widely used form of public transport. Over 4.6 billion journeys in Great Britain were made

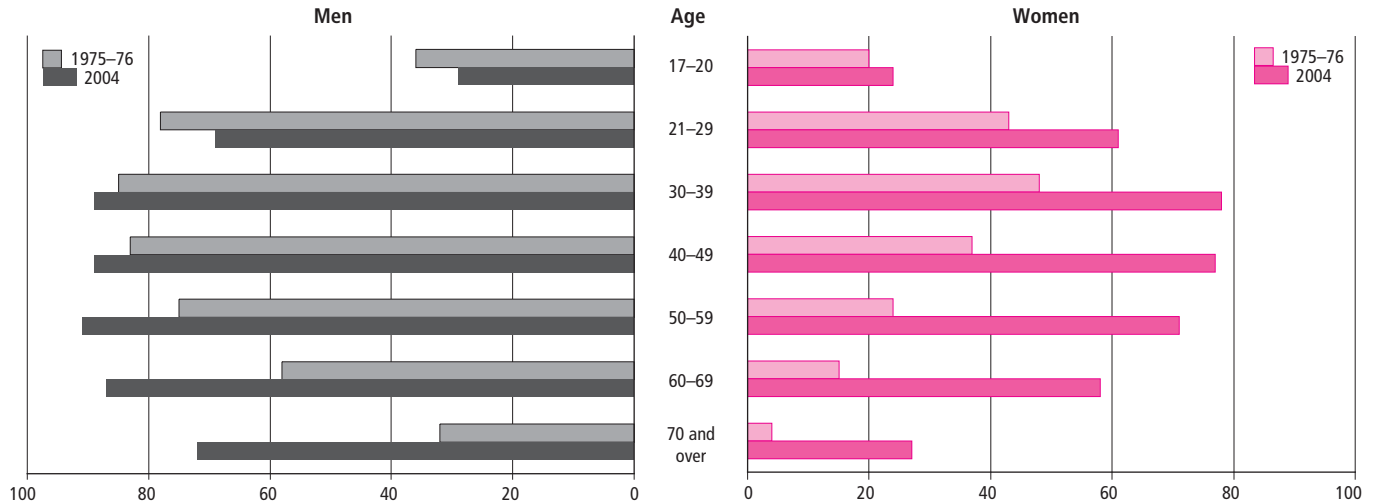
**Table 12.8**  
**Personal car access: by household type, 2003–04**

Great Britain		Persons in households with a car					Percentages
	Persons in households without a car	Main driver	Other driver	Non-driver	All	All persons	
<b>One person households</b>							
Aged 16–64	37	61	1	-	63	100	
Aged 65 and over	69	31	-	-	31	100	
<b>Two or more adults only households</b>							
2 adults, household reference person aged 16–64	13	62	14	11	87	100	
2 adults, household reference person aged 65 and over	21	46	15	19	79	100	
3 or more adults	11	51	14	23	89	100	
<b>Households with children</b>							
Lone-parent family	50	49	-	1	50	100	
2 or more adults with children	10	61	14	15	90	100	
All households	20	55	12	13	80	100	

Source: National Travel Survey, Department for Transport

**Figure 12.9**  
**Full car driving licence holders: by sex and age**

Great Britain  
 Percentages



Source: National Travel Survey, Department for Transport

by local bus in 2004/05, more than twice the number of journeys made by rail. Just over a third of these journeys on local buses took place in London. After a long period of post-war decline, which continued into the 1990s, local bus use in terms of passenger journeys stabilised towards the end of the decade and

started to increase from 1999/2000 (Figure 12.11). There were substantial increases in passenger journeys on London buses, offsetting further declines in most other areas of Great Britain. The overall distance travelled by bus recovered from a low point in the mid-1980s until the mid-1990s, before it too stabilised.

