

# Transport for London



# London Travel Report 2006



# Introduction

The London Travel Report is an annual compendium of statistics of travel and transport in London. The Report brings together data from many sources, most of which are updated every year to provide information on trends and variations over time. It also contains a selection of information from less frequent sources, such as the Census of Population, where these provide useful background for understanding London's transport requirements and performance.

This Report has been compiled by Steer Davies Gleave on behalf of Transport for London.

Many of the data are drawn from TfL's own programme of research or directly from transport operations over the full range of TfL's responsibilities. The rest are provided by other bodies, including the Department for Transport, the Office for National Statistics, the Office of Rail Regulation, the Port of London Authority, the Civil Aviation Authority, and Visit Britain. The assistance of all these organisations is gratefully acknowledged.

This report may also be downloaded from the TfL Web site at [www.tfl.gov.uk/londontravelreport](http://www.tfl.gov.uk/londontravelreport). Also available from the site are spreadsheets with the data used in the report, in some cases including more data than it was possible to show in the published paper version.

A limited number of printed copies are available from TfL/GTPP Business Support, telephone 020 7126 4289.

If you have queries relating to individual tables or charts, please phone the enquiries number provided next to the specific table or chart. General queries about the publication may be directed to London Travel Report Enquiries, telephone 020 7126 4286.

We would welcome readers' comments on the report and suggestions how it might be improved. These should be addressed to:

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## Notes:

Figures in tables may not sum exactly to the totals shown because of rounding.

Care should be taken when comparing information from tables that are based on different sources, because of possible differences in definitions and coverage. Further guidance may be found in the Glossary and Technical Notes sections.

'Journey stages' refers to the component parts of a complete trip between transport interchanges. Thus, a journey stage is made by a single mode of transport (including walking) within a trip that may comprise several journey stages by different modes. In previous issues of the London Travel Report, journey stages have also been known as 'journeys' but the usage is avoided in the 2006 Report because in many other publications (and in general use) 'trips' and 'journeys' tend to be synonymous.

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## Key findings

- On an average day in 2005, there were just over 27 million journey stages in London, of which 40% were made by car, 18% by bus, 10% by Underground, 7% by rail, 2% by cycle and 21% by walking.
- Public transport accounted for 36% of journey stages in 2005, the same as in 2004. The share of public transport has steadily increased from 32% in 2000, reflecting the 18% growth in the number of public transport journey stages over the same period.
- The number of journey stages by private transport peaked in 2002 and has since declined to just below its 2000 level.
- Bus journeys increased only marginally in 2005, after being the fastest growing mode of travel in the previous six years. Rail and DLR journey stages increased by 6% each, while cycling increased by 18% in 2005.
- Use of Oyster card, TfL's smartcard ticketing system, continued to increase in 2005. At the end of 2005, Oyster card accounted for 43% of journey stages on buses, up from 28% at the end of 2004. On Underground, Oyster card accounted for 53% of journey stages at the end of 2005, up from 28% at the end of 2004.
- In the last quarter of 2005, 57% of customers for weekday Underground journeys bought a period ticket. On buses 32% paid using a period bus pass and an additional 22% paid using a travelcard.
- In Autumn 2005, on an average weekday 1.06 million people entered central London during the morning peak (7am to 10am). This was 2% higher than the previous year, but lower than recorded between 1998 and 2002. The proportion of people entering central London by public transport remained unchanged at 88% with increases in rail and cycle and a slight decrease in bus.
- Road traffic in London in 2005 remained almost unchanged from its 1999 level, with a 4 per cent reduction on major roads (motorways and principal roads) and a 6 per cent increase on minor roads. However, both major and minor road traffic showed no change between 2004 and 2005.
- Car traffic entering the central London Congestion Charging zone decreased once again in 2005, by more than 1%.
- Road traffic speeds have increased since 2003 in central and inner London, after having decreased continuously since 1977.
- The number of casualties on London roads decreased by 8% in 2005, compared with a decrease of 3% in Great Britain as a whole. The number killed or seriously injured was 3.7 thousand, 12% less than in 2004. Slightly injured casualties amounted to 28.2 thousand, a decrease of 7%.
- The number of domestic visitors to London decreased by 16% in 2005, while the number of overseas visitors increased by 4%.

# 1. Travel patterns in London

## 1.1. Daily travel

Table 1.1.1 Daily average number of journey stages

										Millions
Year	Rail	Underground	DLR	Bus	Taxi	Car	Motor cycle	Bicycle	Walk	All modes
1993	1.4	2.0	-	3.1	0.2	10.5	0.2	0.3	5.2	22.9
1994	1.4	2.1	-	3.1	0.2	10.6	0.2	0.3	5.2	23.1
1995	1.5	2.1	-	3.3	0.2	10.6	0.2	0.3	5.2	23.4
1996	1.5	2.1	-	3.4	0.2	10.7	0.2	0.3	5.2	23.7
1997	1.6	2.2	0.1	3.5	0.2	10.8	0.2	0.3	5.3	24.1
1998	1.7	2.4	0.1	3.5	0.2	10.8	0.2	0.3	5.3	24.5
1999	1.8	2.5	0.1	3.5	0.2	11.1	0.2	0.3	5.4	25.0
2000	1.8	2.6	0.1	3.7	0.2	11.0	0.2	0.3	5.4	25.4
2001	1.8	2.6	0.1	3.9	0.2	11.0	0.2	0.3	5.5	25.8
2002	1.9	2.6	0.1	4.1	0.2	11.1	0.2	0.3	5.6	26.2
2003	1.9	2.6	0.1	4.6	0.2	11.0	0.2	0.3	5.6	26.7
2004	1.9	2.7	0.1	4.9	0.2	11.0	0.2	0.4	5.6	27.1
2005	2.0	2.6	0.1	4.9	0.2	10.9	0.2	0.4	5.7	27.2

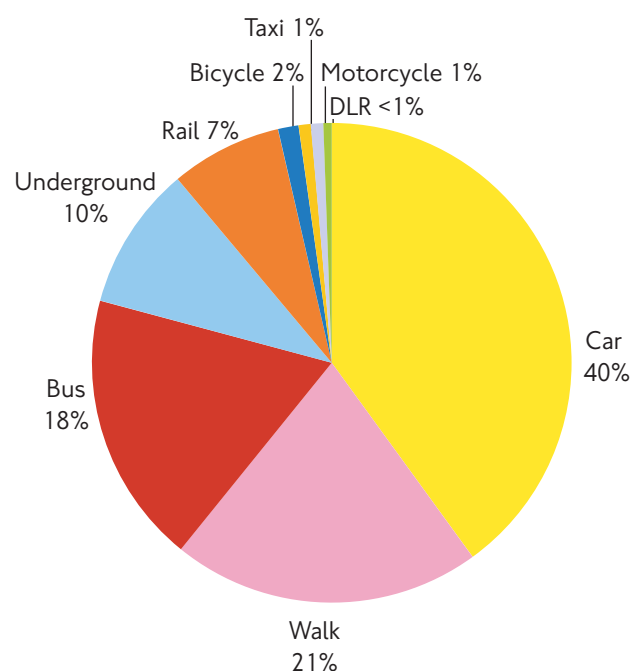
Source: TfL Service Performance Data, ORR, LATS 2001 Household Survey, DfT road traffic statistics Enquiries: 020 7126 4286

1. A journey stage is a part of a trip made by a single mode of transport.
2. Rail interchanges between train operating companies start a new journey stage.
2. Bus journey stages are counted as starting a new journey stage each time a new bus is boarded.
3. Underground journey stages are counted by station entries and interchanges within stations are ignored.
4. Walks are counted only when they form complete trips (ie walking all the way), not when they are parts of trips using other modes of transport.

Chart 1.1.1 Modal shares of daily journey stages in London (2005)

Source: Table 1.1.1

**Journey stages** and **trips** represent different ways of measuring travel. A **trip** is a complete one-way movement from origin to destination by one person for a single purpose. A **journey stage** is a part of a trip using a single mode of transport. A trip may be made up of several journey stages (see also footnotes to Table 1.1.1). The number of trips in London was over 24 million a day in 2005, increasing from under 21 million a day in 1994.





# 1. Travel patterns in London

**Table 1.1.2 Daily average number of trips**

Year	Millions								
	Rail	Underground and DLR	Bus	Taxi	Car	Motor cycle	Bicycle	Walk	All modes
1993	1.3	1.4	2.1	0.2	10.2	0.2	0.3	5.2	20.7
1994	1.3	1.5	2.1	0.2	10.3	0.2	0.3	5.2	21.0
1995	1.3	1.6	2.2	0.2	10.3	0.2	0.3	5.2	21.2
1996	1.4	1.5	2.3	0.2	10.4	0.2	0.3	5.2	21.4
1997	1.5	1.6	2.3	0.2	10.4	0.2	0.3	5.3	21.7
1998	1.5	1.7	2.3	0.2	10.5	0.2	0.3	5.3	22.0
1999	1.6	1.8	2.3	0.2	10.6	0.2	0.3	5.4	22.4
2000	1.7	2.0	2.4	0.2	10.6	0.2	0.3	5.4	22.7
2001	1.7	2.0	2.6	0.2	10.6	0.2	0.3	5.5	23.0
2002	1.7	1.9	2.8	0.2	10.7	0.2	0.3	5.6	23.3
2003	1.8	1.9	3.1	0.2	10.6	0.2	0.3	5.6	23.7
2004	1.8	2.0	3.4	0.2	10.5	0.2	0.3	5.6	24.1
2005	1.9	1.9	3.4	0.2	10.5	0.2	0.4	5.7	24.2

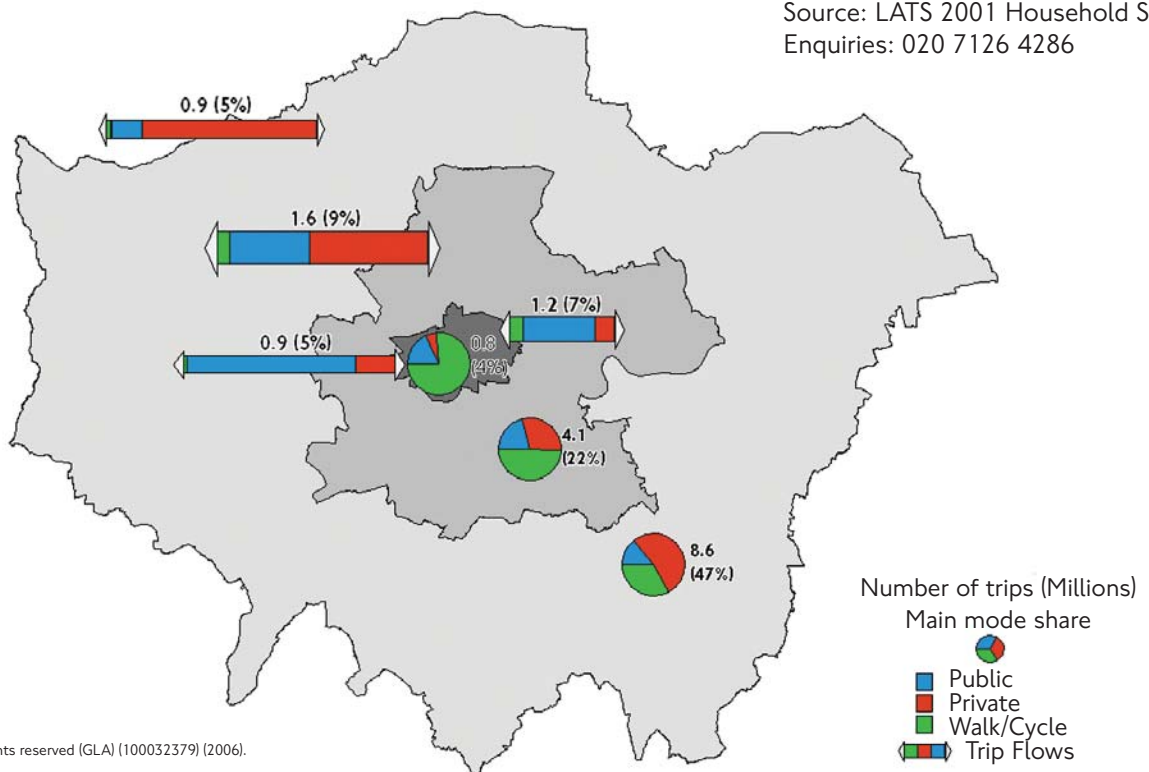
Source: TfL Service Performance Data, ORR, LATS 2001 Household Survey, DfT road traffic statistics Enquiries: 020 7126 4286

1. Trips are complete one-way movements from one place to another.
2. Trips may include use of several modes of transport and hence be made up of more than one journey stage.
3. Trips are classified by main mode, ie the mode that typically is used for the longest distance within the trip.
4. Round trips are counted as two trips, an outward and an inward leg.

## 1.2. Travel by area of London

**Chart 1.2.1 Number and main mode share of residents' trips between and within central, inner and outer London (2001)**

Source: LATS 2001 Household Survey  
Enquiries: 020 7126 4286

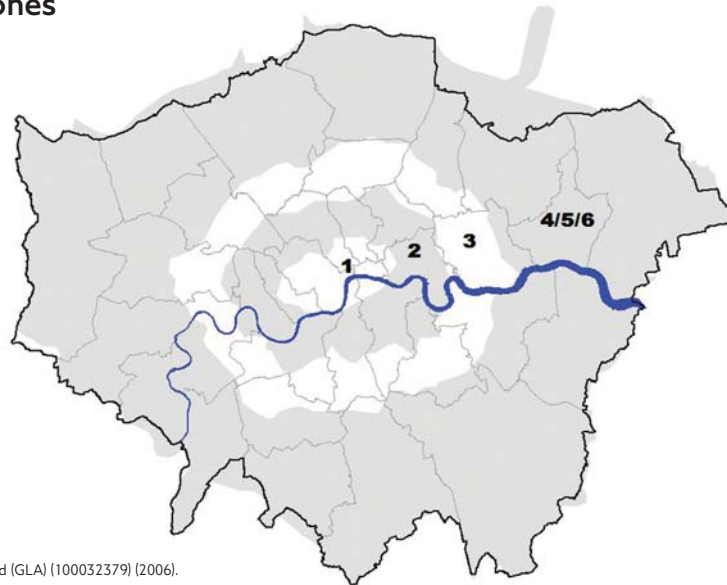


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# 1. Travel patterns in London

Nearly half of all London residents' trips in 2001 were within outer London and two thirds either started or ended in this area. Over a quarter of trips were from one area of London to another. Public transport had by far the largest share of trips to and from central London: 66% of trips between central and inner London and 79% between central and outer London were by public transport. Private transport was used for over half of all trips between inner and outer London and within outer London. Trips categorised as within an area were naturally shorter, leading to a larger share of walk trips, particularly in the relatively small area of central London.

**Chart 1.2.2 Map of fare zones**



**Table 1.2.1 Spatial distribution of bus and Underground journey stages by fare zone**

Fare zone	Bus (2005/06)	Underground (2004-2005) <sup>1</sup>
Within zone 1	229	299
Within zone 2	362	45
Within zone 3	282	24
Within zone 4/5/6	587	14
Between zones 1 and 2	209	226
Between zones 1 and 3	30	138
Between zones 1 and 4/5/6	6	94
Between zones 2 and 3	98	64
Between zones 2 and 4/5/6	18	31
Between zones 3 and 4/5/6	127	25
Unknown <sup>2</sup>	-	11
All journey stages	1,946	971

Source: GLBPS and UUS

Enquiries: 020 7126 4553 (bus ) and 020 7918 4599 (Underground)

1. Zones A,B,C,D are included in Zone 6 in the data.

2. See technical note

The distribution of bus journey stages in 2005/06 remained similar to that seen in 2004/05, with three quarters of bus journey stages made within a single fare zone. 30% of bus journey stages were made within zones 4/5/6, highlighting the significance of bus for orbital trips. In contrast to bus, 79% of Underground journey stages started or ended in fare zone 1, with 31% journey stages made entirely within zone 1.

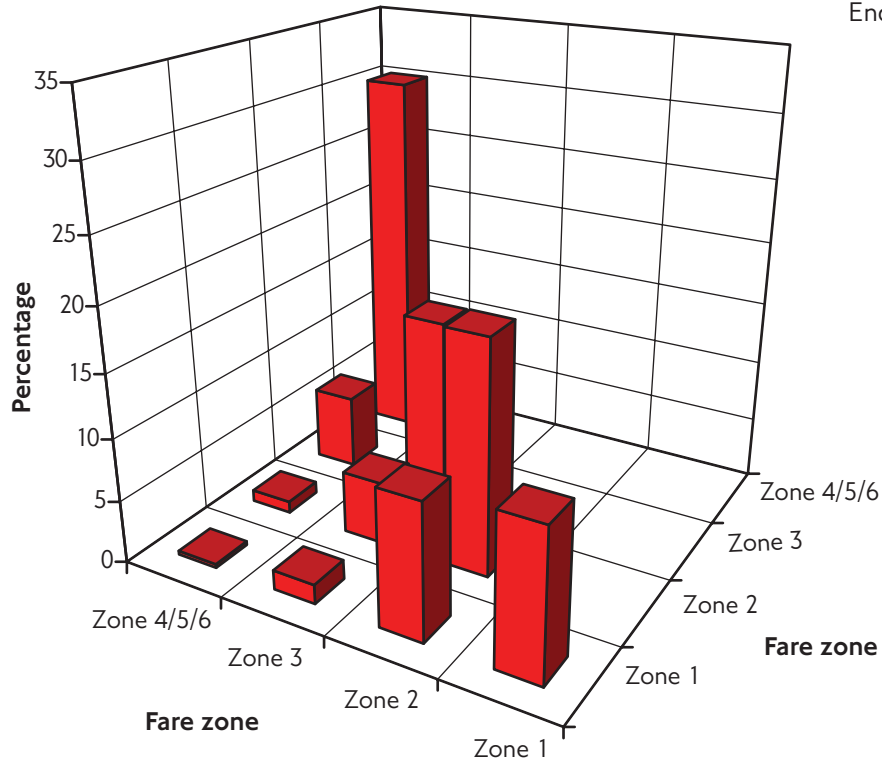
Of the total 1.9 m of journey stages in 2005/06, 0.6m (30%) were within the outer London zones 4/5/6, and a further 0.1m (8%) between zones 4/5/6 and zones 1 to 3, 12% were within central London (zone 1) and 13% between central London and other parts of inner London. The remaining 37% were within inner London (zones 2 and 3). In contrast, Underground is used predominantly for central London trips with 79% (in 2004/05) having either origin or destination in zone 1 (including 31% entirely within zone 1).



