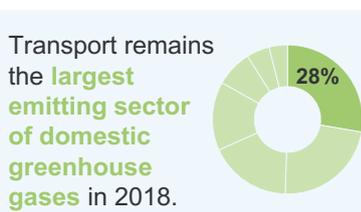
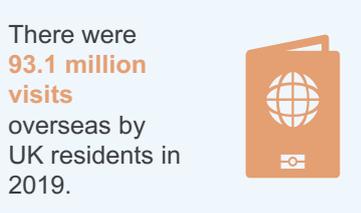
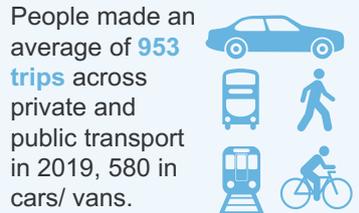
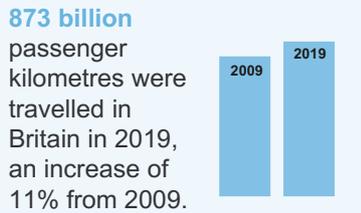




Transport Statistics Great Britain 2020



About this release

This release presents a summary of transport statistics, the majority of which relate to calendar year 2019. The 2020 release includes a condensed set of highlights, which is complemented by other DfT releases presenting more detailed and more recent statistics.

COVID-19 and transport statistics

Some of the statistics in this release cover the financial year of 2019/20 and therefore include data for the beginning of the coronavirus (COVID-19) pandemic, but the majority do not. Transport trends will have been affected by the restrictions throughout 2020, so care must be taken in comparing statistics in this release with current travel behaviours. Statistics on transport use during the coronavirus pandemic can be found on [Gov.uk](https://www.gov.uk).

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How much we travel

- In 2019, **873 billion passenger kilometres** were travelled in Great Britain, with 84% of passenger kilometres made by cars, vans and taxis.
- There were **7.9 million passenger journeys** on public transport vehicles in 2019/20, a decrease of 4% on previous year.

3.1 billion journeys by rail*

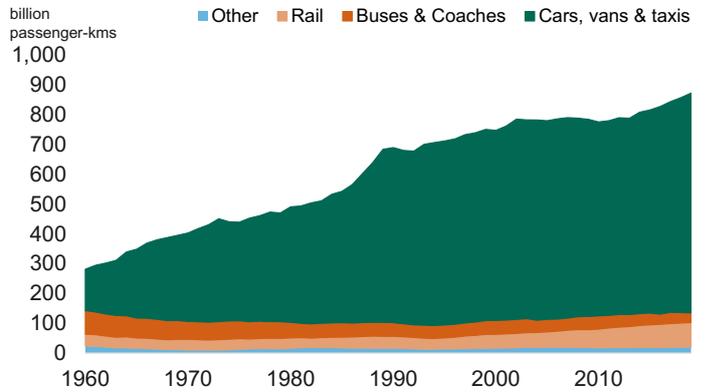
U81% on 1960

4.5 billion journeys on local bus services

U63% on 1960

*Rail includes trips by National Rail, London Underground, and Glasgow Subway.

Passenger kilometres by mode, Great Britain, 1960-2019



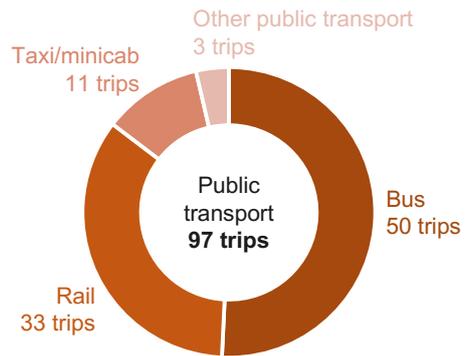
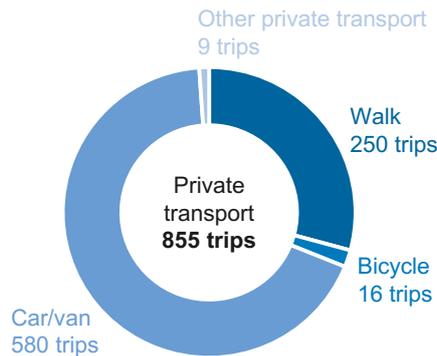
How many trips we make

- On average people made 953 trips using a combination of different modes in 2019, a fall of 4% when compared to 2009.