**Table 12.10**  
**Average daily flow<sup>1</sup> of motor vehicles: by class of road<sup>2</sup>**

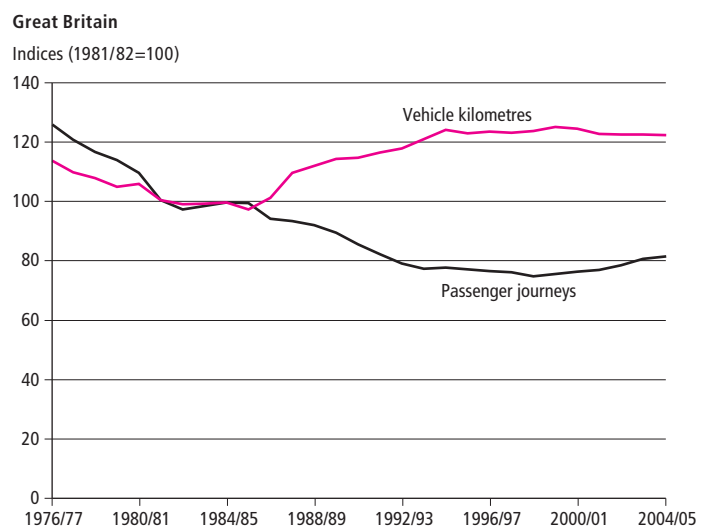
Great Britain	Thousands			
	1993	1998	2001	2004
<b>Motorways<sup>3</sup></b>	58.2	68.7	71.6	74.9
<b>Urban major roads</b>	19.2	20.2	20.1	20.3
Trunk	32.4	34.6	27.5	32.6
Principal	17.6	18.6	19.6	19.7
<b>Rural major roads</b>	8.9	10.0	10.3	10.9
Trunk	14.3	16.4	17.0	18.9
Principal	6.5	7.2	7.4	8.3
<b>All major roads</b>	14.4	16.3	16.7	17.5
<b>All minor roads</b>	1.3	1.3	1.4	1.4
<b>All roads</b>	2.9	3.2	3.3	3.5

1 Flow at an average point on each class of road.  
 2 See Appendix, Part 12: Road traffic.  
 3 Includes motorways owned by local authorities.

Source: National Road Traffic Survey, Department for Transport

**Figure 12.11**

**Bus travel<sup>1</sup>**



1 Local services only. Includes street-running trams but excludes modern 'supertram' systems. Financial years from 1985/86.

Source: Department for Transport

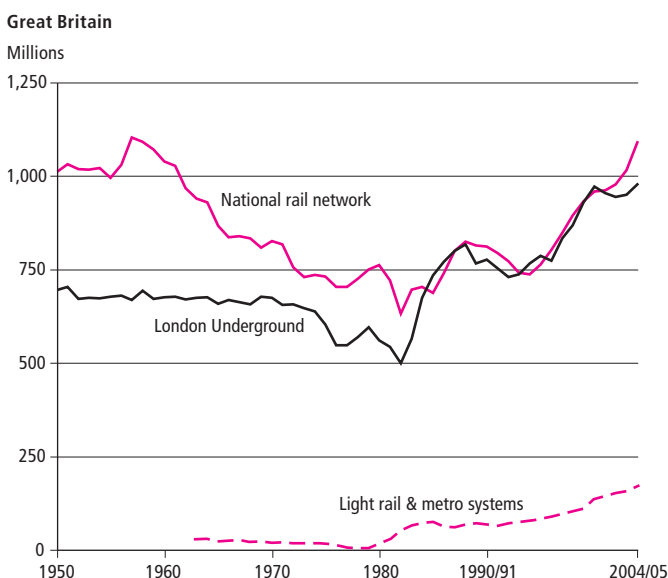
### The railways

The number of journeys made on Great Britain's railway network (including underground and metro systems) rose by 114 million between 2003/04 and 2004/05, to 2.2 billion. There were around 1.3 billion passenger journeys per year in the early 1980s and, apart from a period in the early 1990s, these numbers have generally increased. Between 1993/94 and 2004/05 passenger numbers rose by 44 per cent (Figure 12.12). In 2004/05 more than 1 billion passenger journeys were made on the national rail network for the second year running, the highest since 1961. This represented 42 billion passenger kilometres, the most since 1946. Overall, national rail and London Underground accounted for almost all rail journeys in 2004/05 (49 and 44 per cent respectively).