# 1. Travel patterns in London

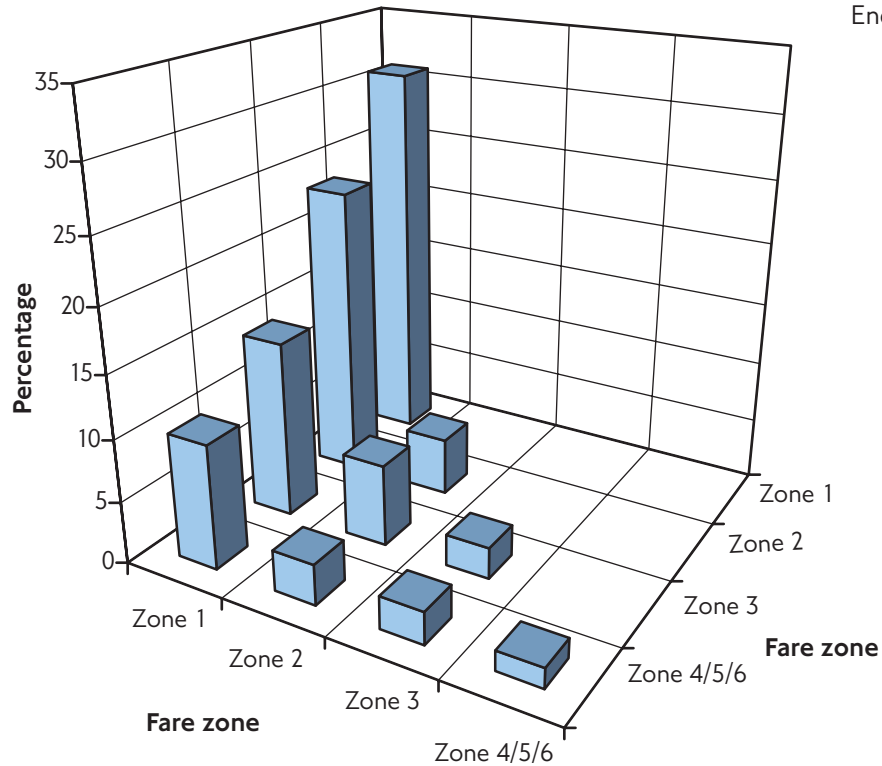
**Chart 1.2.3 Spatial distribution of bus journey stages by fare zone (2005/06)**

Source: GLBPS  
Enquiries: 020 7126 4553



**Chart 1.2.4 Spatial distribution of Underground journey stages by fare zone (2004-2005)**

Source: UUS  
Enquiries: 020 7918 4599



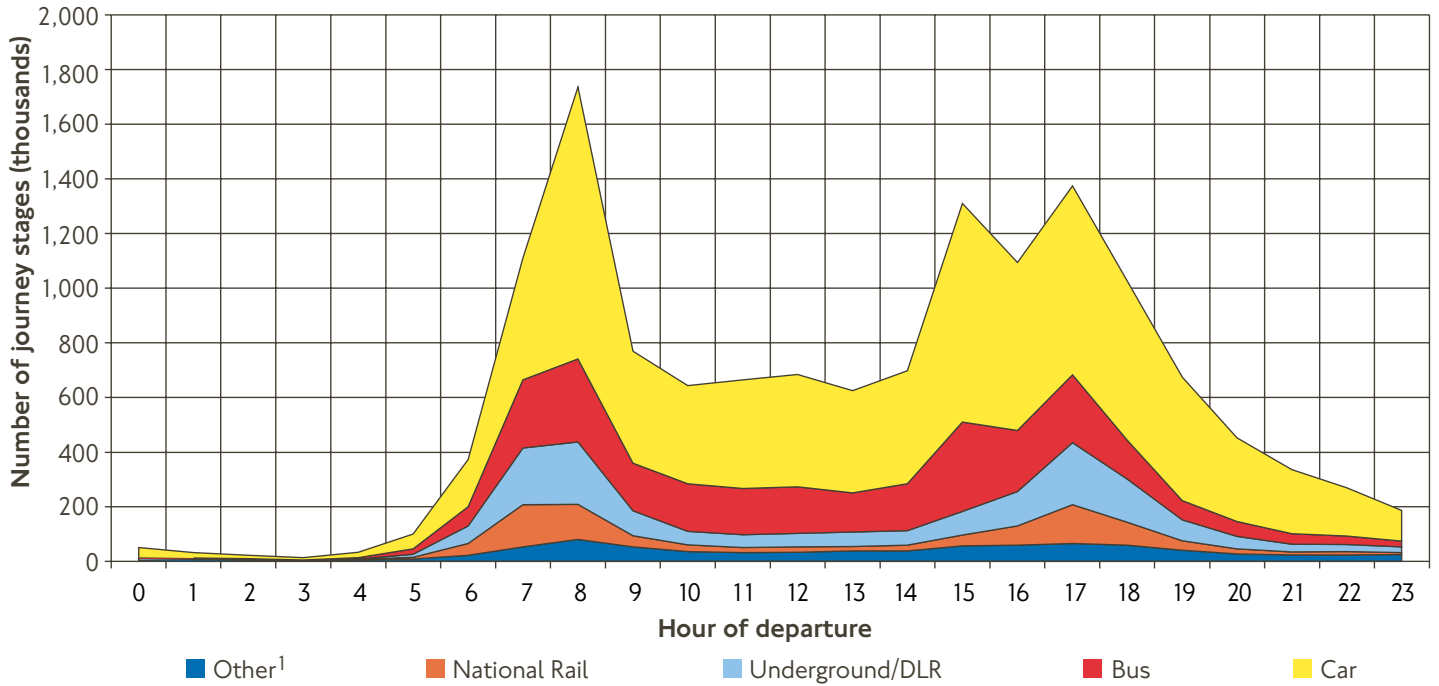
1. Zones A,B,C,D are included in Zone 6.

# 1. Travel patterns in London

## 1.3. Within-day variations

**Chart 1.3.1 London residents' weekday journey stages (excluding walk) by mode of transport and hour of departure (2001)**

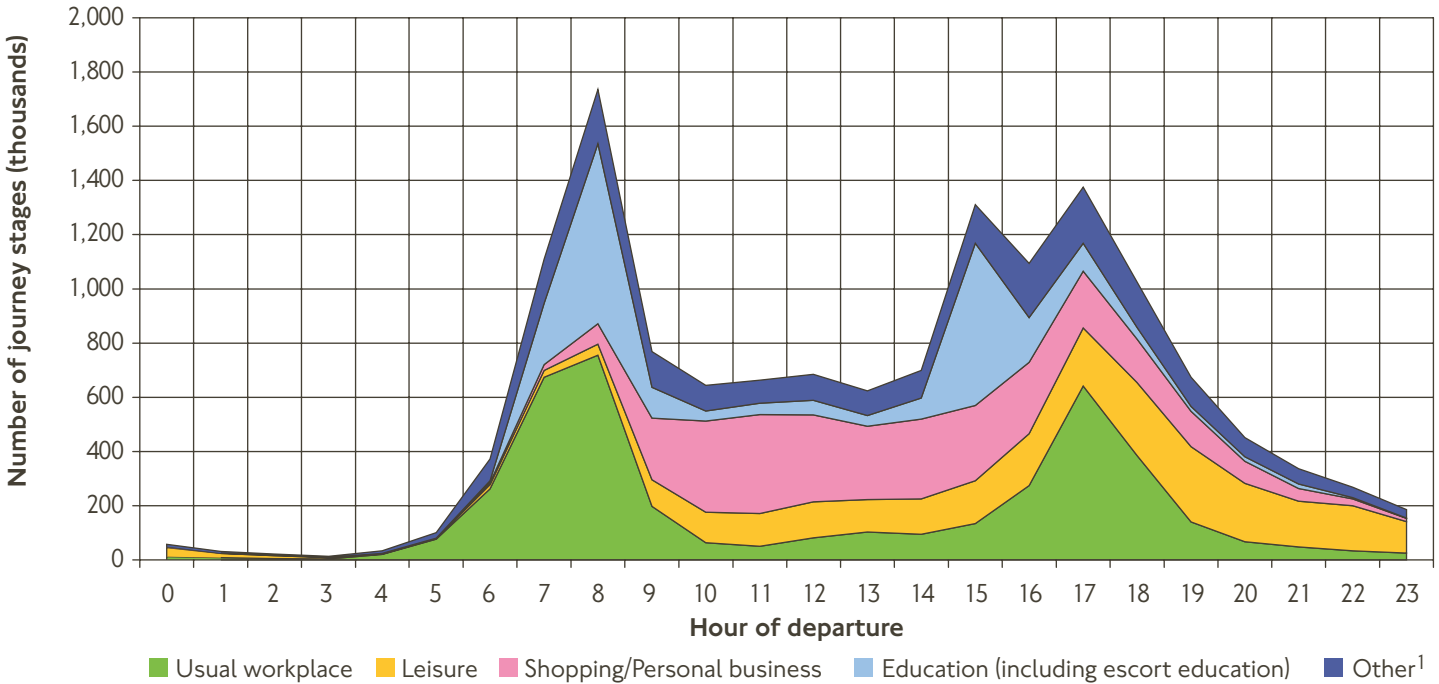
Source: LATS 2001 Household Survey  
Enquiries: 020 7126 4286



1. Includes motorcycle, pedal cycle, tram, taxi, school bus, coach, plane, boat and other

**Chart 1.3.2 London residents' weekday journey stages (excluding walk) by purpose and hour of departure (2001)**

Source: LATS 2001 Household Survey  
Enquiries: 020 7126 4286



1. Includes other work and employer's business and escort trips (other than to/from education)

The peak in the number of journey stages (excluding walk) is more pronounced in the morning than in the evening peak period, when there is both an early afternoon peak (between 3 and 4pm) mainly due to school children and their accompanying adults ('the school run'), and a later peak for workers between 5 and 6pm.

# 1. Travel patterns in London

## 1.4. Morning peak travel into central London

Table 1.4.1 People entering central London in the morning peak

Thousands

Year	All modes	Rail only	Rail with transfer to LUL/DLR	All rail	LUL or DLR only	Bus	Coach/minibus	Car	Taxi <sup>1</sup>	Powered two-wheeler	Cycle
1991	1042	258	168	426	347	74	20	155	••	12	9
1992	992	245	156	401	337	61	24	150	••	11	9
1993	977	214	168	382	340	64	20	150	••	11	9
1994	989	221	171	392	346	63	23	145	••	11	9
1995	993	221	174	395	348	63	21	145	••	11	10
1996	992	223	176	399	333	68	20	143	9	11	10
1997	1035	240	195	435	341	68	20	142	9	11	10
1998	1063	252	196	448	360	68	17	140	8	13	10
1999	1074	259	201	460	363	68	15	135	8	15	12
2000	1108	269	196	465	383	73	15	137	8	17	12
2001	1093	263	204	468	377	81	10	122	7	16	12
2002	1068	245	206	451	380	88	10	105	7	15	12
2003	1029	265	191	455	339	104	10	86	7	16	12
2004	1043	256	196	452	344	116	9	86	7	16	14
2005	1064	271	201	473	342	115	9	84	8	16	17

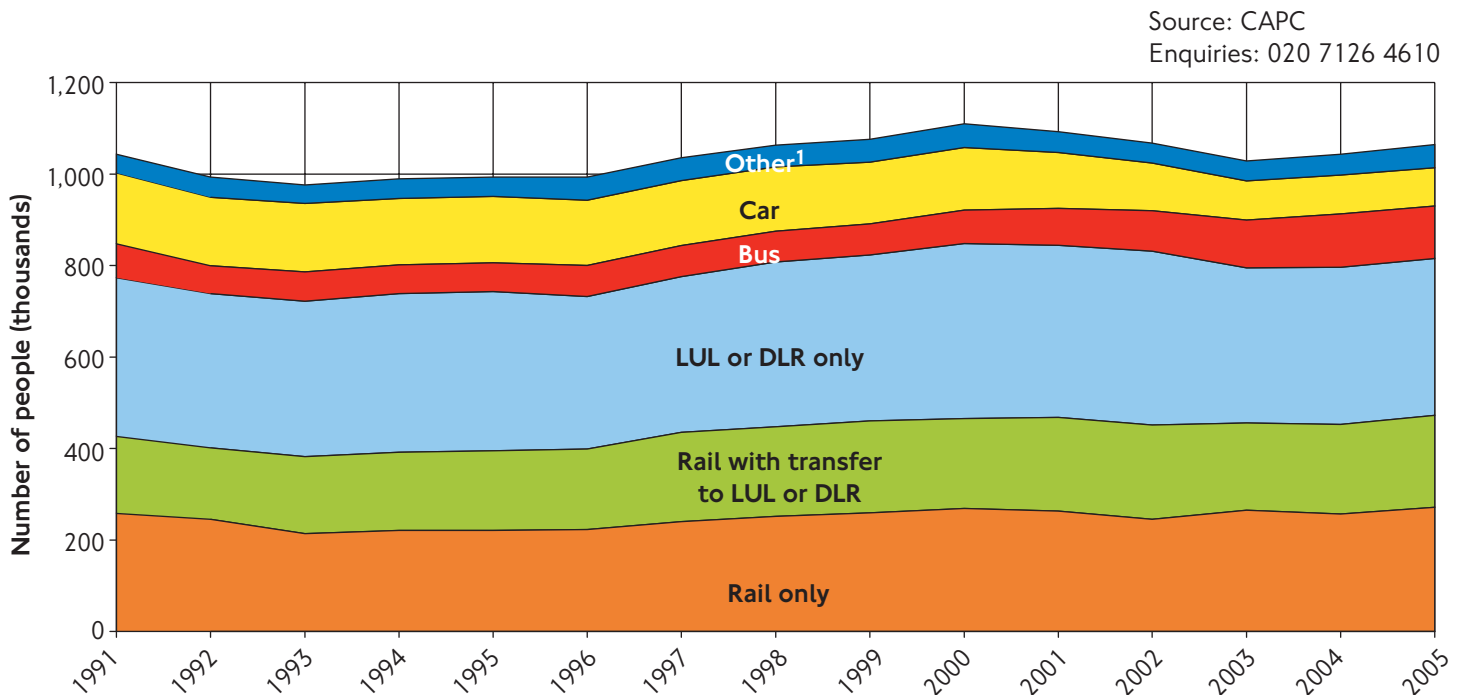
Source: CAPC

Enquiries: 020 7126 4610

1. Taxi data unrecorded prior to 1996.

See technical note.

Chart 1.4.1 People entering central London in the morning peak



1. Includes coach/minibus, taxi, powered two-wheeler and cycle.

The number of people entering central London in the morning peak increased in 2005, following the decline between 2000 and 2003. The increase was due almost entirely to rail travel, although in percentage terms, the number of cyclists also rose sharply, 28% more than the previous year.

# 1. Travel patterns in London

**Table 1.4.2 Occupants per vehicle entering central London during the morning peak**

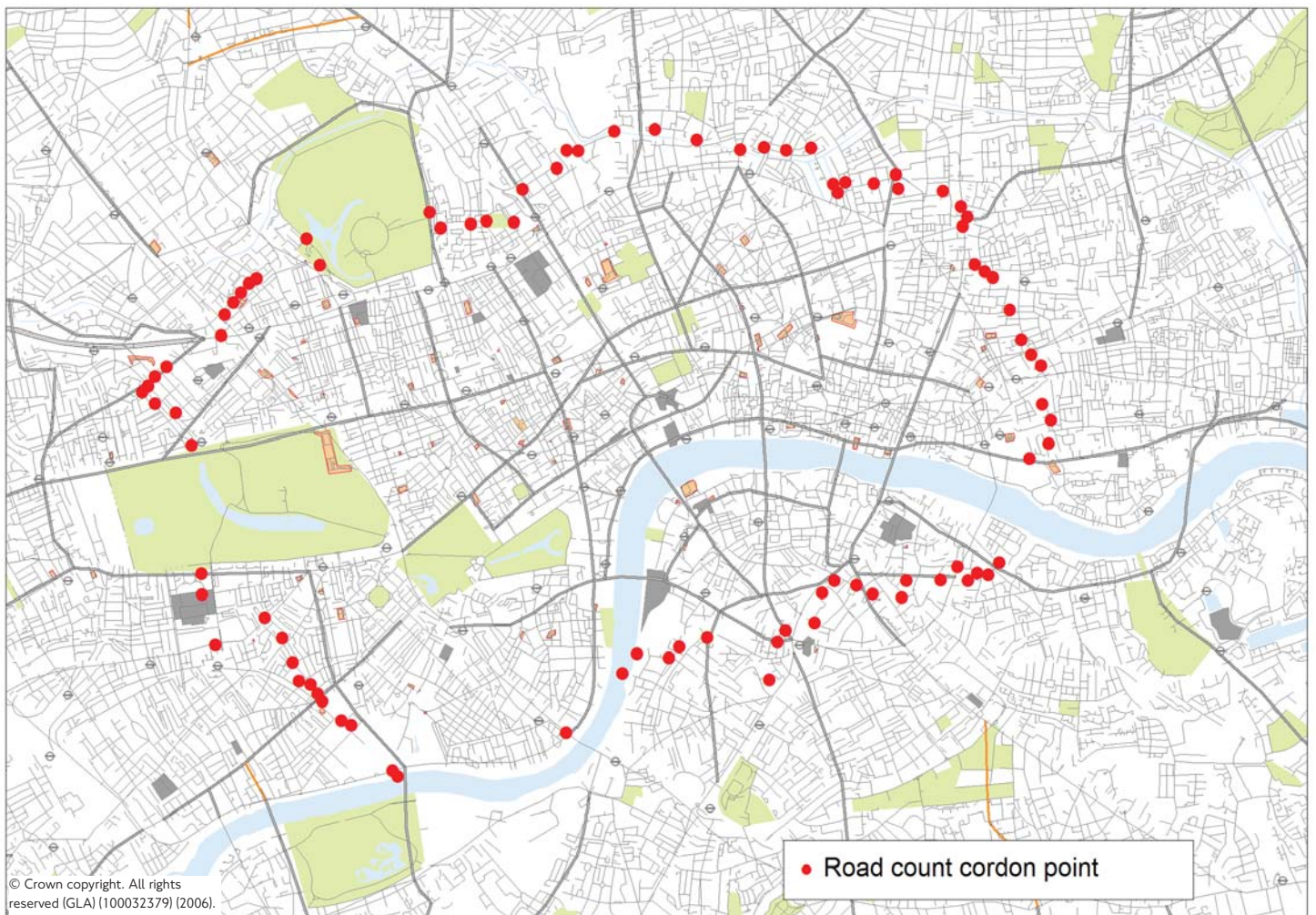
Year	Bus	Car
1991	32.0	1.32
1992	26.9	1.32
1993	27.7	1.32
1994	27.7	1.31
1995	27.8	1.32
1996	29.0	1.31
1997	28.8	1.34
1998	30.3	1.34
1999	30.4	1.36
2000	34.4	1.39
2001	37.5	1.35
2002	37.2	1.36
2003	39.0	1.35
2004	43.7	1.37
2005	42.6	1.39

Source: CAPC

Enquiries: 020 7126 4610

The number of drivers into central London continued to fall, although there was a slight increase in average car occupancy (which, however, was still below the level recorded between 1998 and 2000). Bus occupancy dipped slightly below the very high level recorded in 2004.