Average number of trips made per person, England, 2019

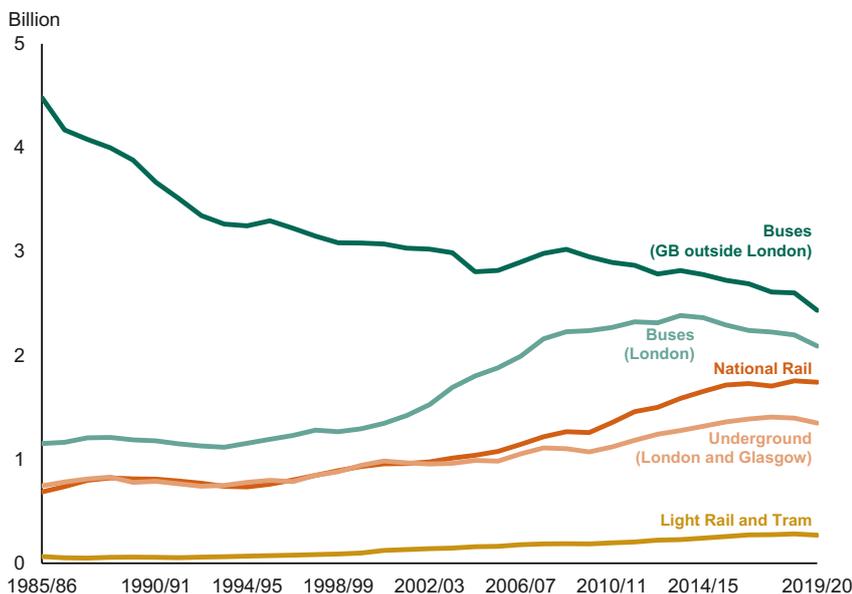
*Rail includes trips by surface rail (National Rail) and London Underground

** Other public transport includes trip by air, ferries and light rail



How much we travel on public transport

Passenger journeys by mode: Great Britain 1985/86 to 2019/20



In 2019/20:

4.5 billion local bus passenger journeys in Great Britain, 57% of all public transport journeys.

1.7 billion National Rail passenger journeys in Great Britain, an increase of 154% since 1985/86.

0.3 billion passenger journeys on light rail and tram systems in Great Britain, a slight decrease on the previous year.

Latest year (2019/20) contains some of the coronavirus national lockdown period, which has affected figures.

Passenger Transport

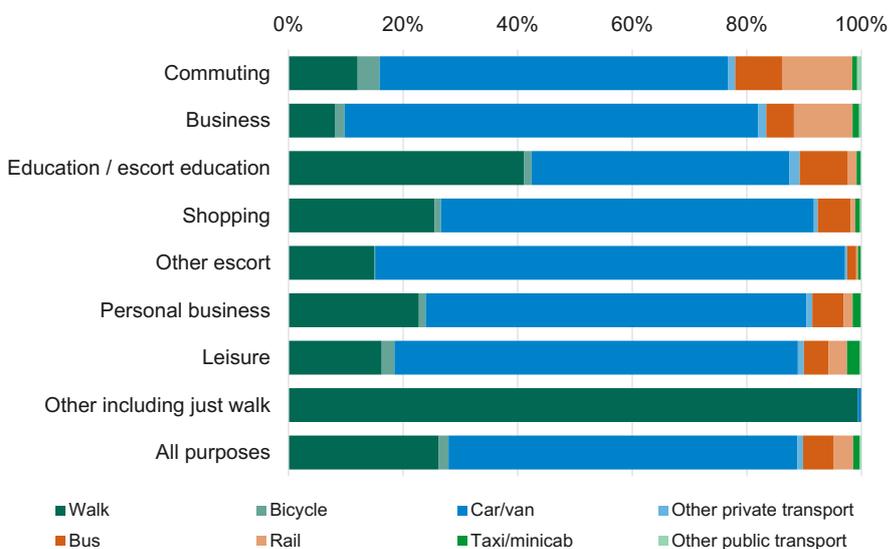


Why we travel

[TSGB0104](#)

- Around a quarter (26%) of all trips were for leisure purposes in 2019, that includes trips to visit friends, sports, holidays and day trips. Around 18% of trips were for commuting or business purposes.
- **Most modes of travel are used for a mixture of purposes**, however over half (57%) of all trips by rail are for either commuting or business purposes.