Several new light railways and tram lines have been built or extended during the last ten years. Over the next decade, further increases in route kilometres for the Docklands Light Railway are predicted, alongside possible new lines and extensions elsewhere in the United Kingdom. Passenger journeys by this mode of transport more than doubled between the mid-1990s and 2004/05, and rose by 8 per cent between 2003/04 and 2004/05.

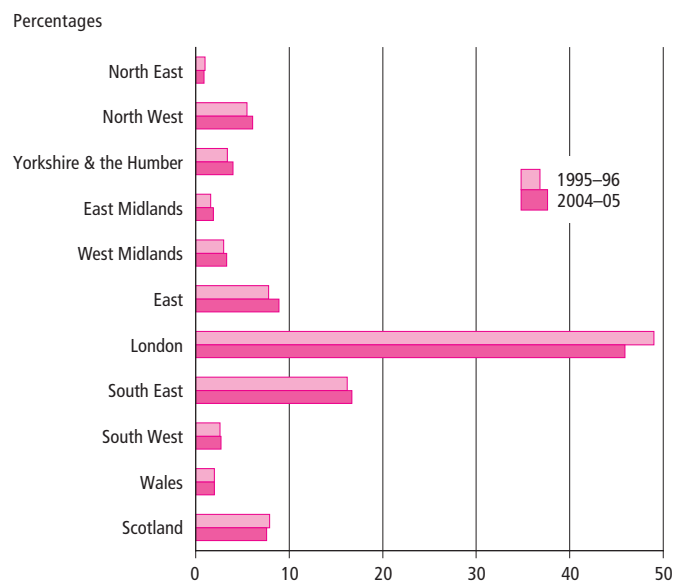
Nearly half of all rail journeys made on the national rail network in Great Britain originated in London in both 1995–96 and 2003–04 (Figure 12.13). The South East and East of England regions surrounding London accounted for a further quarter of rail journeys. This has led to overcrowding on many commuter routes in and around London. The lowest proportion

**Figure 12.12**  
Passenger railway journeys



Source: Department for Transport

**Figure 12.13**  
Journeys made on national rail from each region



Source: Department for Transport

of rail journeys originated in the North East even though this region has the lowest car ownership at less than 0.5 cars per adult in 2002/03.

According to the British Social Attitudes survey in 2003, 21 per cent of people aged 18 or over in Great Britain agreed, or strongly agreed, with the statement that 'trains generally run on time', and 16 per cent agreed or strongly agreed with the statement 'train fares are fairly reasonable'. However 57 per cent of those asked agreed or strongly agreed that 'trains are a fast way to travel' and 59 per cent agreed or strongly agreed that 'it is easy to find out what time trains run'.

### Freight transport

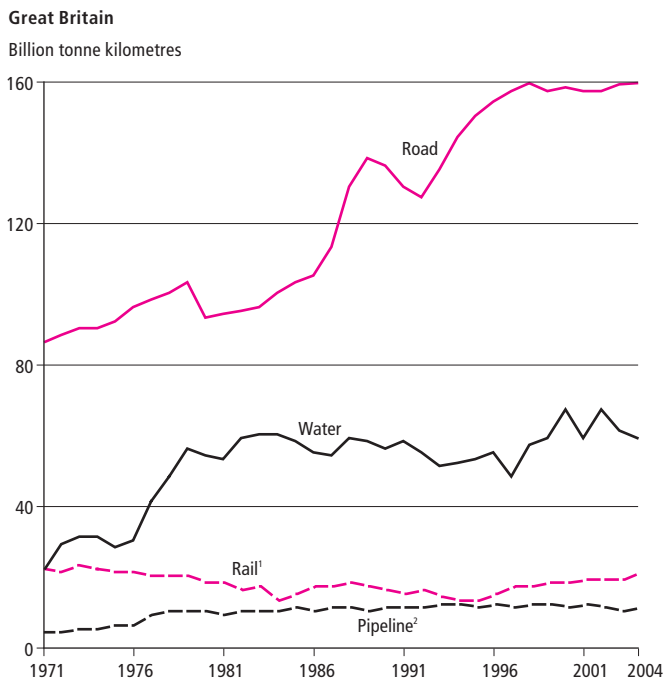
The volume of goods transported within Great Britain has grown over the last 30 years, although it has remained broadly stable since 2000. The volume of goods transported by road grew by 86 per cent between 1971 and 1998 and then stabilised so that in 2004, 160 billion tonne kilometres were transported in this way (Figure 12.14). The volume of freight carried by water (virtually all of it by sea) also rose over the period, although much of this growth occurred between the mid-1970s and early 1980s. In 2004/05, 21 billion tonne kilometres of goods were moved by rail. This was 5 per cent lower than in 1971/72, although it represents an increase since 1995/96 of 62 per cent.