**Chart 1.4.2 Central area peak counts boundary cordon**

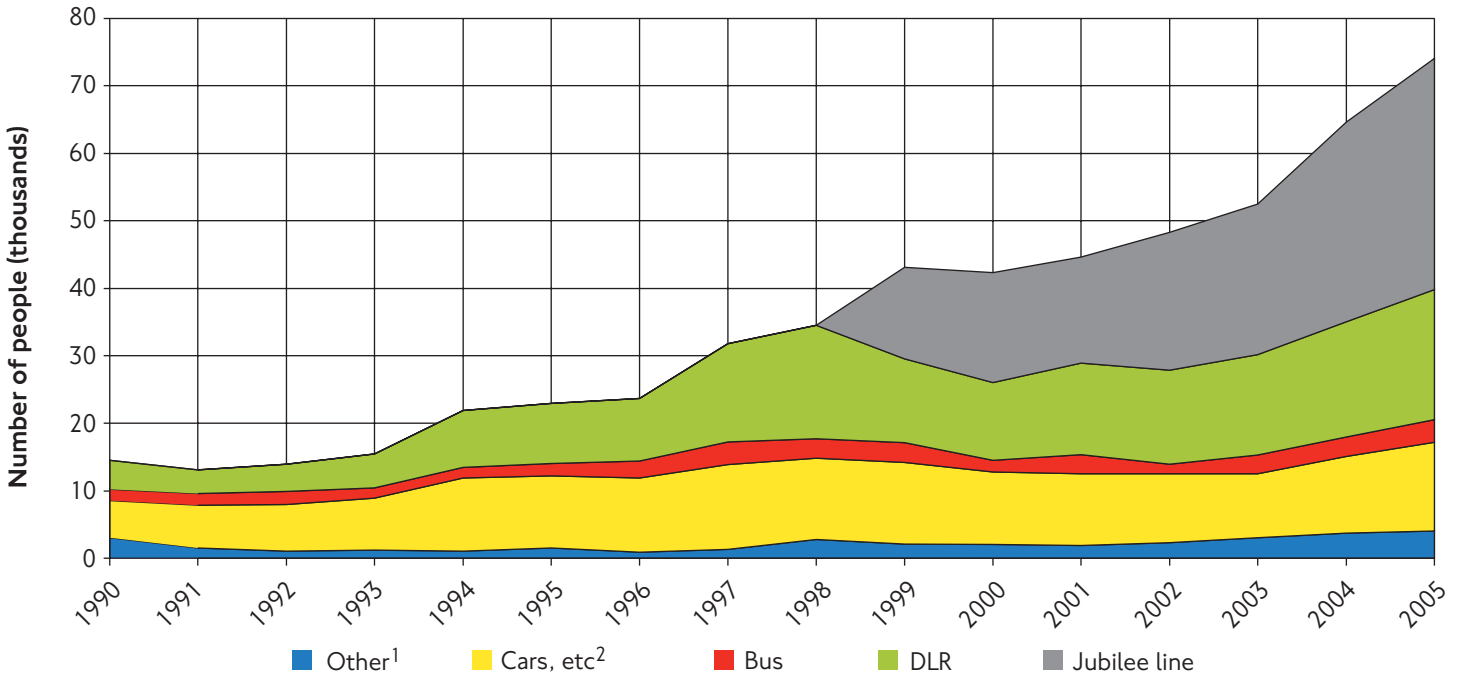




# 1. Travel patterns in London

**Chart 1.4.3 Isle of Dogs (including Canary Wharf) morning peak travel by mode of transport**

Source: Isle of Dogs Cordon Survey  
Enquiries: 020 7126 4306

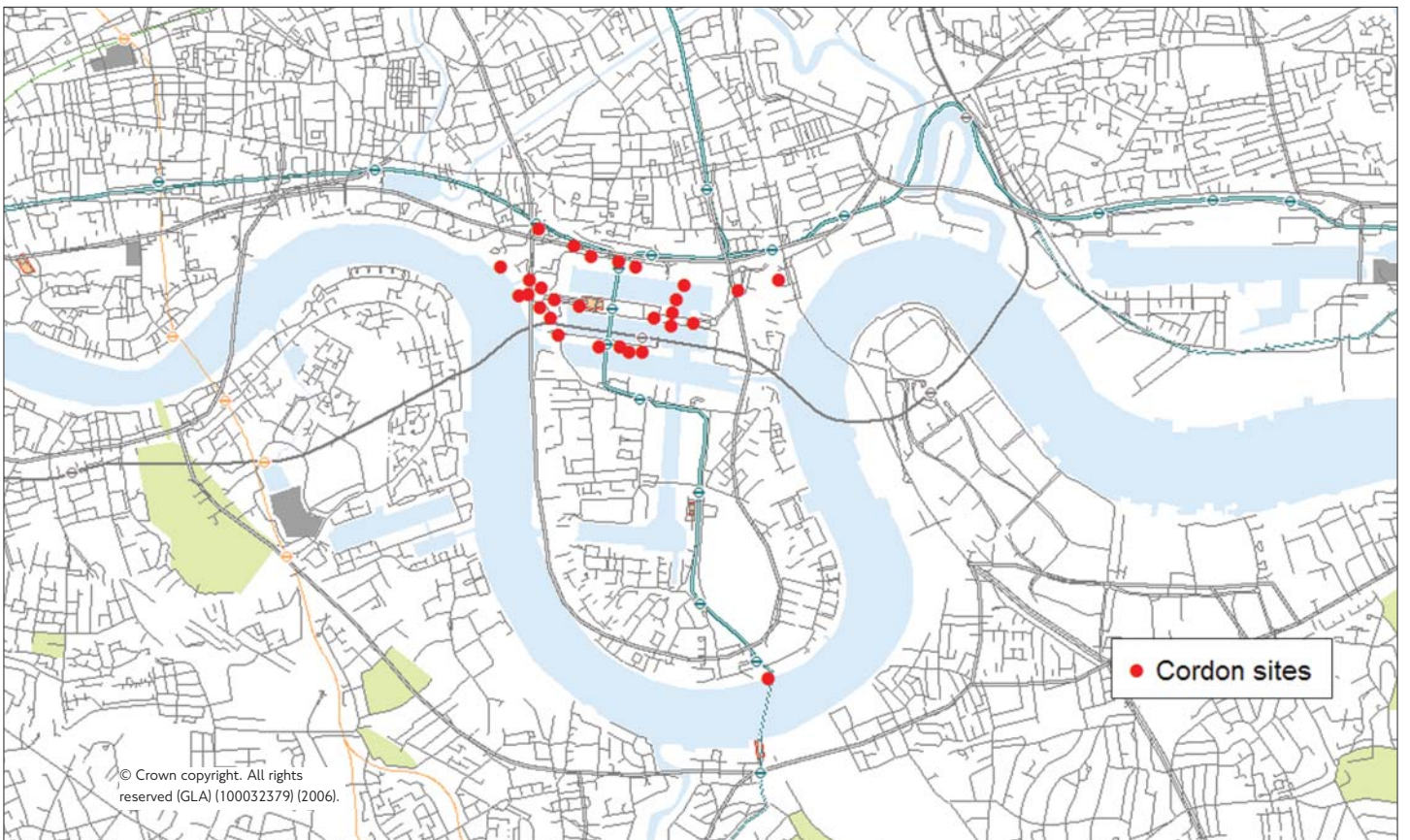


1. Includes river bus, bicycle and walk

2. Includes vans, taxis, motorcycles and goods vehicles

The number of people entering the Isle of Dogs in the morning peak continued to rise in 2005, with 15% more than in 2004. Underground (Jubilee line) and Docklands Light Railway maintained their mode share at 46% and 26% respectively. Although still accounting for less than 1% of trips, Thames River Bus passengers increased by 38% between 2004 and 2005.

**Chart 1.4.4 Location of Isle of Dogs cordon sites**



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# 1. Travel patterns in London

## 1.5. London residents' travel

**Table 1.5.1 Residents' weekday journey stages, key statistics (2001)**

Mode	Journey stages per day (m)	Average length <sup>2</sup> of stage (km)	Percentage share of journey stages by purposes of trip				
			Commuting and in course of work	Education <sup>3</sup>	Shopping and personal business	Leisure and other	All purposes
Bus	2.8	3.5	32	19	30	19	100
Croydon Tramlink	0.1	3.8	40	9	33	18	100
Underground	1.6	7.2	62	10	11	18	100
DLR	0.1	4.0	67	9	11	13	100
National Rail	0.9	13.5	69	8	8	15	100
Car/van	8.1	6.8	30	7	23	40	100
Motorcycle	0.1	8.9	68	4	15	14	100
Taxi and PHV	0.3	7.2	30	3	19	48	100
Walk <sup>1</sup>	5.5	0.8	14	16	36	34	100
Bicycle	0.3	3.2	48	8	18	26	100
<b>All modes</b>	<b>19.7</b>	<b>4.5</b>	<b>31</b>	<b>12</b>	<b>26</b>	<b>32</b>	<b>100</b>

Source: LATS 2001 Household Survey

Enquiries: 020 7126 4286

Note: The table shows travel by household residents of Greater London only and is not comparable with Table 1.1.1 which includes non-residents' travel in London.

1. Walk all the way only; excludes walks to or from other transport
2. Straight line distance between origin and destination
3. Includes education and trips to pick up or drop off children at school

About two-thirds of London residents' weekday journey stages by rail, Underground and DLR were travel to or from work or in course of work. Only a third of bus journey stages were work-related and a similar number were for shopping or personal business. Overall, 26% of journey stages were for shopping or personal business, 31% for work and 32% for leisure purposes. 40% of public transport journey stages and 48% of taxi journey stages were for leisure.

## 1.6. Commuting

**Table 1.6.1 Main mode of travel to work (Autumn 2005)**

Percentage

Main mode	Area of workplace						Area of residence		
	Central London	Rest of inner London	Outer London	All London	Rest of Great Britain	Great Britain	Inner London	Outer London	All London
Car and van	9	34	65	40	76	71	21	51	41
Motorbike, moped, scooter	2	2	1	2	1	1	1	2	1
Bicycle	3	5	2	3	3	3	6	2	3
Bus and coach	13	15	13	14	7	8	24	12	16
National Rail	42	17	5	20	2	4	12	14	14
Underground, tram, light rail	26	16	4	14	-	2	23	11	15
Walk	3	11	9	7	11	11	12	7	9
Other modes <sup>1</sup>	1	1	-	1	1	1	2	1	1
<b>All modes</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Number of people (thousands)</b>	<b>1.02</b>	<b>0.85</b>	<b>1.39</b>	<b>3.26</b>	<b>21.52</b>	<b>24.78</b>	<b>1.04</b>	<b>1.86</b>	<b>2.90</b>

Source: Labour Force Survey, ONS

Enquiries: 020 7944 4955

1. Includes modes not listed (eg taxi)

Two thirds of people who work in central London travel there by National Rail or Underground, while 9% use a car or van as their main mode of transport. For London as a whole, car or van use rises to 40%, still well below the average for the rest of Great Britain (76%). Among those who live in London, travel patterns to work differ markedly between residents of inner London; who are more likely to travel by public transport; and those in outer London, the majority of whom drive to work.



# 1. Travel patterns in London

**Table 1.6.2 Travel times to work by main mode (Autumn 2005)**

Main mode	Area of workplace					
	Central London	Rest of inner London	Outer London	All London	Rest of Great Britain	Great Britain
Car and van	54	31	25	29	20	20
Motorbike, moped, scooter	35	33	27	32	19	22
Bicycle	31	22	19	24	16	17
Bus and coach	47	37	34	39	33	34
National Rail	69	63	46	65	49	59
Underground, tram, light rail	48	43	42	46	34	45
Walk	18	13	13	14	12	12
<b>All modes<sup>1</sup></b>	<b>55</b>	<b>37</b>	<b>27</b>	<b>38</b>	<b>20</b>	<b>23</b>

Source: Labour Force Survey, ONS

Enquiries: 020 7944 4955

1. Includes modes not listed (eg taxi).

2. Comparisons with earlier years results (reported in previous editions) are subject to sampling error and should be treated cautiously.

On average, workers in London spend almost twice as long travelling to work as those in other parts of Great Britain. Commuters to central London take longest, averaging 55 minutes travel time from home to work.

The location of centres of commuting to London from other parts of South East England is shown in tables 1.6.3 to 1.6.6 derived from the 2001 Census of Population. Each table lists the 12 local authority districts with highest number of residents commuting, with their usual main mode of travel to work, broken down between central London, the rest of inner London and outer London boroughs. See also the map, Chart 1.6.1.

**Table 1.6.3 Commuting to Greater London from the rest of the South East (2001)**

Rank	Local Authority District of Residence	Commuters (thousands)	Percentage mode share		
			Rail	All car	Other
	Top 12 districts				
1	Epping Forest	26.7	8	55	37
2	Elmbridge	22.3	37	54	10
3	Thurrock	19.5	40	51	9
4	Basildon	18.3	58	38	4
5	Spelthorne	18.1	12	75	13
6	Medway Towns	17.8	39	46	15
7	Sevenoaks	17.5	43	51	6
8	Hertsmere	17.2	24	61	15
9	Dartford	16.8	32	60	9
10	Reigate & Banstead	16.0	36	58	6
11	Broxbourne	14.9	29	60	12
12	St Albans	14.5	58	38	5
	Subtotal	219.5	33	54	13
	Other districts	422.6	43	49	8
	<b>All districts in the South East</b>	<b>642.1</b>	<b>40</b>	<b>50</b>	<b>10</b>

Source: ONS, 2001 Census of Population

Enquiries: 020 7126 4286

# 1. Travel patterns in London

**Table 1.6.4 Commuting to central London from the rest of the South East (2001)**

Rank	Local Authority District of Residence	Commuters (thousands)	Percentage mode share		
			Rail	All car	Other
	Top 12 districts				
1	Epping Forest	9.0	17	13	70
2	Basildon	8.7	89	8	4
3	Medway Towns	7.8	62	15	23
4	St Albans	7.7	85	10	5
5	Elmbridge	7.6	82	13	5
6	Chelmsford	7.3	90	7	3
7	Thurrock	7.0	78	11	11
8	Sevenoaks	6.7	83	10	7
9	Southend-On-Sea	6.0	90	6	4
10	East Hertfordshire	5.3	81	12	7
11	Hertsmere	5.0	61	18	21
12	Brentwood	4.8	87	8	6
	Subtotal	82.7	74	11	15
	Other districts	164.0	76	14	10
	<b>All districts in the South East</b>	<b>246.7</b>	<b>75</b>	<b>13</b>	<b>12</b>

Source: ONS, 2001 Census of Population

Enquiries: 020 7126 4286

**Table 1.6.5 Commuting to Inner London from the rest of the South East (2001)**

Rank	Local Authority District of Residence	Commuters (thousands)	Percentage mode share		
			Rail	All car	Other
	Top 12 districts				
1	Epping Forest	6.6	7	58	35
2	Thurrock	4.7	39	52	10
3	Medway Towns	4.4	32	54	13
4	Basildon	4.1	57	37	5
5	Broxbourne	3.4	29	60	11
6	Sevenoaks	3.3	39	55	6
7	Elmbridge	3.2	43	49	8
8	Hertsmere	3.1	26	56	18
9	Dartford	3.1	34	58	7
10	Chelmsford	3.0	60	36	3
11	Reigate & Banstead	2.6	43	50	7
12	St Albans	2.6	58	36	7
	Subtotal	44.3	36	51	13
	Other districts	76.9	47	43	10
	<b>All districts in the South East</b>	<b>121.2</b>	<b>43</b>	<b>46</b>	<b>11</b>

Source: ONS, 2001 Census of Population

Enquiries: 020 7126 4286

# 1. Travel patterns in London

**Table 1.6.6 Commuting to Outer London from the rest of the South East (2001)**

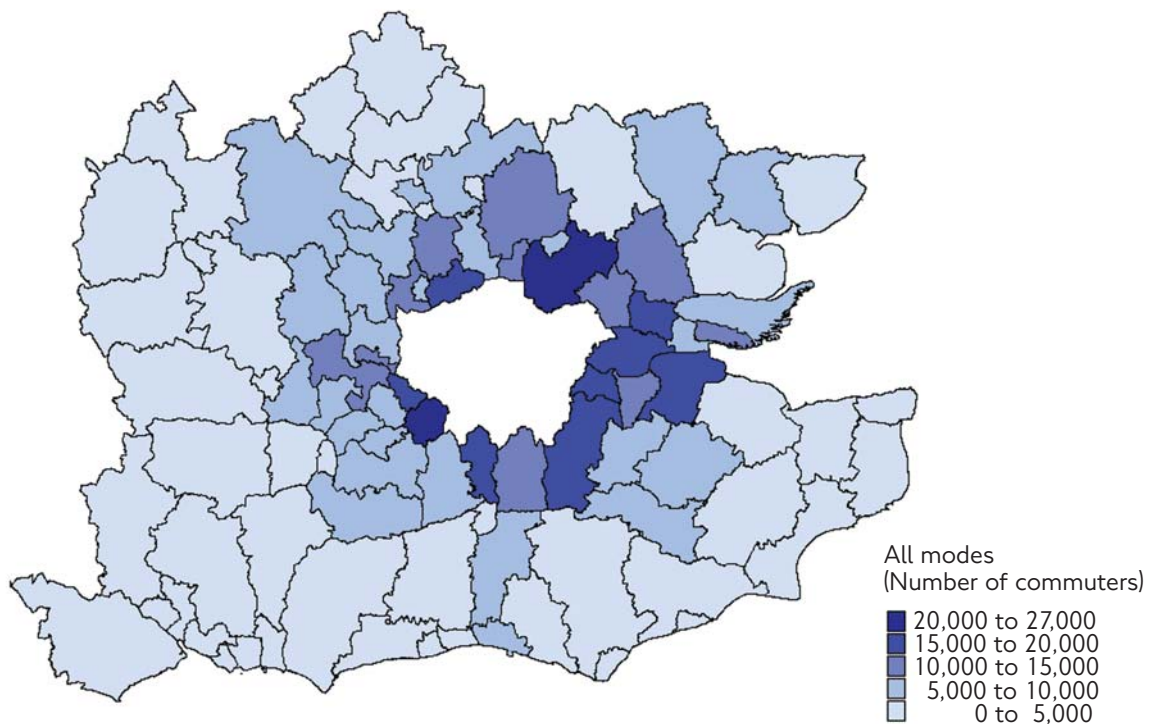
Rank	Local Authority District of Residence	Commuters (thousands)	Percentage mode share		
			Rail	All car	Other
	Top 12 districts				
1	Spelthorne	15.0	4	84	13
2	Elmbridge	11.5	5	82	13
3	Dartford	8.9	6	84	10
4	Reigate & Banstead	8.9	10	84	6
5	Epsom & Ewell	8.4	8	79	12
6	Thurrock	7.8	6	87	6
7	Sevenoaks	7.5	8	86	5
8	Tandridge	7.1	10	80	10
9	Epping Forest	11.1	2	87	11
10	Hertsmere	9.1	3	86	11
11	Slough	8.6	3	88	9
12	Broxbourne	7.3	4	86	10
	Subtotal	111.2	6	84	10
	Other districts	163.1	8	87	5
	<b>All districts in the South East</b>	<b>274.3</b>	<b>7</b>	<b>86</b>	<b>7</b>