Trips by purpose and main mode, England, 2019

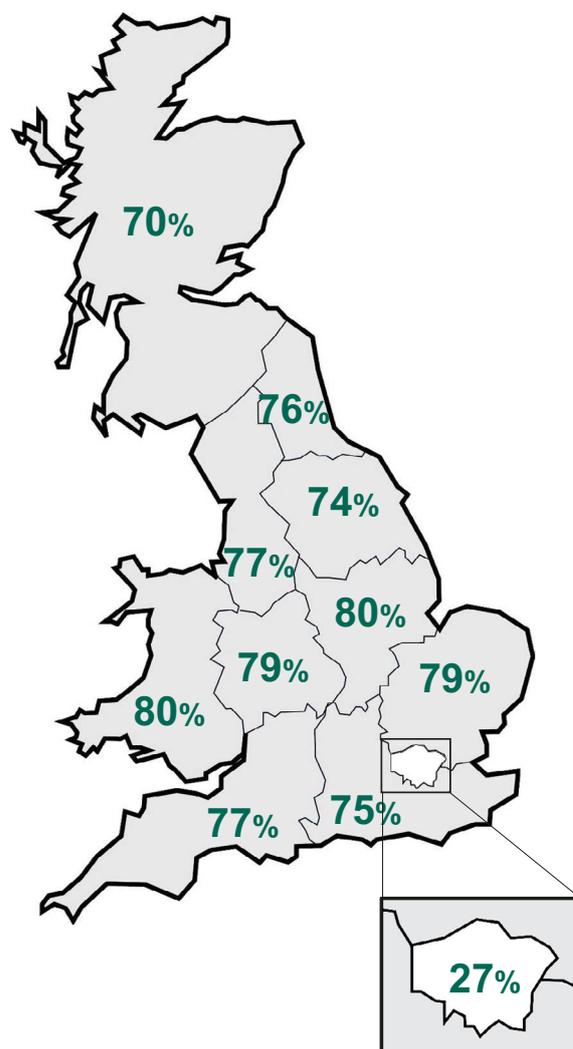


How we commute

[TSGB0112](#)

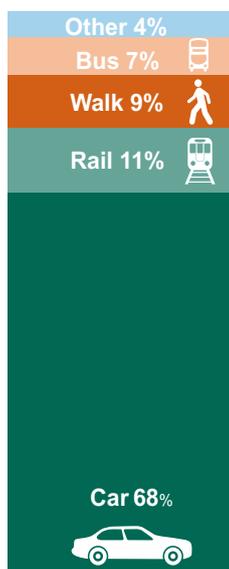
- Across Great Britain, **68% of workers typically travelled to work by car**, though this varied by region with London having a substantially lower proportion of people commuting by car (27%).
- The **average time taken to travel to work in 2019 was 30 minutes**, ranging from an average of 14 minutes for walking to 58 minutes for travelling by rail.

Percentage of workers usually travelling to work by car by region of workplace, Great Britain, 2019



[TSGB0109](#)

Usual method of travel to work, Great Britain, 2019



*Rail includes travel by National Rail, underground and light railway systems and trams.