The increase in the volume of goods moved by road has resulted from increases in both the weight of goods transported and the average distance carried. The weight



**Figure 12.14**

**Goods moved by domestic freight transport: by mode**



1 Data are for financial years from 1991.  
2 Carrying petroleum products.

Source: Department for Transport

of freight loaded into vehicles that are over 3.5 tonnes, rose by 9 per cent to 1,831 million tonnes between 1994 and 2004. Similarly the average distance travelled by vehicles carrying this freight rose by 1 per cent, to 87 kilometres, although this was 5 kilometres less on average than in 2003.

Nearly 50 million tonnes of goods were loaded and unloaded in the United Kingdom and transported between the member countries of the EU-15 in 2004 (Table 12.15). Around 23.7 million tonnes of goods were loaded in the United Kingdom for dispatch to other EU-15 countries, and a slightly greater amount (25.1 million tonnes) was unloaded in the United Kingdom. More than half of the goods loaded in the United Kingdom and transported to other EU-15 countries were to Ireland, and much of this was across the border with Northern Ireland. France, which is close in proximity to the United Kingdom and has extensive links through port traffic and the Channel Tunnel, was the destination for 16 per cent of freight carried to the rest of the EU-15. Overall UK hauliers were responsible for carrying 56 per cent of freight transported from the United Kingdom to the rest of the EU-15, although this percentage varied widely with the destination.

The United Kingdom imported more goods by weight than it exported to the EU-15. Ireland and France were the origin of the greatest proportions of freight unloaded in the United

**Table 12.15**

**Goods traffic<sup>1</sup> between the United Kingdom and EU-15 countries, 2004<sup>2</sup>**

	Goods loaded in the United Kingdom		Goods unloaded in the United Kingdom	
	Thousand tonnes	UK hauliers' share (percentages)	Thousand tonnes	UK hauliers' share (percentages)
Ireland	12,697	59	7,236	42
France	3,746	52	5,682	44
Germany	1,800	50	2,855	37
Belgium and Luxembourg	1,615	64	2,682	57
Netherlands	1,245	58	2,309	43
Spain	1,135	39	2,049	26
Italy	984	61	1,593	43
Austria	254	7	329	3
Portugal	105	31	209	14
Denmark	61	26	124	9
Sweden	5	100	20	18
Greece <sup>3</sup>	29	..	5	..
Finland	2	100	1	100
All	23,676	56	25,093	41

1 Excluding 'cross trade', that is trade in vehicles registered elsewhere than in the country of loading or unloading.  
2 Figures for goods carried in other countries' vehicles are for 2003.  
3 Data are for UK hauliers only.