Source: ONS, 2001 Census of Population

Enquiries: 020 7126 4286

**Chart 1.6.1 Commuters to Greater London by district of residence (2001)**

Source: ONS, 2001 Census of Population



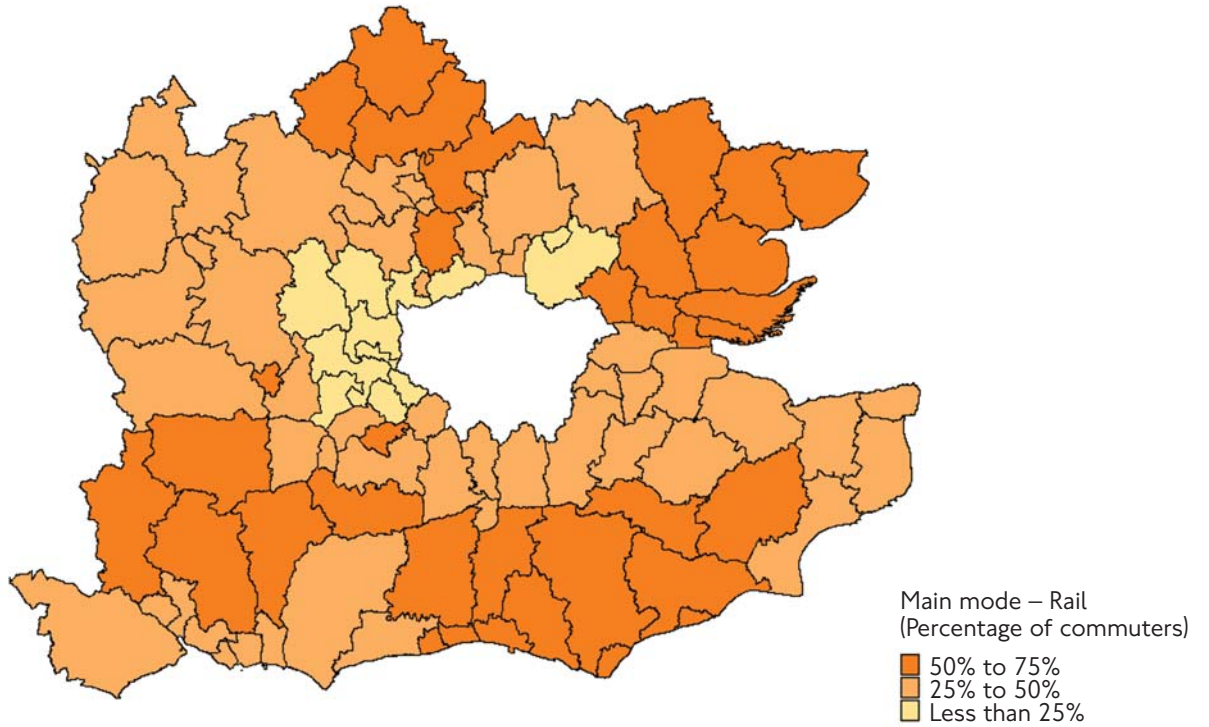
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# 1. Travel patterns in London

Chart 1.6.2 Main mode of travel to work in Greater London by district of residence (2001)

**(a) Rail**

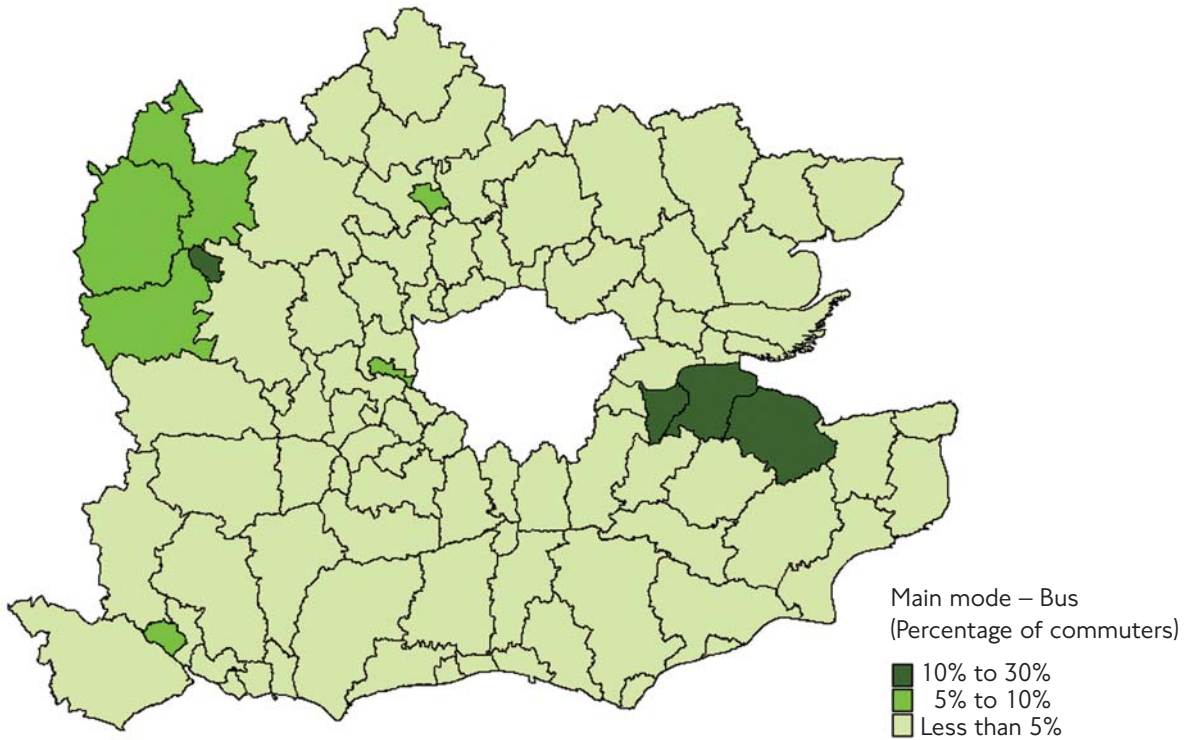
Source: ONS, 2001 Census of Population



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**(b) Bus and coach**

Source: ONS, 2001 Census of Population

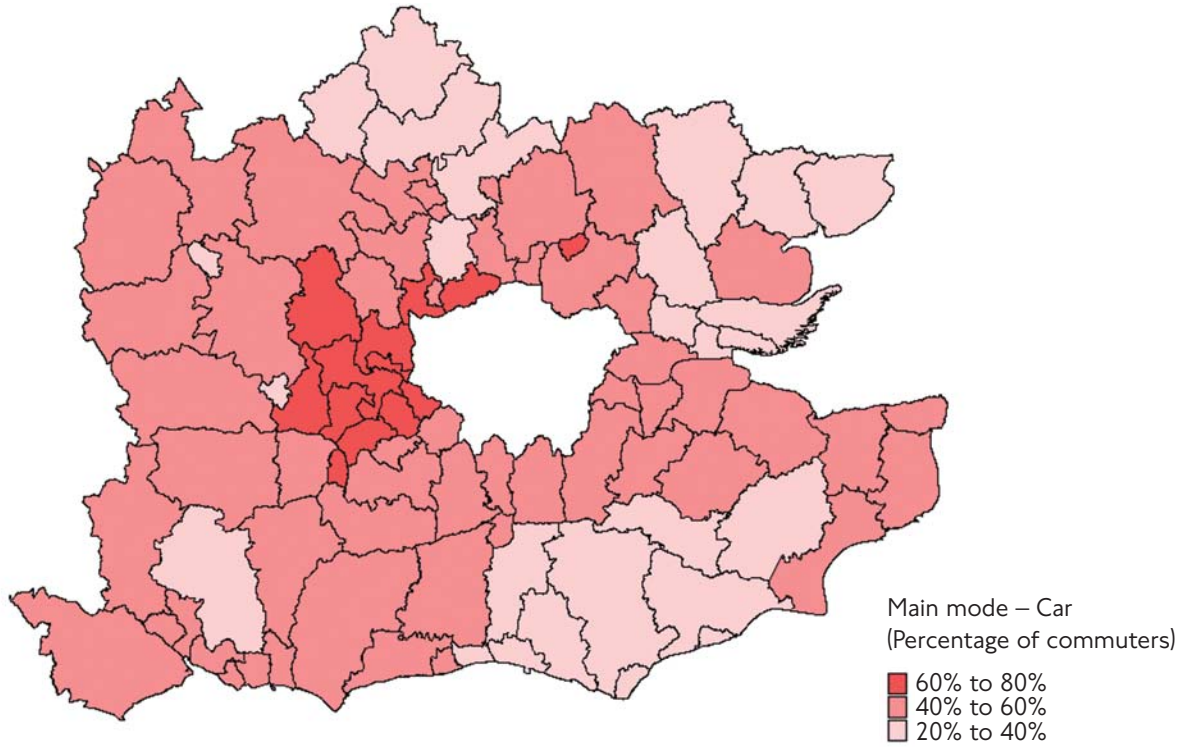


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# 1. Travel patterns in London

## (c) Car

Source: ONS, 2001 Census of Population



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# 1. Travel patterns in London

## 1.7. Household expenditure on travel and transport

**Table 1.7.1 Expenditure per London household per week on travel and transport by detailed groups (2005/06 prices)**

Type of expenditure	London				Rest of Great Britain				Pounds
	2001/02	2002/03	2003/04	2004/05	2001/02	2002/03	2003/04	2004/05	
<i>Motoring and cycling</i>									
Purchase and repairs <sup>1</sup>	31.60	32.90	29.20	25.60	34.40	35.10	35.90	32.70	
Spares and accessories <sup>1</sup>	1.30	2.90	1.40	1.60	2.20	2.20	2.20	2.20	
Motor vehicle insurance and taxation	11.00	11.30	11.60	9.50	9.90	12.00	10.80	11.50	
Petrol, diesel and other motor oils	12.80	11.40	14.50	12.10	16.60	16.70	15.90	17.10	
Other motoring costs	1.90	2.40	2.80	2.40	2.00	2.10	1.90	2.50	
<b>Total motoring and cycling</b>	<b>58.60</b>	<b>61.00</b>	<b>59.60</b>	<b>51.20</b>	<b>65.20</b>	<b>68.10</b>	<b>66.80</b>	<b>66.10</b>	
<i>Fares and other travel costs</i>									
Rail and Underground fares	4.30	4.60	3.80	3.80	1.80	1.70	1.80	1.90	
Bus and coach fares	2.10	2.70	2.00	2.40	1.50	1.40	1.50	1.40	
Combined fares <sup>2</sup>	7.60	5.80	4.90	5.20	0.30	0.20	0.20	0.20	
Other travel costs	5.70	6.60	4.40	5.00	4.30	4.50	5.10	3.70	
<b>Total fares and other travel costs</b>	<b>19.70</b>	<b>19.60</b>	<b>15.10</b>	<b>16.40</b>	<b>7.90</b>	<b>7.90</b>	<b>8.60</b>	<b>7.30</b>	
<i>Totals</i>									
Transport expenditure per household	78.40	80.60	74.70	67.60	73.10	76.00	75.40	73.30	
Motoring expenditure per car/van	61.10	65.00	60.30	58.90	57.30	59.10	57.60	55.20	
Total expenditure per household	546.00	522.80	513.70	497.80	423.90	431.80	432.90	440.00	

Source: The Expenditure and Food Survey, National Statistics © Crown copyright material is reproduced with the permission of the Controller of HMSO (and the Queen's Printer for Scotland) Enquiries: 020 7533 5756

1. Includes cars, vans, motorcycles, cycles and other vehicles.

2. Includes travelcards to be used on Underground, rail and bus.

Average expenditure per household on travel and transport (derived from the ONS Expenditure and Food Survey) for years 2001/02 to 2004/05 has been rebased to constant (2005/06) prices using the RPI (all items). London households spend about 14% of their total expenditure on transport.

Transport expenditure of London households has declined since 2002/03 and dropped below the average for households in the rest of Great Britain, reversing the previous ranking. Londoners spend a lower proportion of their transport expenditure on motoring, reflecting lower levels of car ownership in London, although their expenditure per vehicle remains slightly above that in the rest of Great Britain.

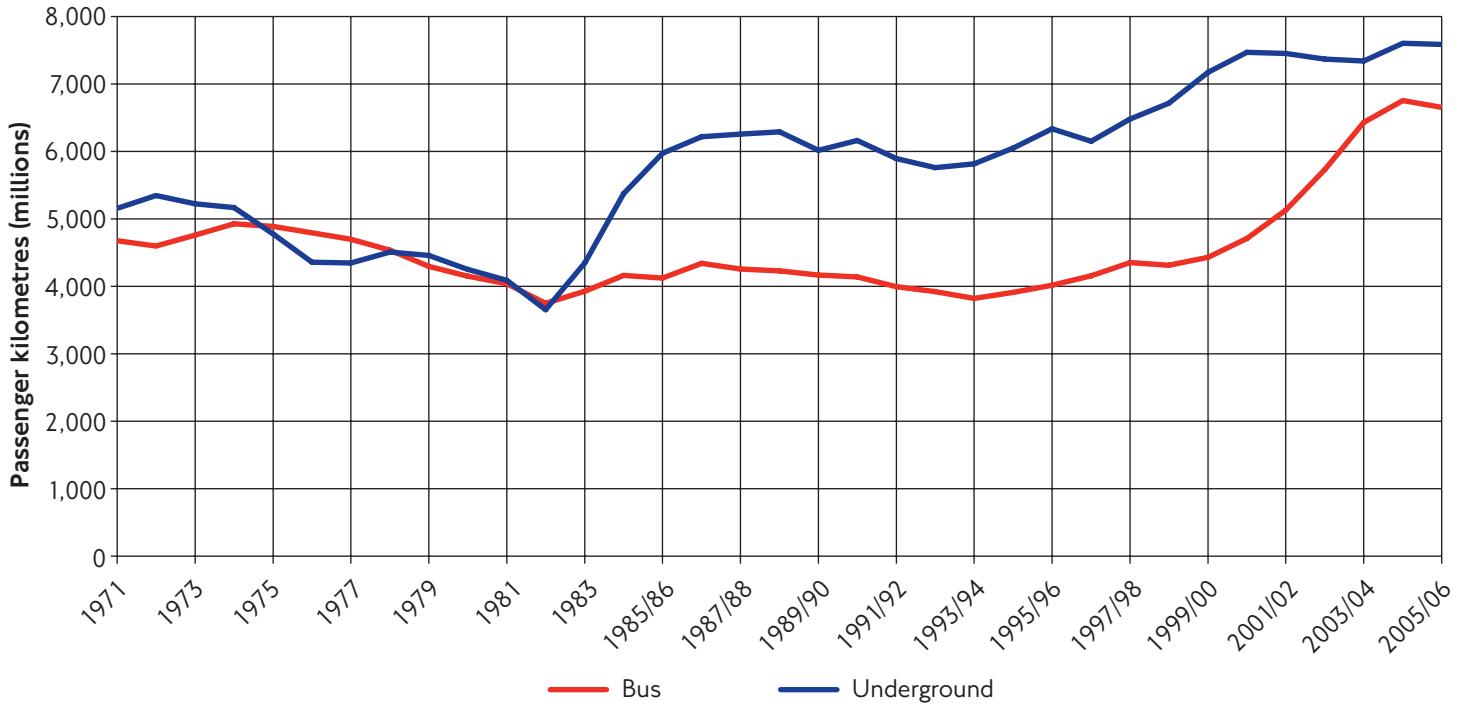


## 2. Public transport

### 2.1. Overview

**Chart 2.1.1 Bus and Underground passenger kilometres**

Source: TfL Service Performance Data  
Enquiries: 020 7126 4616

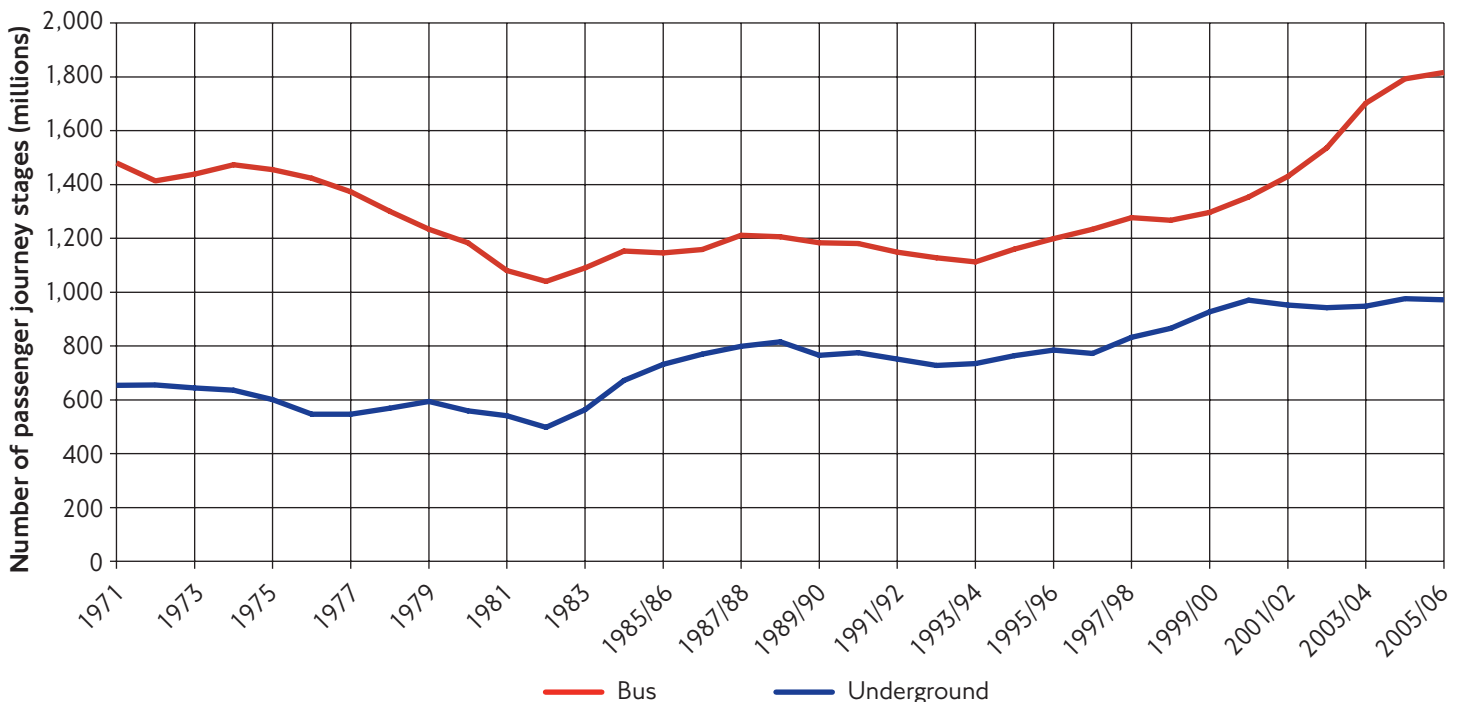


In 2005/06 the number of passenger kilometres on bus and Underground decreased from the previous year's peak. Bus passenger kilometres fell by 1.5% while Underground fell only slightly by 0.3%, despite the London bombing incidents in July 2005.