Passenger Transport

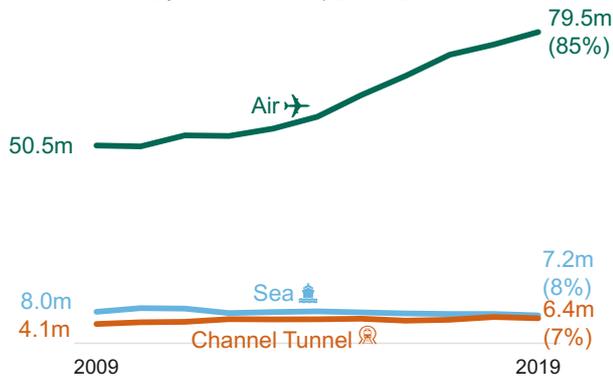


How we travel overseas

[TSGB0113–TSGB0115](#)

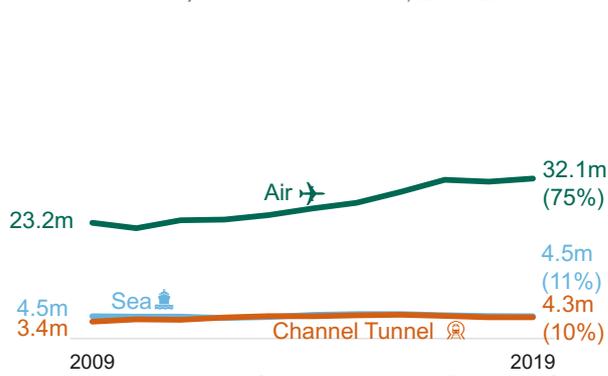
- There were **93.1 million visits** overseas by UK residents in 2019, an increase of 3% compared to 2018.
- **40.9 million visits** were made by overseas residents to the UK in 2019, 1% more than in 2018.
- The most frequent reason for travel overseas was for holidays (63%).

Visits abroad by UK residents, 2009-2019



Source: International Passenger Survey

Visits to the UK by overseas residents, 2009-2019



Source: International Passenger Survey

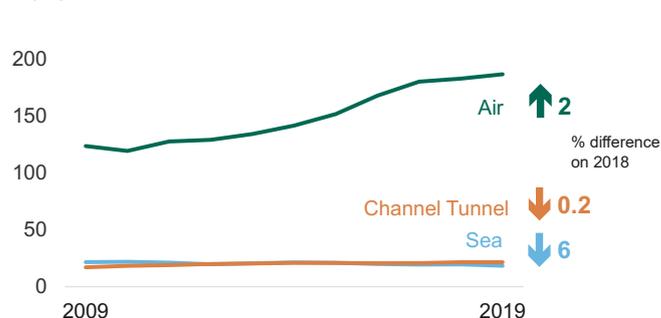
Office for National Statistics (ONS) have introduced a methodological change in 2020, which means the data series back to 2009 were revised. Comparisons with previous TSGBs should not be made, for more details please see [International Passenger Survey Travel Trends: 2019](#).

International passenger movements

- In 2019 there were **60.4 million sea passengers**. 31% travelled internationally by sea. This excludes cruise passengers.
- UK airports handled **297 million terminal passengers** in 2019, of which 87% were international passenger movements. This excludes air travel to oil rigs.
- **72% of international ferry passengers travelled between France and the UK**, with the rest of international ferry passengers travelling on routes between Europe and the UK.
- 21.5 million passengers travelled to/ from Europe using the Channel Tunnel
- 72% of international passenger movements at airports were to/from Europe, with 27% flying to the rest of the world. This excludes air travel to oil rigs.

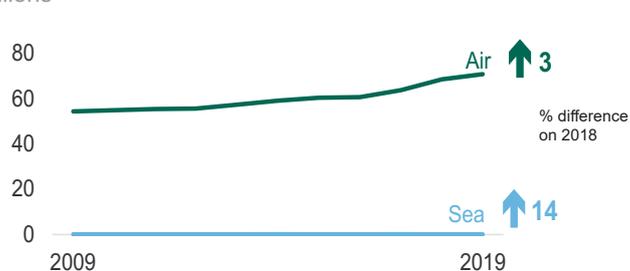
[TSGB0507](#), [TSGB0508](#), [TSGB0510](#)

Passenger movements to/from Europe: 2009-2019
Millions



Source: CAA, DfT Sea Passenger Statistics

Rest of world passenger movements: 2009-2019
Millions



Source: CAA, DfT Sea Passenger Statistics

International Passenger Survey (top half) counts a UK resident visit abroad when they return home to the UK. Whereas the Civil Aviation Authority (bottom half) receives passenger data directly from the airports, they count a terminal passenger as a passenger joining or leaving an airport at the reported airport. A passenger travelling between two reported airports is counted twice (once as a departure and once as an arrival).