Source: Department for Transport

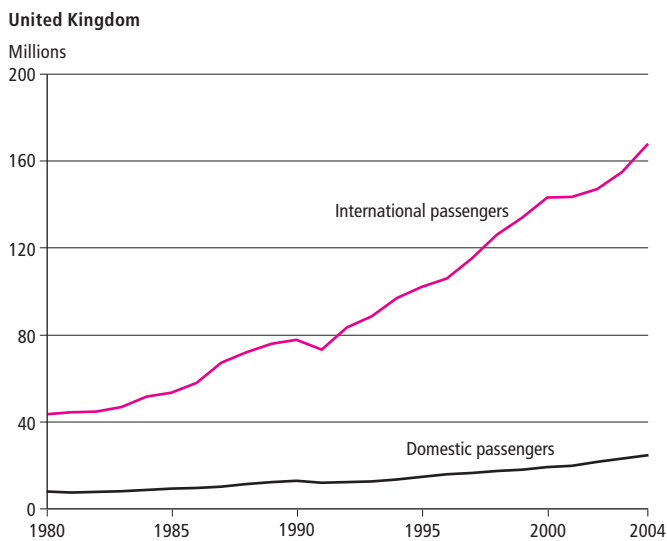
Kingdom, followed by Germany, Belgium and Luxembourg, and the Netherlands. Only two fifths of this freight was carried into the country by UK hauliers.

**International travel**

Almost 90 per cent of all air terminal passengers (that is, excluding those in transit) through UK airports were travelling to or from overseas countries. The increase in the number of people travelling by plane over the last two decades is both a continuation, and a quickening, of a long-term trend. Between 1980 and 2004, the number of international terminal passengers at UK airports almost quadrupled from 43 million to 167 million (Figure 12.16 overleaf). The overall pattern is of rapid growth, but the numbers of passengers fell in 1991, the year of the Gulf war, before continuing upward. There was also a marked flattening of the upward trend in 2001 (the result of the outbreak of foot-and-mouth disease in the United Kingdom and the terrorist attacks of 11 September in the United States, both in that year) but numbers continued to rise in 2002. The increase in the number of domestic passengers

Figure 12.16

## Passengers at UK civil airports



Source: Civil Aviation Authority

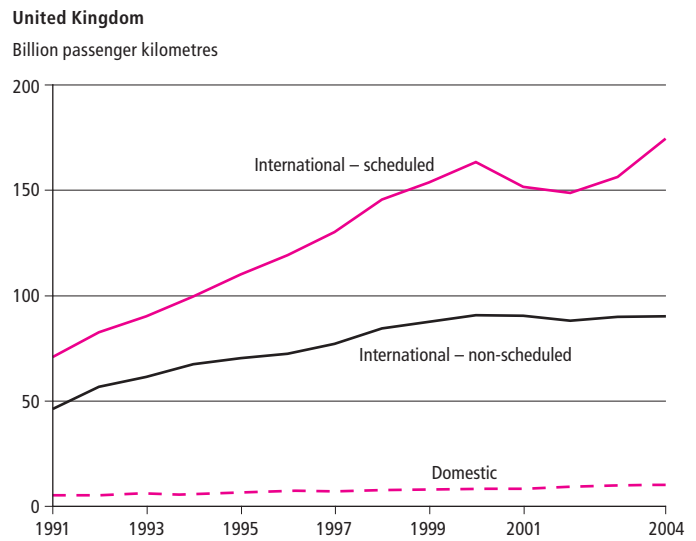
has been less erratic, tripling between 1980 and 2004 to 24 million.

The Department for Transport has forecasted that demand for air travel will continue rising in the 21st century. Mid-range estimates suggest that between 2005 and 2020, the number of international and domestic terminal passengers at UK airports will grow from 229 million to 401 million. The growth in international passengers (nearly 80 per cent) is expected to exceed growth in domestic passengers (around 70 per cent).

While more people are travelling by air, the total distance they travel is also increasing. There was an increase of nearly 150 per cent between 1991 and 2004 in the distance travelled by passengers on scheduled international flights by UK airlines departing and arriving at UK airports. In 2004 passengers

Figure 12.17

## Distance travelled on passenger flights: by type of flight



Source: Civil Aviation Authority

travelled 174 billion kilometres, following slight falls in 2001 and 2002 (as noted for passenger numbers) (Figure 12.17). The distance travelled on domestic flights has increased by 104 per cent to 10 billion kilometres over the same period. While the distance travelled on international non-scheduled flights, typically for package holidays, levelled off between 2000 and 2004, it increased by 97 per cent between 1991 and 2004, to 90 billion kilometres.

The increased availability and affordability of air travel has driven the rise in distance travelled, but this rise is not necessarily a result of an increase in the average length of air journeys. The growth in the number of journeys made has exceeded the growth in passenger kilometres flown, so passengers are travelling more often, rather than further afield.