The number of bus and Underground passenger journey stages remained almost unchanged, implying a reduction on the bus journey length of 2.8%. Underground journeys fell by 0.5%, implying little change in average journey length.

**Chart 2.1.2 Passenger journey stages by bus and Underground**

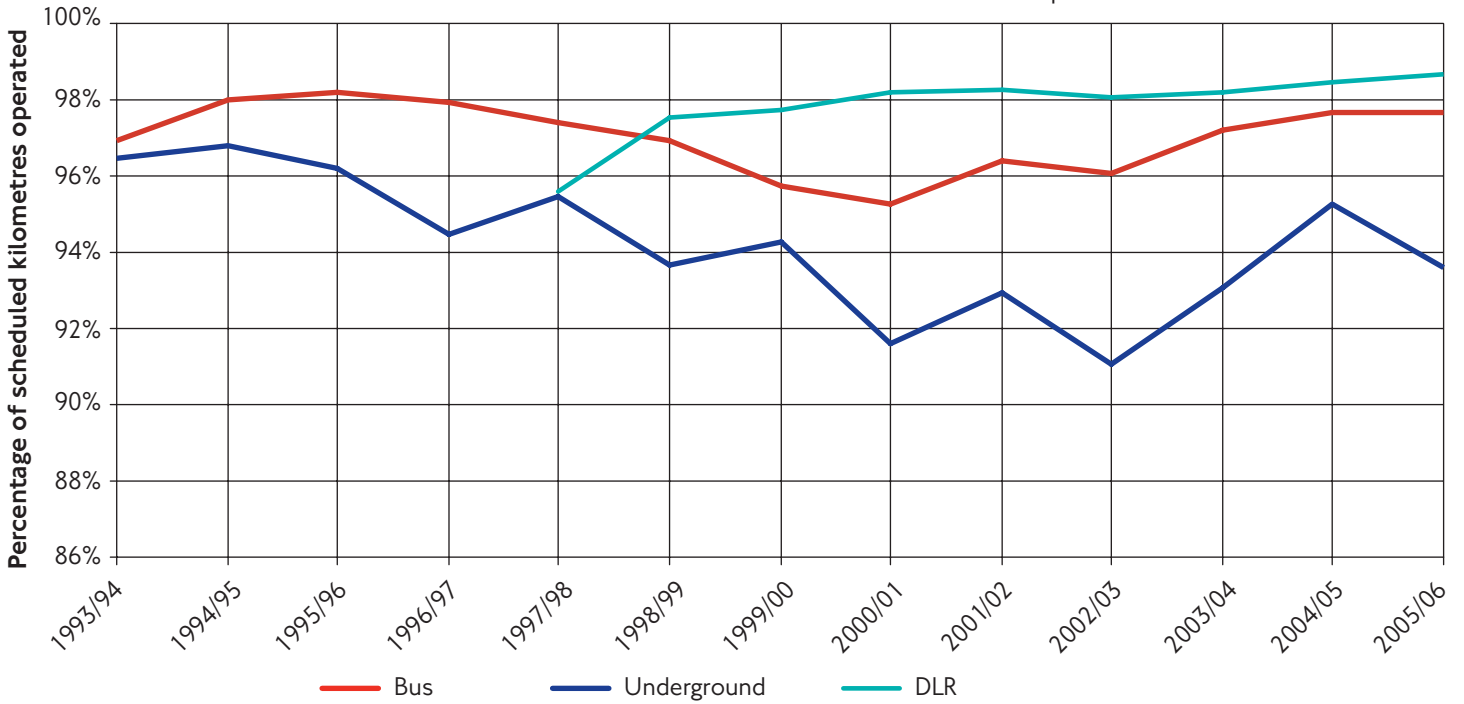
Source: TfL Service Performance Data  
Enquiries: 020 7126 4616



## 2. Public transport

**Chart 2.1.3 Percentage of scheduled kilometres operated by bus, Underground and DLR**

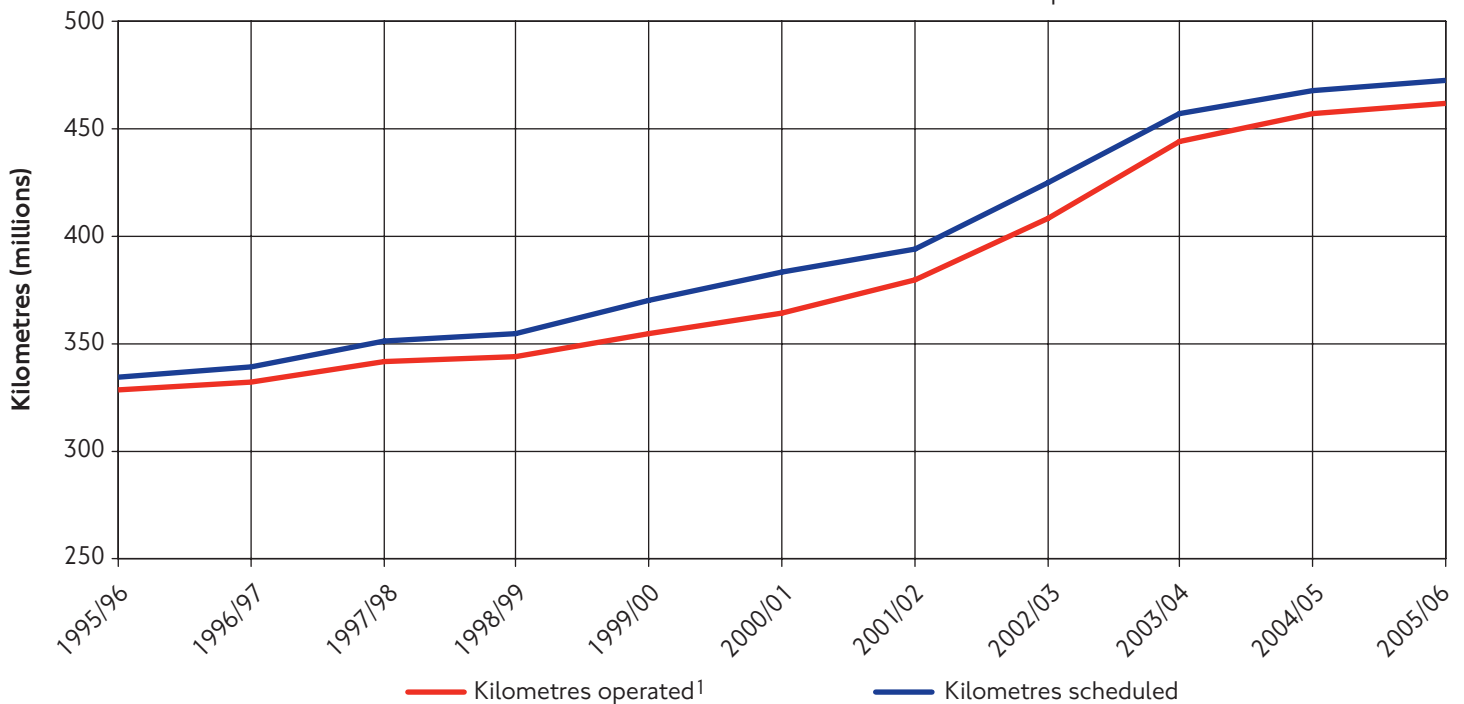
Source: TfL Service Performance Data  
Enquiries: 020 7126 4616



The percentage of kilometres operated by Bus and Docklands Light Rail remained unchanged in 2005/06. Those operated by Underground decreased by 1%, reversing the trend seen in the previous two years.

**Chart 2.1.4 Scheduled and operated kilometres by bus**

Source: TfL Service Performance Data  
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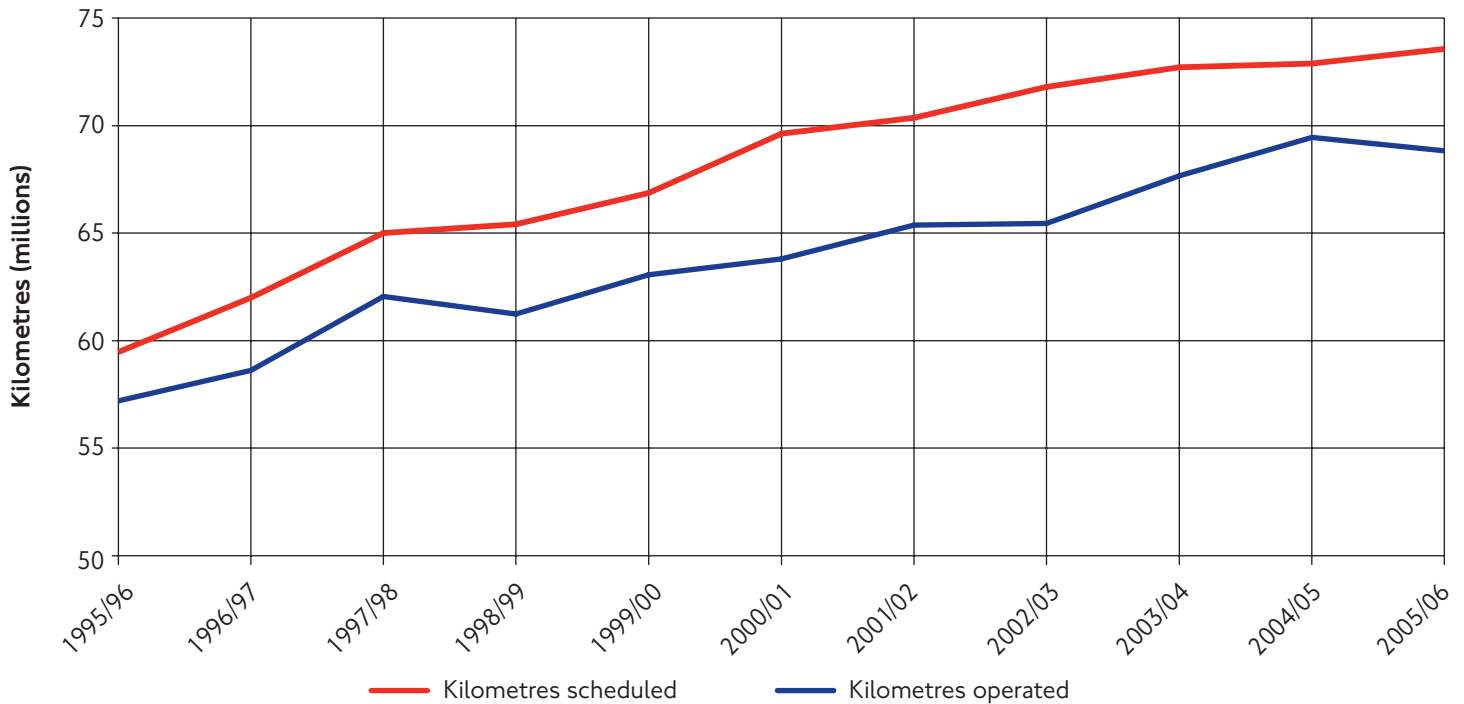


1. Deducting scheduled kilometres lost due to traffic congestion and other causes.

## 2. Public transport

**Chart 2.1.5 Scheduled and operated kilometres by Underground**

Source: TfL Service Performance Data  
Enquiries: 020 7126 4616

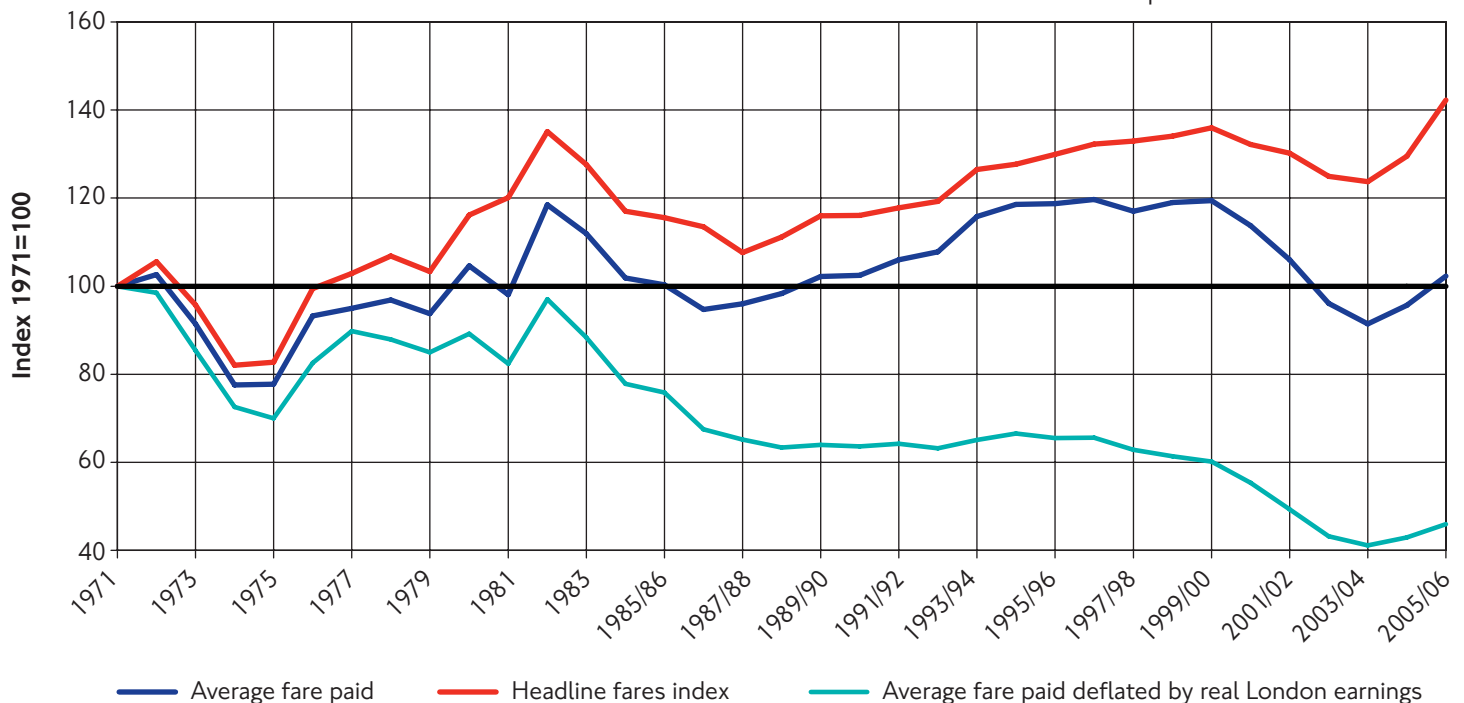


Disruption to underground services following the terrorist attacks in July 2005 resulted in a loss of 1.4% of scheduled kilometres and added 0.23 minutes to excess journey time in 2005/06.

### 2.2. Fares and prices

**Chart 2.2.1 Bus fare trends (adjusted for inflation): index (1971=100)**

Source: TfL Ticket Sales Data  
Enquiries: 020 7126 4616



Headline fares increased in 2005/06 by 10% in real terms over the previous year, as a result of the January 2006 fares revision. However, fares actually paid did not increase in the same proportion, as users switched from cash fares to cheaper tickets and because of the introduction of free bus travel for under 16s in September 2005.

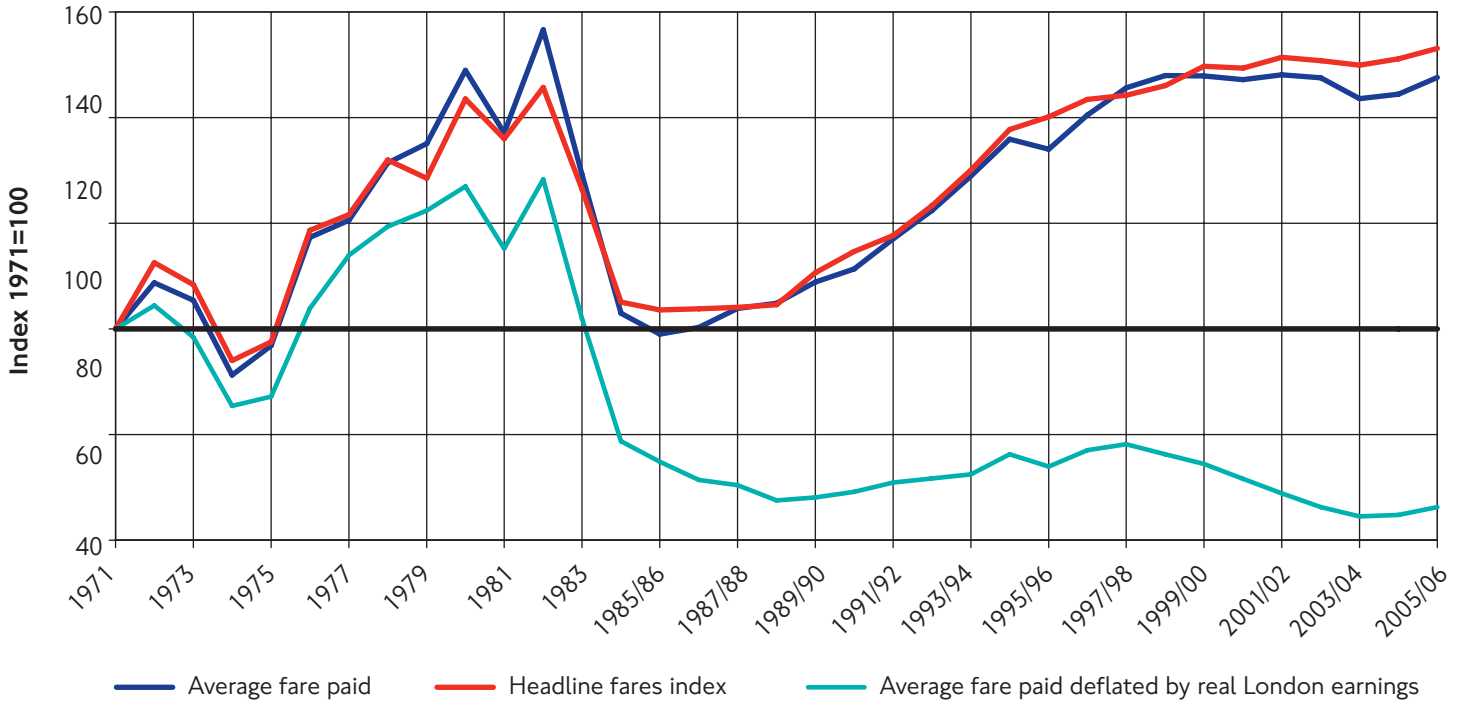
Average fares actually paid in 2005/06 increased by 7% in real terms over 2004/05, but remained below the level recorded in 2001/02. Relative to London earnings, fares remained more than 50% below their level in 1971.