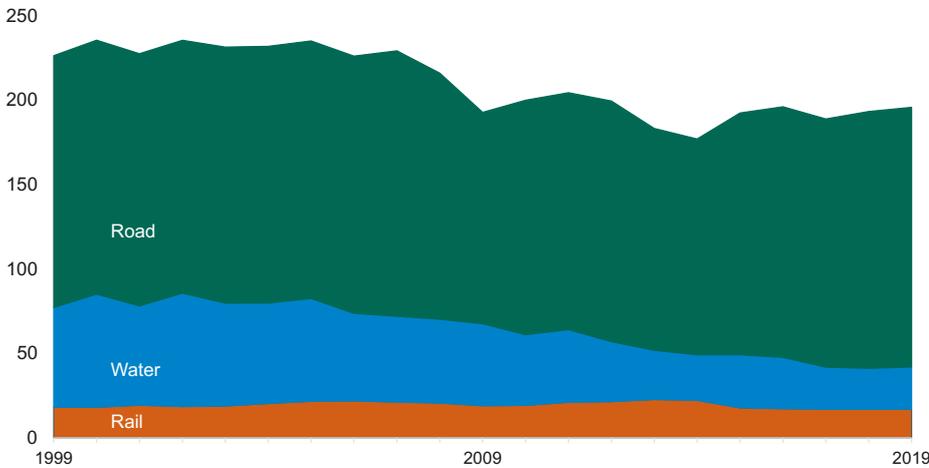
Definitional differences exist between air and sea passengers. Air passengers travelling to oil rigs and sea passengers on pleasure cruises were excluded from these figures as destination breakdowns by Europe and rest of the world were not available. Channel Tunnel figures include Eurotunnel for visits but not for passenger movements.



Domestic freight

[TSGB0401-TSGB0403](#)

Domestic freight, goods moved by mode: 1999 to 2019
(billion tonne kilometres)



In 2019:

196 billion tonne kilometres of domestic freight was moved within the UK, of which...



79% by road,



13% by water,



8% by rail.

In 2019

- **79% of the freight moved domestically was by road.**
- Goods moved in the UK by GB-registered heavy goods vehicles increased by 1%.
- Goods moved by rail have decreased by 5%.
- Although waterborne freight has been steadily decreasing since 2000, there has been a 4% increase from 2018.

Imports and exports

- In 2019, an estimated 268.7 million tonnes of freight arrived in the UK, and 139.5 million tonnes left the UK, around 95% of this international tonnage freight was moved by sea. This excludes road freight trade across the Northern Ireland - Republic of Ireland border.

UK trade by direction and international mode of transport, 2019



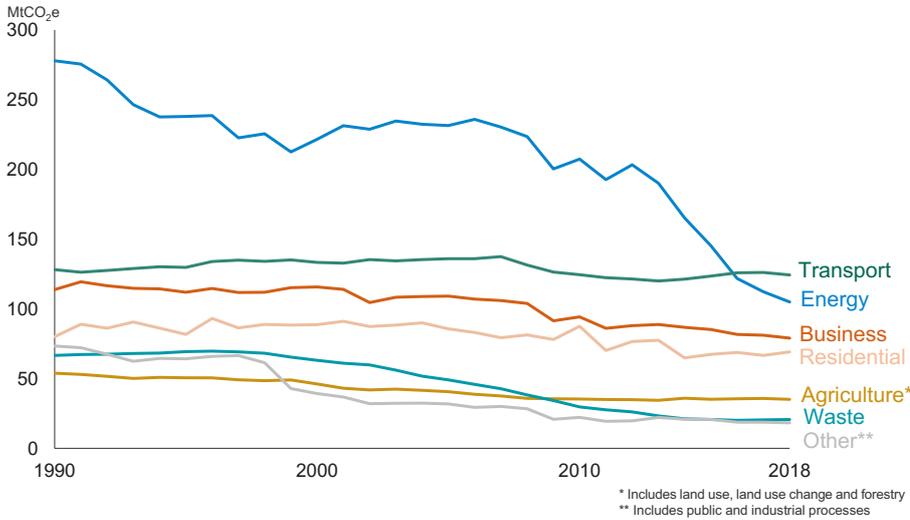
- Rail and air freight trade had similar amounts of imports and exports (52% and 48%) in 2019, whilst imports account for roughly two-thirds of freight moved by sea.