Table 12.18

## International travel: by mode of travel and purpose of visit, 2004

United Kingdom	Percentages							
	UK residents <sup>1</sup>				Overseas residents <sup>2</sup>			
	Air	Sea	Channel Tunnel	All modes	Air	Sea	Channel Tunnel	All modes
Holiday	68	66	55	67	29	46	41	33
Visiting friends and relatives	16	13	10	15	31	20	20	28
Business	13	8	17	13	28	22	30	27
Other	3	13	18	5	12	11	9	11
All purposes (=100%) (millions)	50.4	9.0	4.8	64.2	20.0	4.8	3.0	27.8

<sup>1</sup> Visits abroad by UK residents.

<sup>2</sup> Visits to the United Kingdom by overseas residents.

Source: International Passenger Survey, Office for National Statistics

In 2004 holidays accounted for two thirds of the 64 million trips made abroad by UK residents (Table 12.18). Countries in the EU-25 were the destination for 70 per cent of visits made by air and 95 per cent of visits made by sea and the Channel Tunnel. Business trips accounted for a greater proportion of trips made through the Channel Tunnel than for other routes, 17 per cent in 2004. The number of trips made abroad by UK residents was nearly two and a half times the number of trips made by overseas residents to the United Kingdom.

Additionally greater proportions of overseas residents visiting the United Kingdom than UK residents visiting overseas were travelling either for business or to visit relatives. Only around a third of overseas residents' journeys to the United Kingdom were for a holiday.

### Prices and expenditure

In 2004/05 transport and travel accounted for 17 per cent of all household expenditure in the United Kingdom. After taking into account the effect of inflation, UK household expenditure on transport and travel increased by 29 per cent between 1991 and 2004/05 to £72 per week (Table 12.19). This compares with a 19 per cent increase in household spending on all goods and services over the same period.

Between 1991 and 2004/05, household expenditure on motoring increased by 30 per cent in real terms, although within this total, spending on insurance and taxation increased by 65 per cent. Household expenditure on motoring was seven times the expenditure on fares and other travel costs. Bus and coach fares was the only area of transport expenditure that decreased, by 17 per cent between 1991 and 2004/05. However overall spending on fares and other travel costs increased by 20 per cent during this period.

Motoring costs as measured by the 'All motoring' component of the retail prices index (RPI) rose by 81 per cent between January 1987 and January 2005, compared with a rise in the RPI of 89 per cent. Therefore motoring was relatively less expensive in 2005 than it was in 1987 (Table 12.20 overleaf). This is mainly because the rise in the price of vehicles (11 per cent) was much less than the rate of inflation. Vehicle tax and insurance rose by 184 per cent and maintenance by 172 per cent, while the cost of petrol and oil rose by 133 per cent.

Bus and coach fares, and rail and tube fares both rose by more than the rate of inflation between 1987 and 2005, by 151 and 142 per cent respectively. Overall the 'All fares and other travel' index rose by 115 per cent.

**Table 12.19**

### Household expenditure on transport in real terms<sup>1</sup>

United Kingdom	£ per week					
	1981	1986	1991	1996/97 <sup>2</sup>	2001/02 <sup>2</sup>	2004/05
<b>Motoring</b>						
Cars, vans and motorcycle purchase	13.50	16.50	22.20	19.90	27.90	25.10
Repairs, servicing, spares and accessories	5.70	5.20	6.00	7.30	7.60	7.70
Motor vehicle insurance and taxation	4.60	5.50	6.70	7.60	9.80	11.00
Petrol, diesel and other oils	12.40	12.00	11.90	14.70	16.00	16.20
Other motoring costs	1.00	1.00	1.20	2.10	1.90	2.60
All motoring expenditure	37.20	40.00	48.10	51.60	62.70	62.60
<b>Fares and other travel costs</b>						
Rail and tube fares	1.90	1.40	1.40	1.70	2.00	2.00
Bus and coach fares	2.70	2.00	1.80	1.70	1.60	1.50
Taxi, air and other travel costs <sup>3</sup>	2.70	3.80	3.70	4.30	6.60	6.00
All fares and other travel costs <sup>4</sup>	7.70	7.90	7.90	9.40	10.10	9.50
<b>Motoring and all fares</b>	44.80	48.00	55.90	59.20	72.90	72.00
<b>All expenditure groups</b>	309.70	336.00	364.80	382.60	426.30	432.90

<sup>1</sup> At 2004/05 prices deflated by the 'All items' retail prices index. Expenditure rounded to the nearest 10 pence. See Appendix, Part 6: Household expenditure.