See technical note.

## 2. Public transport

Chart 2.2.2 London Underground fare trends (adjusted for inflation): index (1971=100)

Source: TfL Ticket Sales Data  
Enquiries: 020 7126 4616

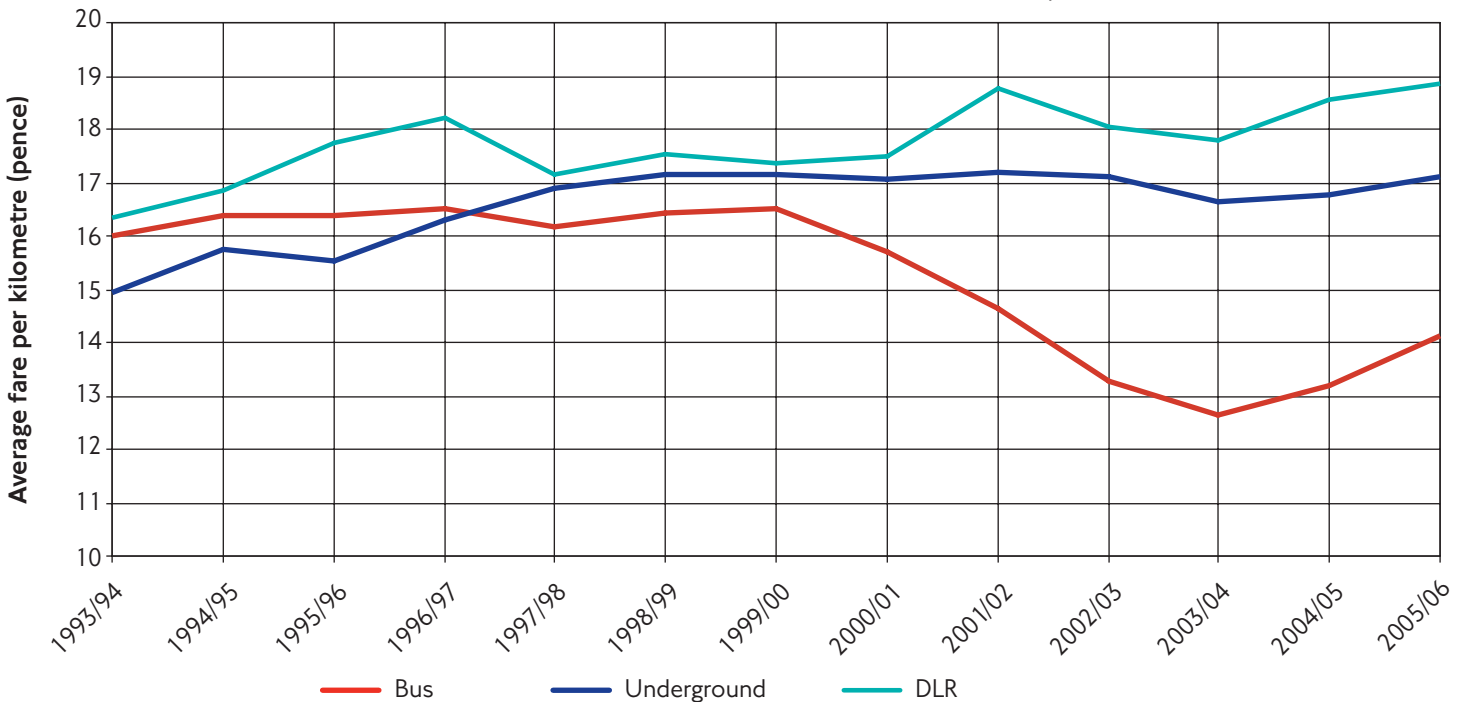


1. After 1983 using financial year data.

Underground fares paid increased by 2% in 2005/06, after having remained static in the previous year and showing similar values to those seen in 2002/03.

Chart 2.2.3 Average fare per kilometre on bus, Underground and DLR (2005/06 prices)

Source: TfL Service Performance Data  
Enquiries: 020 7126 4616



## 2. Public transport

### 2.3. Bus

Table 2.3.1 Bus key trends

Year	Passenger kilometres (m)	Passenger journey stages (m)	Real average fare per passenger kilometres at 2005/06 prices (pence)	Traffic revenue at 2005/06 prices (£m)	Bus kilometres operated (m)	Average number of passengers per bus	Average journey stage length (km)
1991/92	3,996	1,149	14.6	584	299	13.4	3.5
1992/93	3,922	1,127	14.9	584	317	12.4	3.5
1993/94	3,819	1,112	16.0	610	315	12.1	3.4
1994/95	3,912	1,159	16.4	640	319	12.3	3.4
1995/96	4,018	1,198	16.4	658	325	12.4	3.4
1996/97	4,159	1,234	16.5	687	327	12.7	3.4
1997/98	4,350	1,277	16.2	703	336	12.9	3.4
1998/99	4,315	1,267	16.4	709	340	12.7	3.4
1999/00	4,429	1,296	16.5	730	348	12.7	3.4
2000/01	4,709	1,354	15.7	739	357	13.2	3.5
2001/02	5,128	1,430	14.6	750	373	13.7	3.6
2002/03	5,734	1,536	13.3	761	397	14.4	3.7
2003/04	6,431	1,702	12.6	812	437	14.7	3.8
2004/05	6,755	1,793	13.2	892	450	15.0	3.8
2005/06	6,653	1,816	14.1	939	454	14.7	3.7

Source: TfL Service Performance Data

Enquiries: 020 7126 4616

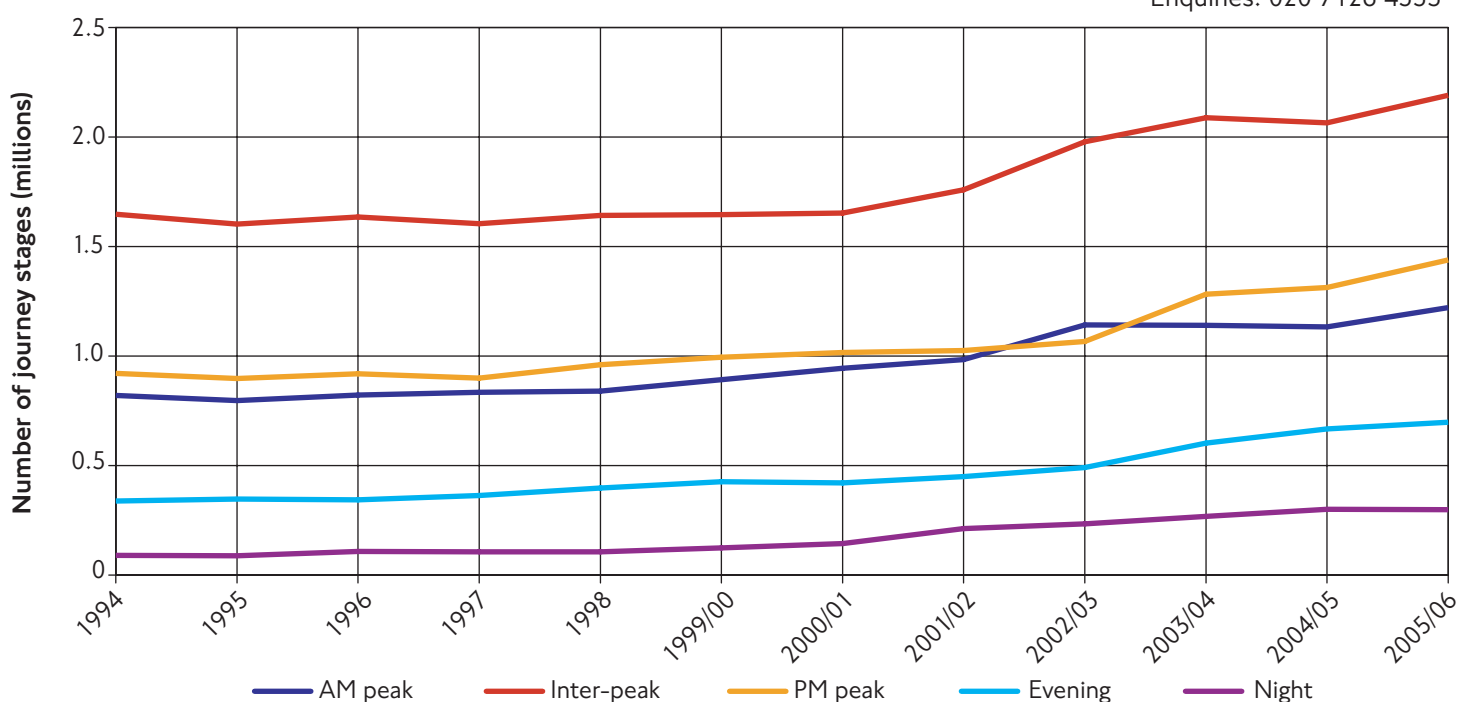
2005/06 showed a 1% increase in the number of bus passenger journey stages and a 7% increase in the average fare paid. This resulted in a 5% increase in traffic revenue.

See technical note.

Chart 2.3.1 Weekday bus journey stages by time period

Source: GLBPS

Enquiries: 020 7126 4553

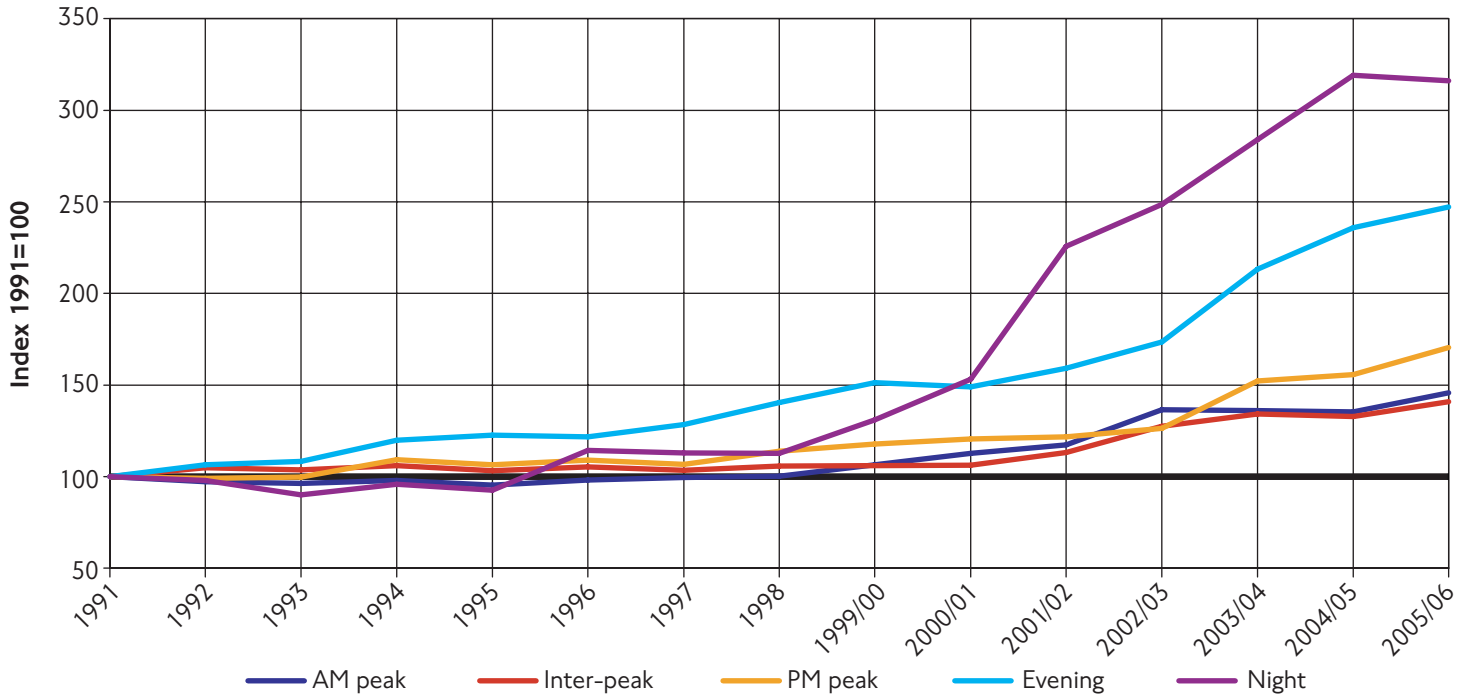


1. After 1998 using financial year GLBPS data.

## 2. Public transport

Chart 2.3.2 Weekday bus journey stages by time period: index (1991=100)

Source: GLBPS  
Enquiries: 020 7126 4553

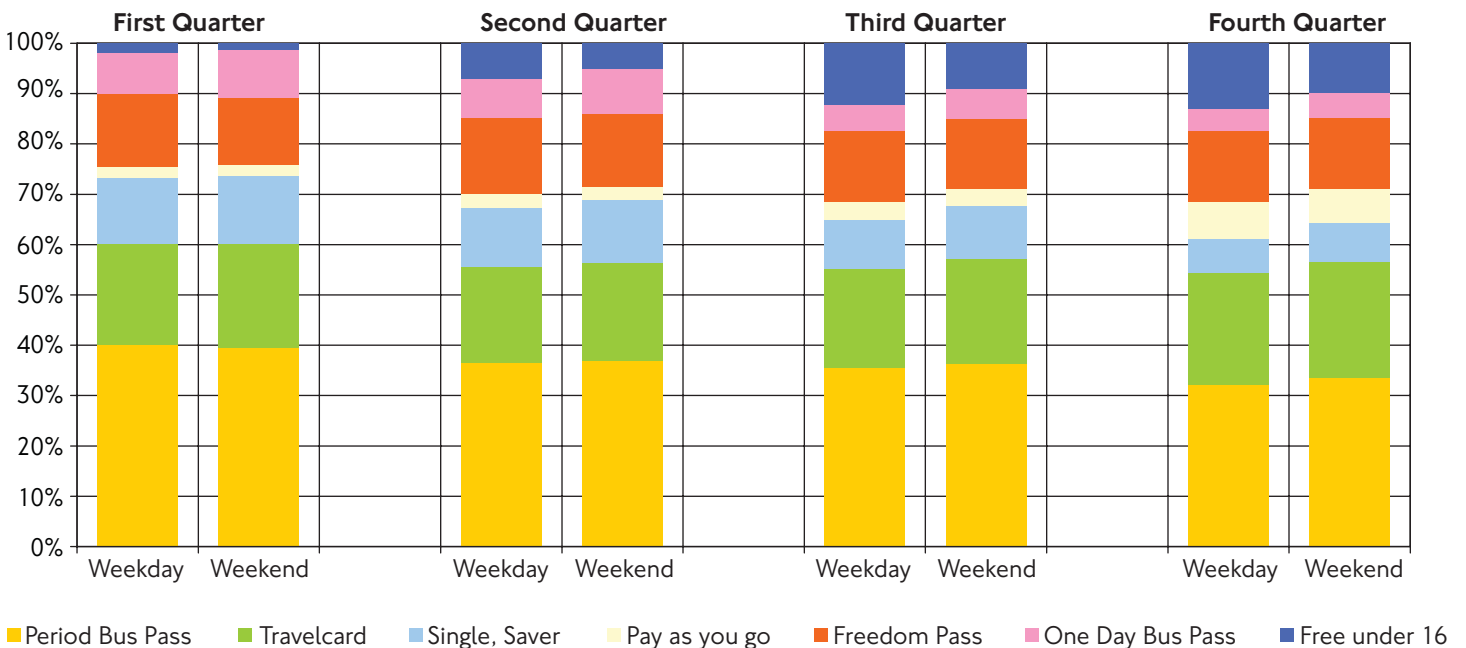


1. After 1998 using financial year GLBPS data.

Following the strong growth in night bus use since 1999/2000, this levelled off in 2005/06. All other segments showed an increase, with growth of 8% and 10% in the AM peak and PM peak periods, respectively.

Chart 2.3.3 Weekend and weekday bus journey stages by ticket type (2005/06)

Source: TfL Ticket Sales Data, GLBPS  
Enquiries: 020 7126 4616



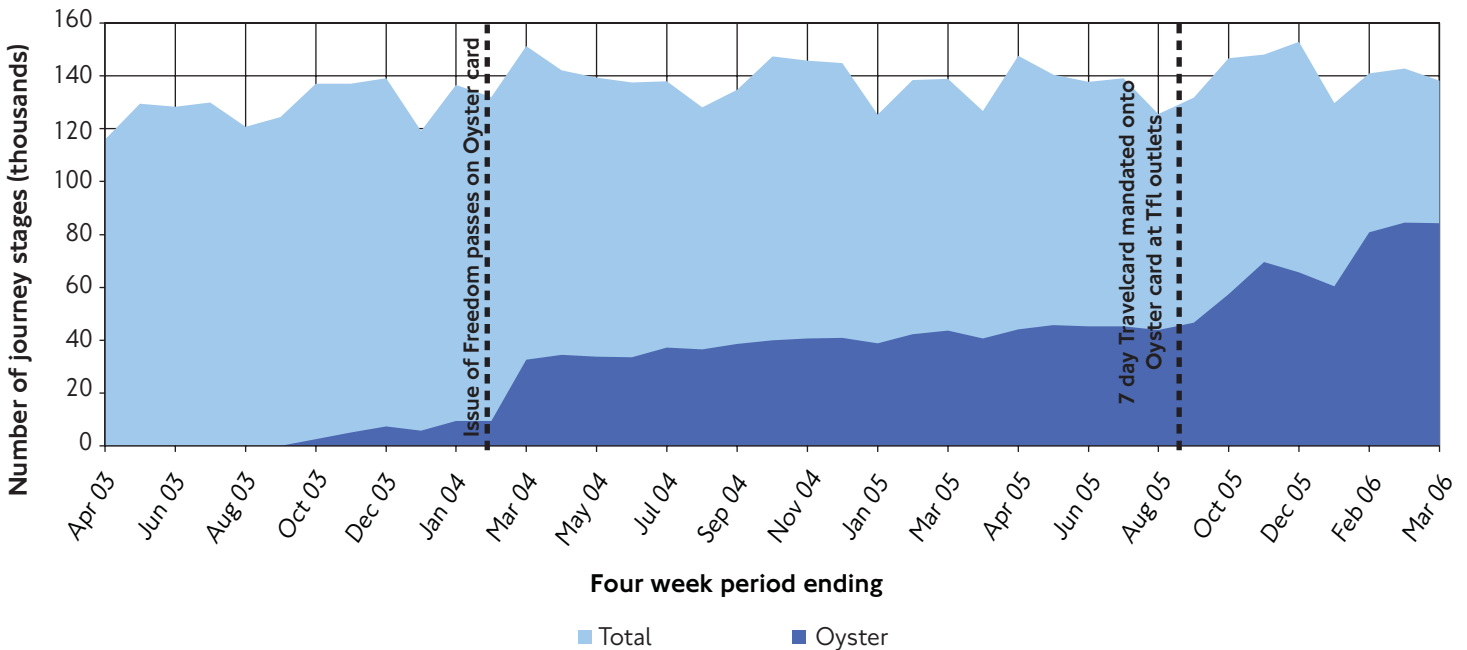
The mix of types of ticket used for bus travel is very similar at the weekend to that during the week, with very slightly higher use of single tickets/bus savers, Travelcards and One Day Bus Passes at the weekend.