GHG emissions by sector

[TSGB0306](#)

UK domestic GHG emissions by sector: 1990 to 2018



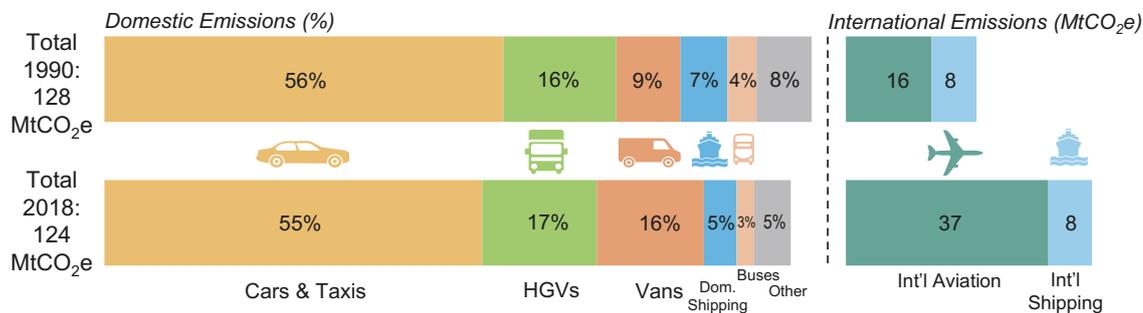
- The UK's net domestic greenhouse gas emissions were 451 million tonnes of CO₂ equivalent (MtCO₂e) emissions in 2018, down 2% from 2017.
- Transport emissions have decreased by 3% between 1990 and 2018, and made up 28% of net domestic emissions in 2018.

GHG emissions by transport mode

[TSGB0306](#)

- Since 1990, emissions from rail, buses and domestic shipping decreased, whereas van emissions increased by 67%. Van traffic has doubled since the early 1990s.

UK transport GHG emissions by mode: 1990 and 2018

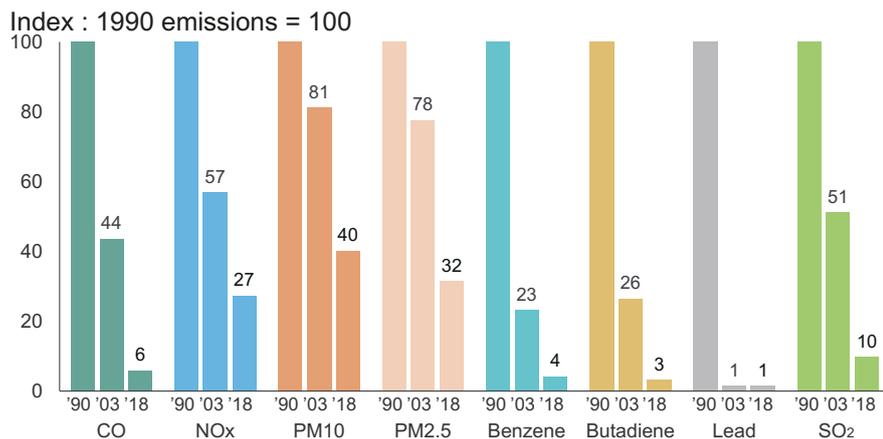


- International aviation emissions, which are not part of the UK's domestic emissions, have more than doubled since 1990.

Air pollution

Air pollution from UK domestic transport: 1990, 2003 and 2018 - indexed to 1990 levels

[TSGB0308](#)



- Domestic transport emissions of carbon monoxide (CO), benzene, butadiene, lead, and sulphur dioxide (SO₂) have decreased by at least 90% since 1990.
- Decreases have been slower for nitrous oxides (NOx) and particulate matter (PM). Transport now accounts for 50% of UK domestic NOx emissions.