<sup>2</sup> Data prior to and including 1996/97 are unweighted and based on adult only expenditure. From 2001/02 onwards data include children's expenditure, and are weighted based on the population figures from the 2001 census.

<sup>3</sup> Includes combined fares.

<sup>4</sup> Includes expenditure on bicycles and boats – purchases and repairs.

Source: Family Expenditure Survey and Expenditure and Food Survey, Office for National Statistics

Table 12.20

Passenger transport prices<sup>1</sup>

United Kingdom	Indices (1987=100)					
	1987	1991	1996	2001	2004	2005
<b>Motoring costs</b>						
Vehicle tax and insurance	100	136	184	264	287	284
Maintenance <sup>2</sup>	100	135	174	216	255	272
Petrol and oil	100	120	164	225	223	233
Purchase of vehicles	100	117	134	124	119	111
All motoring expenditure	100	123	154	180	183	181
<b>Fares and other travel costs</b>						
Bus and coach fares	100	133	175	209	236	251
Rail fares	100	140	183	212	226	242
Other	100	122	140	163	179	182
All fares and other travel	100	131	161	188	207	215
<b>Retail prices index</b>	100	130	150	171	183	189

1 At January each year based on the retail prices index. See Appendix, Part 6: Retail prices index.

2 Includes spare parts and accessories, and roadside recovery services.

Source: Office for National Statistics

## Transport safety

The safety levels of most major forms of transport have improved since the early 1980s, and improvements in most areas have continued since the early 1990s. Despite improvements in road safety, other forms of transport, such as rail, air and sea, continue to have much lower death rates from accidents (Table 12.21). Conversely, motorcycling, walking and cycling

are the most dangerous forms of transport per kilometre travelled. Death rates among motorcyclists were over 40 times greater than those among car users in 2003.

Almost all passenger deaths in transport accidents in Great Britain occur on the roads. In 2004 there were 3,221 deaths caused by road accidents, compared with an annual average of 3,578 in 1994–98, and 5,846 in 1981. In 2004, 51 per cent of those killed in road accidents were occupants of cars, 21 per cent were pedestrians, 18 per cent were riders or passengers of two-wheeled motor vehicles, and 4 per cent were pedal cyclists. Occupants of buses, coaches and goods vehicles accounted for the remaining 4 per cent of deaths.

The number of pedestrians killed each year has fallen steadily since the mid-1990s. There were 671 pedestrian fatalities in 2004, the lowest recorded figure since 1950. Conversely, the number of car users killed has remained fairly stable over the last decade. In 2004, 1,671 car users were killed, compared with 1,769 in 2003, 1,764 in 1994 and a low of 1,665 in 2000.

A total of 24,094 people were killed or seriously injured on Great Britain's roads on weekdays during 2004, or an average of 92 people each day. The incidence of people being killed or seriously injured in road accidents is not uniform throughout the day. Among pedestrians and car users most casualties occur in the morning and evening 'rush hours', with the highest number during the extended evening period (Figure 12.22).