## 2. Public transport

**Chart 2.3.4 Use of Oyster card for bus travel (June 2003 to March 2006)**

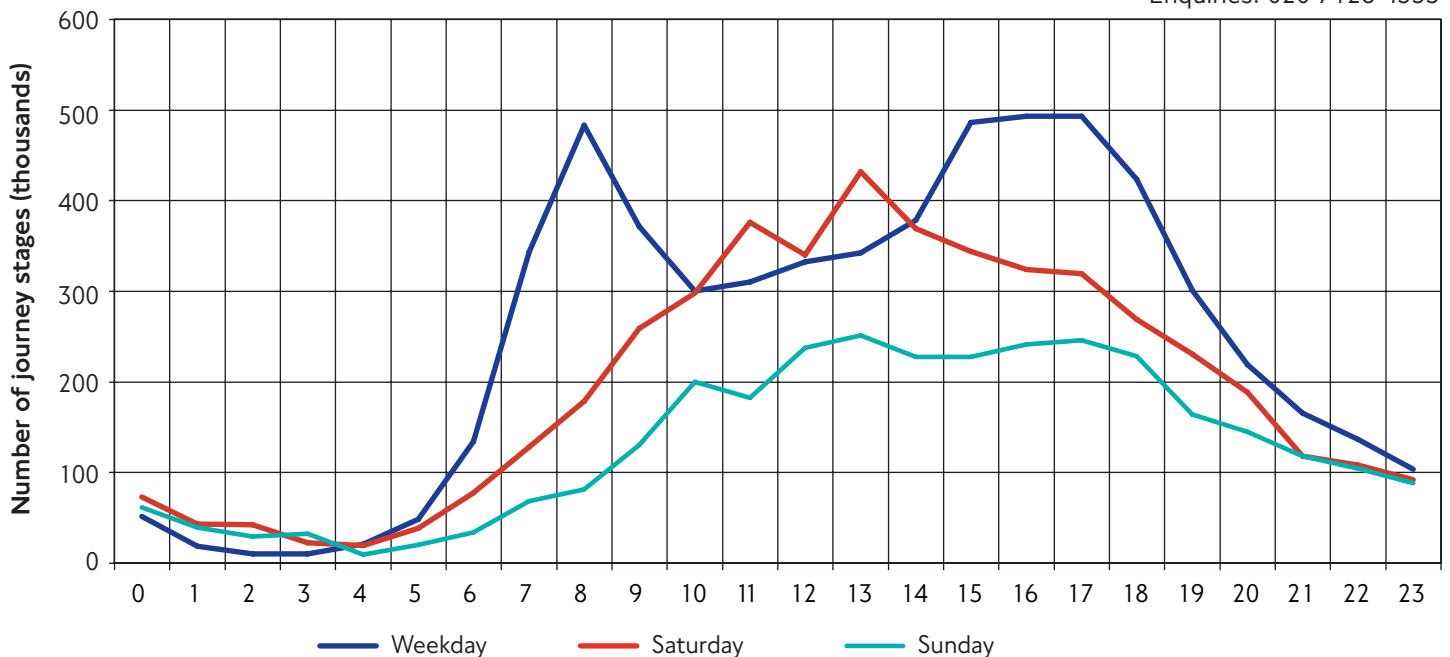
Source: Oyster card usage records and TfL Ticket Sales Data, GLBPS  
Enquiries: 020 7126 4616



The Oyster card, TfL's smartcard for use on buses, Underground, DLR and trams, was introduced in September 2003 and has steadily grown in take up. Freedom Passes were transferred to Oyster card in 2004 and further significant increases in Oyster card use followed the introduction of 7 day Travelcards on Oyster card in September 2005 and, from January 2006, Oyster card 'pay as you go' fares that were cheaper than cash fares for the same journeys. The number of bus journeys paid for using Oyster card has doubled between August 2005 and February 2006.

**Chart 2.3.5 Weekday and weekend bus journey stages by hour of departure (2005/06)**

Source: GLBPS  
Enquiries: 020 7126 4553



The pattern of bus usage across the day is quite different on weekdays, Saturdays and Sundays. On weekdays demand builds up earlier in the morning, peaking at 8-9am and again in the afternoon with a flatter peak between 3 and 6pm. On Saturdays demand builds up more steadily, rising to a peak between 1 and 2pm. On Sundays demand is relatively flat through the day between 10am and 7pm.

## 2. Public transport

**Table 2.3.2 Bus service reliability**

Year	Percentage of scheduled kilometres			High frequency services <sup>1</sup>		Low frequency services <sup>2</sup>
	Operated	Lost due to traffic congestion	Lost due to other causes	Average wait time (minutes)		Percentage of timetabled services of time <sup>3</sup>
				Actual	Excess	
1993/94	96.9	0.8	2.3	6.6	1.9	66.7
1994/95	98.0	1.1	0.9	6.5	1.8	69.7
1995/96	98.2	1.0	0.8	6.5	1.7	71.4
1996/97	97.9	1.2	0.9	6.4	1.8	70.3
1997/98	97.4	1.3	1.3	6.4	1.8	70.0
1998/99	96.9	1.6	1.5	6.6	2.0	69.0
1999/00	95.7	1.8	2.5	6.7	2.1	67.8
2000/01	95.3	2.1	2.6	6.8	2.2	67.7
2001/02	96.4	2.0	1.6	6.6	2.0	69.4
2002/03	96.1	2.6	1.3	6.4	1.8	70.5
2003/04	97.2	1.7	1.1	5.8	1.4	74.6
2004/05	97.7	1.6	0.8	5.6	1.1	77.1
2005/06	97.7	1.7	0.6	5.6	1.1	77.2
Percentage change						
1 year	•	•	•	0%	0%	•
10 years	•	•	•	-26%	-37%	•

Source: Transport for London

Enquiries: 020 7126 4616

1. High frequency services are those operating with a frequency of 5 or more buses per hour.

2. Low frequency services are those operating with a frequency of 4 or less buses per hour.

3. Buses are defined as on time if departing between 2.5 minutes before and 5 minutes after their scheduled departure times.

Bus service reliability was unchanged in 2005/06, consolidating the significant improvements since 2000/01.

## 2.4. Underground

**Table 2.4.1 London Underground key trends**

Year	Passenger kilometres (m)	Passenger journey stages (m)	Real average fare per passenger kilometres at 2005/06 prices (pence)	Traffic revenue at 2005/06 prices (£m)	Train kilometres operated (m)	Average journey length (km)
1991/92	5,895	751	13.6	800	53.0	7.8
1992/93	5,758	728	14.2	817	53.0	7.9
1993/94	5,814	735	15.0	869	53.0	7.9
1994/95	6,051	764	15.8	954	55.0	7.9
1995/96	6,337	784	15.5	985	57.0	8.1
1996/97	6,153	772	16.3	1,002	59.0	8.0
1997/98	6,479	832	16.9	1,094	62.0	7.8
1998/99	6,716	866	17.2	1,152	61.2	7.8
1999/00	7,171	927	17.2	1,230	63.1	7.7
2000/01	7,470	970	17.1	1,275	63.8	7.7
2001/02	7,451	953	17.2	1,279	65.4	7.8
2002/03	7,367	942	17.1	1,260	65.4	7.8
2003/04	7,340	948	16.7	1,223	67.7	7.7
2004/05	7,606	976	16.7	1,274	69.5	7.8
2005/06 <sup>1</sup>	7,586	971	17.1	1,299	68.5	7.8

Source: TfL Service Performance Data

Enquiries: 020 7126 4616

1. Please note that the revenue for 2005/06 includes a late Travelcard adjustment and may differ from other figures appearing previously in other publications.

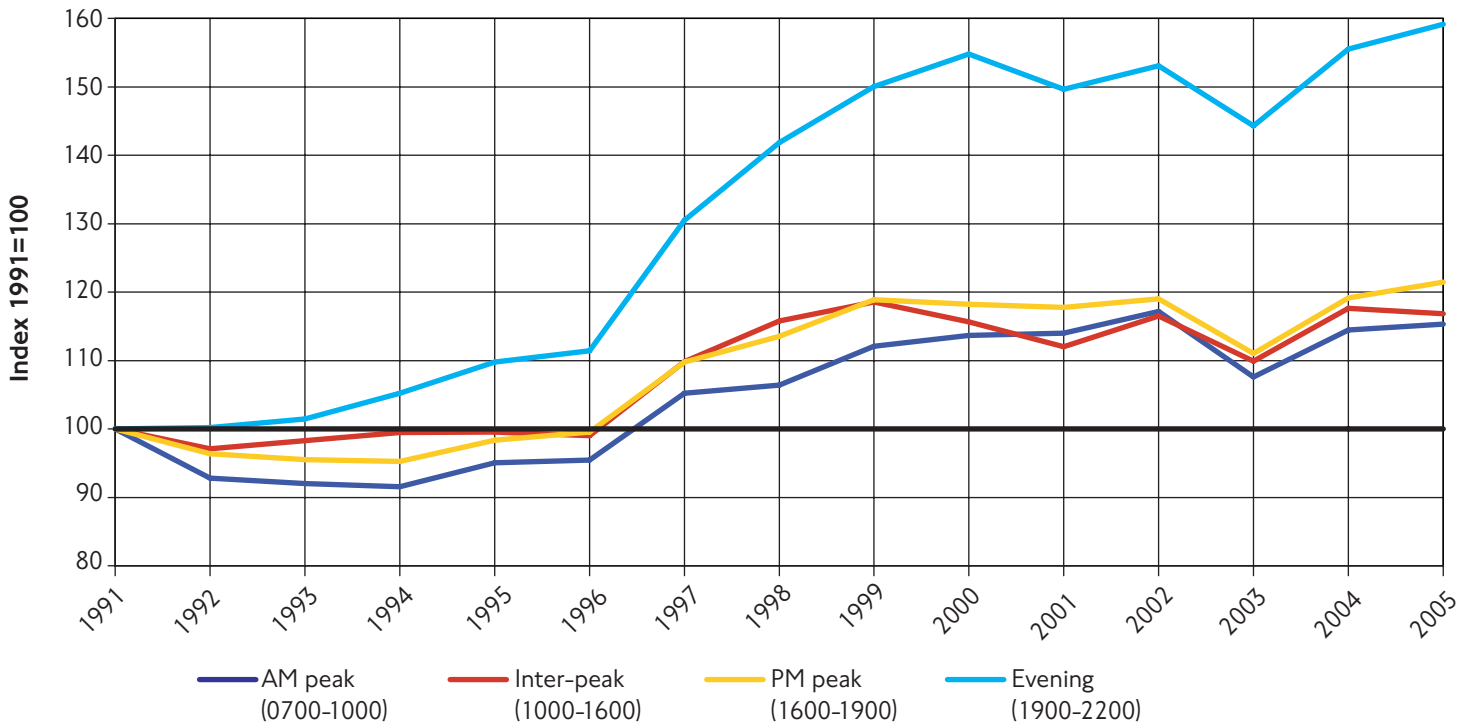
The number of Underground passenger kilometres and passenger journey stages decreased very slightly in 2005/06. However, an increase in the average fare paid generated an increase in real traffic revenue of 2%.

## 2. Public transport

**Chart 2.4.1 Weekday Underground journey stages by time period: index (1991=100)**

Source: LUL Entry Counts

Enquiries: 020 7918 4492

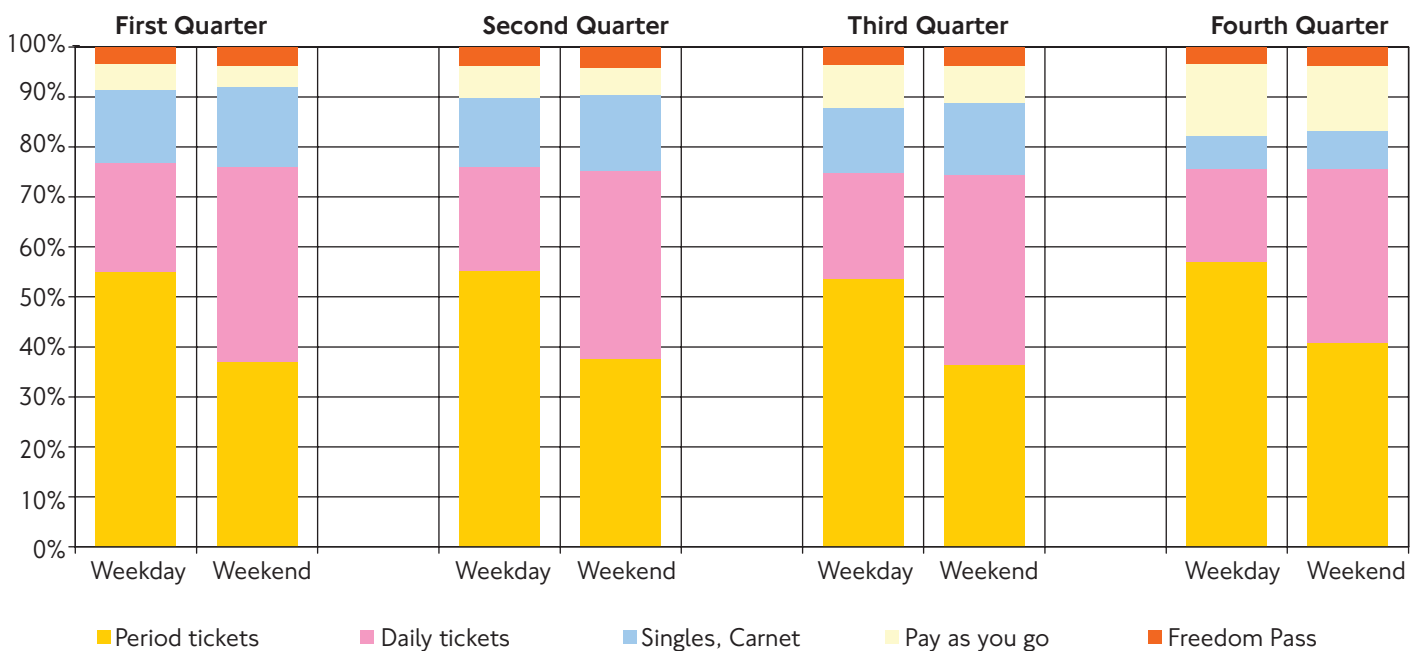


Since 2000 the volume of Underground journey stages has shown a largely flat underlying trend, with a dip in 2003. This follows a period of substantial growth particularly in evening travel, between 1996 and 2000.