Table 12.21

Passenger death rates:<sup>1</sup> by mode of transport

Great Britain	Rate per billion passenger kilometres				
	1981	1991	1996	2001	2003
Motorcycle	115.8	94.6	108.4	112.1	114.4
Walk	76.9	74.6	55.9	47.5	43.3
Bicycle	56.9	46.8	49.8	32.6	25.3
Car	6.1	3.7	3.0	2.8	2.7
Van	3.7	2.1	1.0	0.9	0.9
Bus or coach	0.3	0.6	0.2	0.2	0.2
Rail <sup>2</sup>	1.0	0.8	0.4	0.2	0.1
Water <sup>3</sup>	0.4	0.0	0.8	0.4	0.0
Air <sup>3</sup>	0.2	0.0	0.0	0.0	0.0

1 See Appendix, Part 12: Passenger death rates.

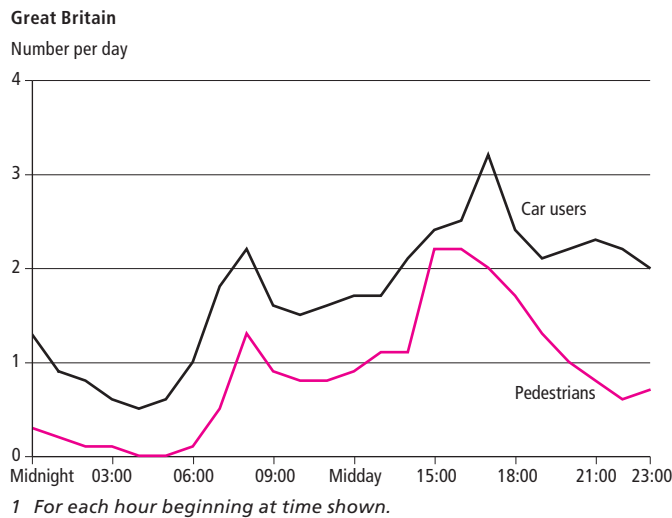
2 Financial years. Includes train accidents and accidents occurring through movement of railway vehicles.

3 Data are for the United Kingdom.

Source: Department for Transport

**Figure 12.22**

**Average number of people killed or seriously injured in road accidents on weekdays: by road user type and time of day,<sup>1</sup> 2004**



Source: Department for Transport

The first peak occurs in the hour beginning at 08:00: 579 car users and 346 pedestrians were killed or seriously injured during this hour on weekdays in 2004. The number of pedestrians killed or seriously injured is highest during the hours starting at 15:00 and 16:00, during which many schools finish for the day. There were 580 deaths and 585 serious injuries respectively, during these hours in 2004. The number of car users killed or seriously injured reaches its highest in the hour starting at 17:00: 843 people in 2004, an average of over three each weekday.

The United Kingdom has a good record for road safety compared with most other EU-25 countries. According to the Organisation for Economic Co-operation and Development, the United Kingdom had one of the lowest road death rates in the EU-25, at 6.1 per 100,000 population in 2003 (Table 12.23).

**Table 12.23**

**Road deaths: EU comparison, 2003**

	Rate per 100,000 population		Rate per 100,000 population
Malta	4.1	Cyprus	12.8
Sweden	5.9	Spain	12.8
United Kingdom	6.1	Hungary	13.1
Netherlands	6.3	Czech Republic	14.2
Finland	7.3	Belgium	14.5
Denmark	8.0	Greece	14.6
Germany	8.0	Poland	14.8
Ireland	8.4	Portugal	14.8
France	10.2	Lithuania	20.4
Italy	10.5	Latvia	21.0
Austria	11.5	EU-15 average	9.5
Luxembourg	11.8	EU-25 average	..
Estonia	12.0		
Slovakia	12.0		
Slovenia	12.1		

Source: Organisation for Economic Co-operation and Development

Latvia had the highest recorded road death rate in the EU-25, at 21 per 100,000 population. The UK rate was also substantially lower than those for other industrialised nations such as Japan (7.0 per 100,000 population), Australia (8.2) and the United States (14.7).

The United Kingdom also has a relatively good record in terms of road accidents involving children and older people. In 2003 the UK road accident death rate for children aged 0 to 14, at 1.3 per 100,000 of population, was the equal second lowest of the EU-15 countries. Luxembourg had the lowest rate, at 1.2 per 100,000 population, while Portugal had the highest (3.3). The UK road accident death rate for those aged 65 and over was 6.9 per 100,000, the lowest rate for all EU-15 countries.

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The Director of ONS is also the National Statistician and the Registrar General for England and Wales.

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