**Chart 2.4.2 Weekday and weekend Underground journey stages by ticket type (2005/06)**

Source: TfL Ticket Sales Data, UUS

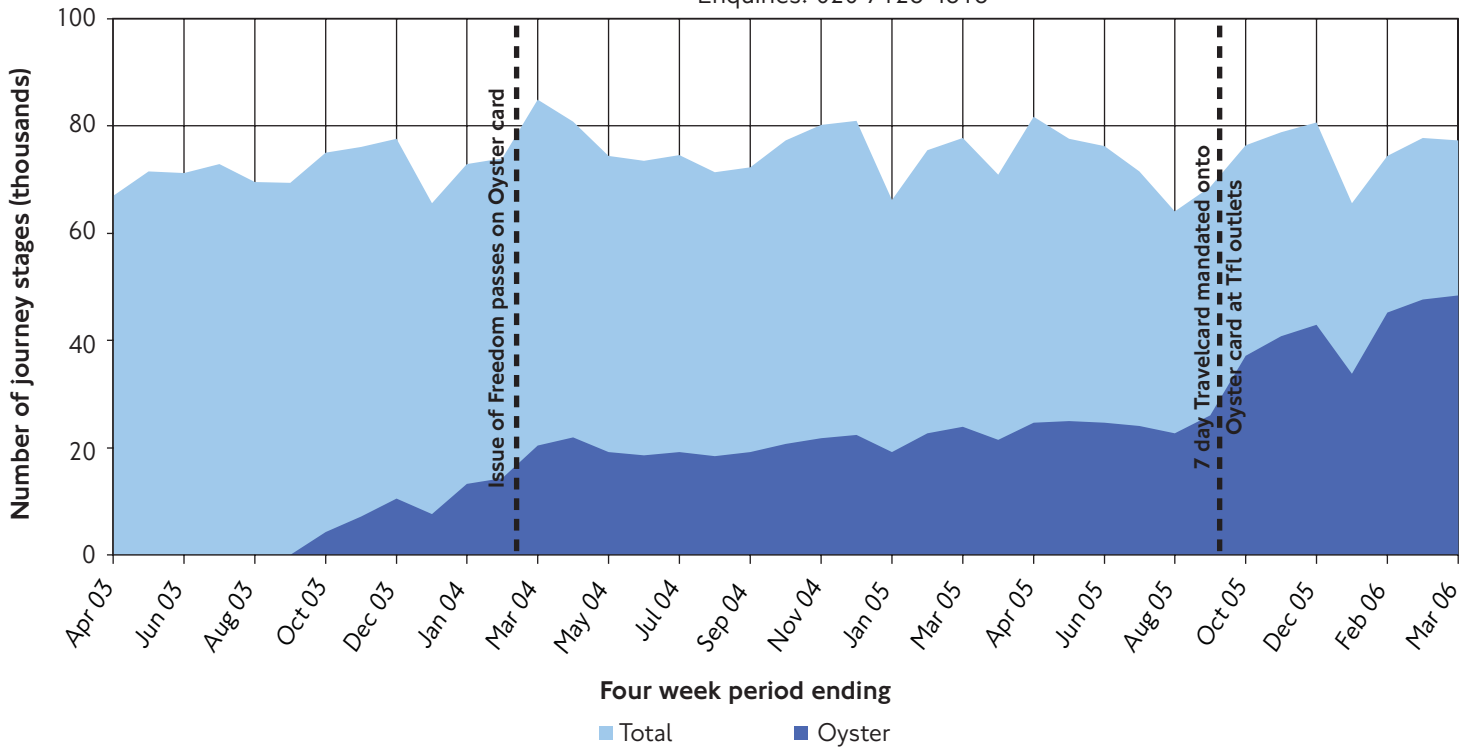
Enquiries: 020 7126 4616



## 2. Public transport

**Chart 2.4.3 Use of Oyster card for Underground travel (June 2003 to March 2006)**

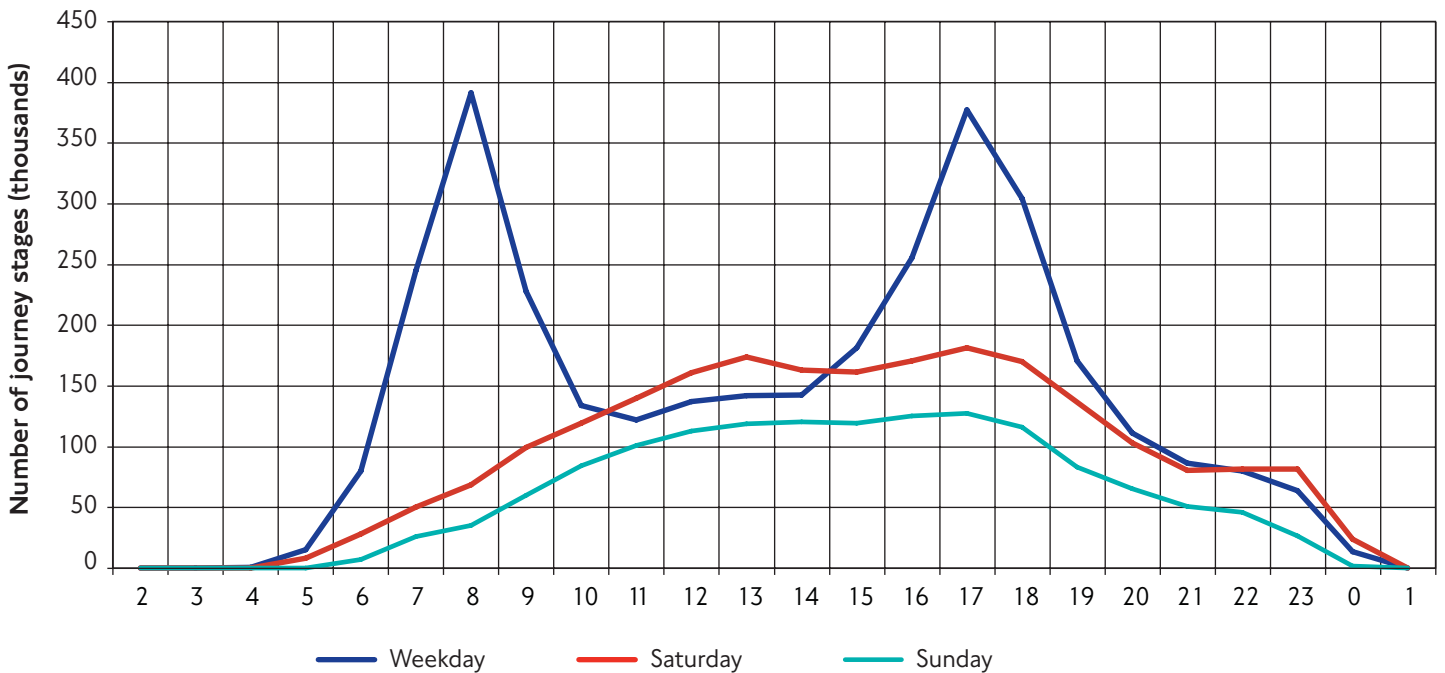
Source: Oyster card usage records and TfL Ticket Sales Data, UUS  
Enquiries: 020 7126 4616



The growth in use of Oyster card on the Underground is similar to that for buses, with substantial growth since September 2005.

**Chart 2.4.4 Weekday and weekend Underground journey stages by hour of departure (2005/06)**

Source: LUL Entry Counts  
Enquiries: 020 7918 4492



Underground journey stages showed a different pattern from buses throughout the day, with two clear peaks on weekdays between 8 and 9am and 5 and 6pm. On weekends the uniform pattern is similar for both Saturdays and Sundays, although the total number of journey stages is higher on Saturdays.

## 2. Public transport

**Table 2.4.2 London Underground service reliability**

Year	Percentage of scheduled kilometres operated	Excess journey times (minutes) <sup>1</sup>
1990/91	95.0	••
1991/92	97.2	••
1992/93	97.5	••
1993/94	96.5	••
1994/95	96.8	••
1995/96	96.2	••
1996/97	94.5	••
1997/98	95.5	••
1998/99	93.6	3.2
1999/00	94.3	3.2
2000/01	91.6	3.7
2001/02	92.9	3.4
2002/03	91.1	4.2
2003/04	93.1	3.4
2004/05	95.3	3.2
2005/06	93.6	3.3

Source: Transport for London

Enquiries: 020 7918 3439

1. Excess journey time is the difference between actual journey time and that predicted if services run to time.

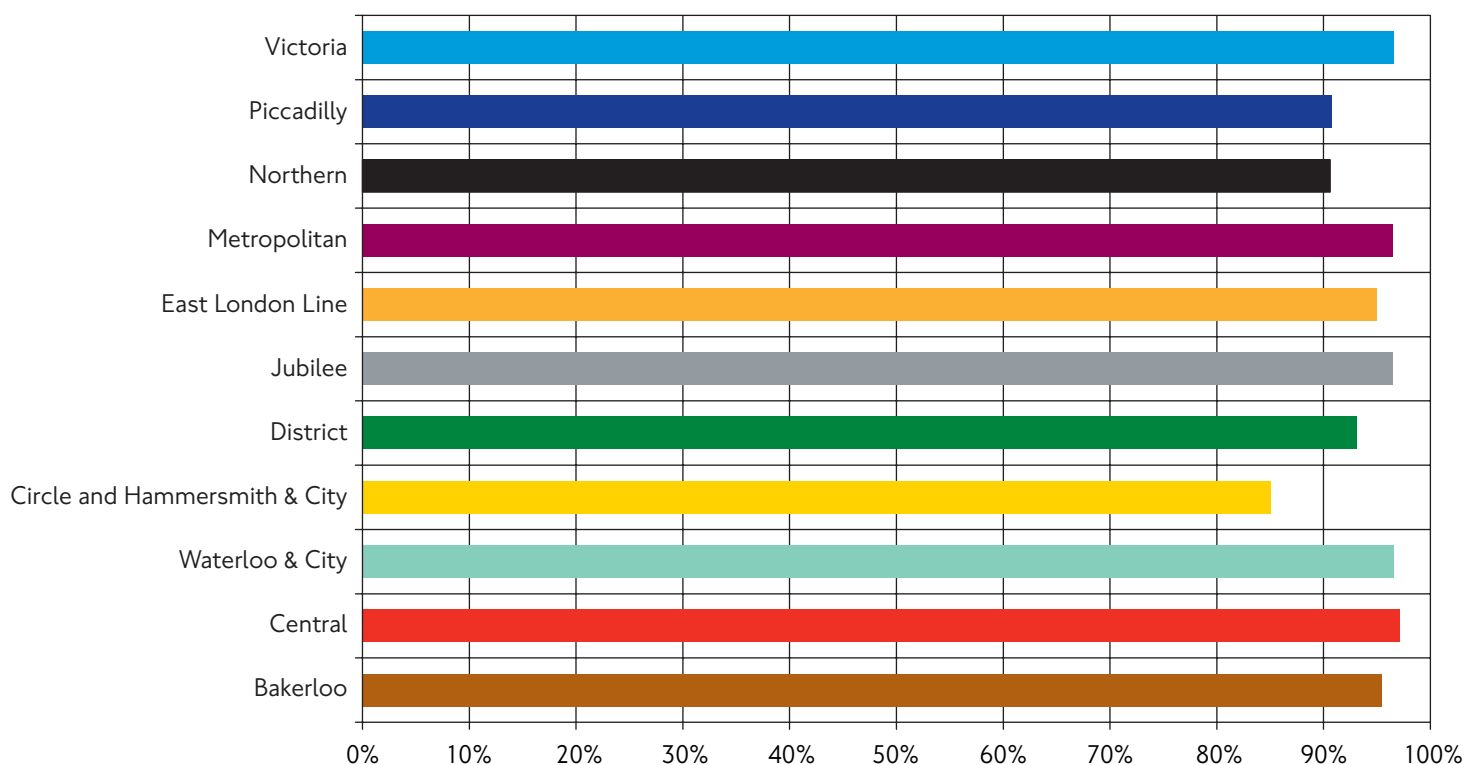
Data not collected prior to 1998/99.

The percentage of Underground scheduled kilometres operated decreased in 2005/06, and the excess journey time increased. Disruption to Underground services following the terrorist attacks in July 2005 resulted in a loss of 1.4% of scheduled kilometres and added 0.23 minutes to excess journey time in 2005/06.

**Chart 2.4.5 London Underground service reliability by line (2005/06)**

Source: Transport for London

Enquiries: 020 7918 3439



In 2005/06 Circle and Hammersmith & City lines operated the lowest percentage of kilometres scheduled (85%), followed by Piccadilly and Northern line (91%), these two were the two lines directly affected by the July bombings. The Central line was the most reliable, operating 97% of kilometres scheduled.

## 2. Public transport

### 2.5. Rail

Table 2.5.1 National rail passenger trips in London

Year	All trips (millions)	Within London (millions)	To/from London (millions)	Percentage within London
1995/96	379	201	178	53.0
1996/97	406	212	194	52.1
1997/98	434	223	211	51.4
1998/99	458	235	223	51.4
1999/00	484	246	238	50.8
2000/01	492	248	244	50.4
2001/02	493	247	246	50.1
2002/03	505	254	252	50.2
2003/04	502	244	258	48.6
2004/05	503	238	265	47.3

Source: Office of Rail Regulation

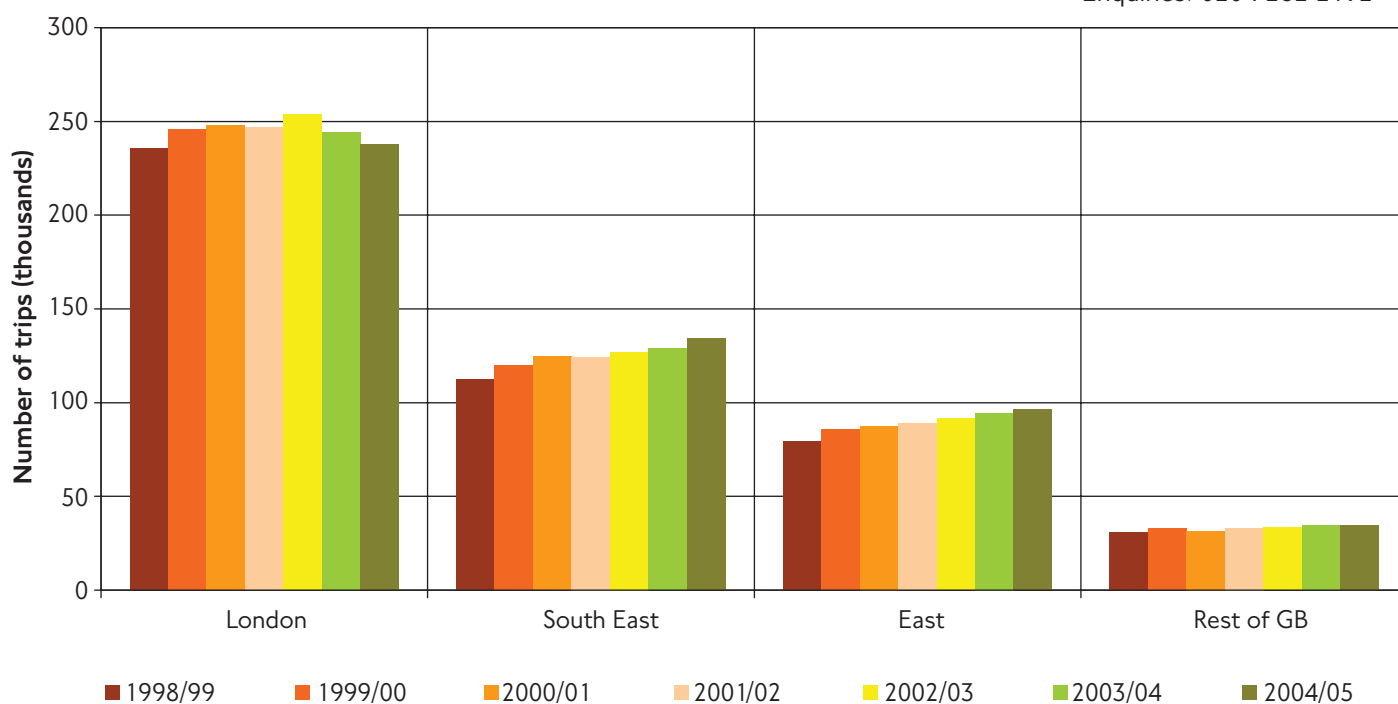
Enquiries: 020 7282 2192

Total rail trips to, from and within London were virtually unchanged between 2003/04 and 2004/05. Trips within London which account for 47% of London trips fell by 2.3%, while trips to and from other regions increased by 2.7%.

See Technical note.

Chart 2.5.1 National Rail trips to/from London and percentage change between 2003/04 and 2004/05 by region of origin/destination

Source: Office of Rail Regulation  
Enquiries: 020 7282 2192



Rail trips to South East and Eastern regions have steadily increased over several years, with highest growth seen for the East, where the number of trips has increased by about 21% in the last seven years. In the same period, trips to and from the South East have increased by 19% and the rest of Great Britain by 12%. Trips within London reached a peak in 2002/03 and have decreased since.

## 2. Public transport

### 2.6. Docklands Light Railway

**Table 2.6.1 Docklands Light Railway key trends**

Year	Passenger kilometres (m)	Passenger journey stages (m)	Average fare per passenger kilometres at 2005/06 prices (pence)	Traffic revenue at 2005/06 prices (£m)	Train kilometres (m)
1987/88	15.4	3.3	17.5	2.7	0.5
1988/89	32.0	6.6	14.2	4.6	0.8
1989/90	37.8	8.5	14.7	5.6	0.7
1990/91	33.0	8.0	14.5	4.8	0.8
1991/92	32.3	7.9	13.6	4.4	1.0
1992/93	32.5	6.9	16.2	5.3	1.1
1993/94	39.4	8.3	16.4	6.4	1.1
1994/95	55.0	11.5	16.9	9.3	1.5
1995/96	70.0	14.5	17.7	12.4	2.0
1996/97	85.6	16.7	18.2	15.6	2.3
1997/98	109.9	21.4	17.1	18.8	2.4
1998/99	138.7	27.6	17.5	24.3	2.5
1999/00	152.2	30.9	17.4	26.5	2.6
2000/01	195.3	38.4	17.5	34.1	2.9
2001/02	206.9	41.3	18.8	38.9	2.9
2002/03	232.0	45.7	18.0	41.9	3.2
2003/04	235.0	48.5	17.8	41.8	3.4
2004/05	242.8	50.1	18.6	45.1	3.3
2005/06	257.4	53.0	18.8	48.5	3.6

Source: DLR

Enquiries: 020 7363 9611

2005/06 saw a large increase in the use of DLR, with traffic revenue going up by 13% on 2004/05. Passenger and train kilometres increased, as did the average fare per passenger kilometre, which grew 7%.

**Table 2.6.2 Docklands Light Railway service reliability**

Year	Percentage of scheduled services operated	Percentage of trains on time
1997/98	95.6	89.6
1998/99	97.5	92.0
1999/00	97.8	93.7
2000/01	98.2	96.3
2001/02	98.3	96.6
2002/03	98.1	96.3
2003/04	98.2	96.6
2004/05	98.5	97.1
2005/06	98.7	97.3

Source: DLR

Enquiries: 020 7363 9580

Reliability levels in 2005/06 for the Docklands Light Railway were at their highest since monitoring began.



## 2. Public transport

### 2.7. Croydon Tramlink

Table 2.7.1 Croydon Tramlink key trends

Year	Passenger kilometres (m)	Passenger journey stages (m)	Average fare per passenger kilometres at 2005/06 prices (pence)	Traffic revenue at 2005/06 prices (£m)	Tram kilometres operated (m)	Average journey stage length (km)
2001/02	97	18.6	13.0	12.6	2.4	5.2
2002/03	100	19.2	13.2	13.2	2.5	5.2
2003/04	103	19.8	13.1	13.5	2.5	5.2
2004/05	113	21.8	14.3	16.2	2.4	5.2
2005/06	117	22.5	14.9	17.4	2.4	5.2

Source: Tramtrack Croydon Limited

Enquiries: 020 8689 3788

Table 2.7.2 Croydon Tramlink service reliability

Year	Scheduled kilometres (thousands)	Operated kilometres (thousands) <sup>1</sup>	Percentage of scheduled service operated
2001/02	2.44	2.41	99.1
2002/03	2.49	2.46	98.9
2003/04	2.50	2.48	99.0
2004/05	2.49	2.42	97.2
2005/06	2.50	2.44	97.4

Source: Tramtrack Croydon Limited

Enquiries: 020 8689 3788

1. Operated kilometres exclude replacement bus services operated during periods of track repair works.

Croydon Tramlink services began in 2000/01 and 2001/02 was the first complete year of operation. The percentage of scheduled services operated on the Croydon Tramlink increased to 97.4% in 2005/06. However, it continues to be below those seen between 2001/02 and 2003/04. This is a result of extensive engineering works affecting all areas of the system. Ordinarily Tramlink operates in excess of 99% of its scheduled mileage.

## 2. Public transport

### 2.8. Taxis

**Table 2.8.1 London taxi drivers and vehicles**

Year	Taxi drivers licensed			Taxis licensed	Real fares index 1994=100
	All London	Suburban	Total		
1983	16.2	1.9	18.1	13.1	88.0
1984	16.4	1.9	18.3	13.6	88.3
1985	16.6	1.8	18.4	13.8	85.8
1986	17.0	1.8	18.8	14.2	87.4
1987	17.7	1.7	19.4	14.8	88.5
1988	18.1	1.7	19.8	15.2	89.8
1989	18.5	1.7	20.1	15.6	92.6
1990	18.9	1.7	20.6	16.3	92.4
1991	19.3	2.0	21.2	16.6	95.0
1992	18.8	1.8	20.5	17.1	97.2
1993	18.8	1.8	20.5	17.3	99.5
1994	19.6	1.8	21.3	18.3	100.0
1995	20.2	1.8	21.9	18.3	100.9
1996	20.3	1.8	22.1	18.7	103.1
1997	20.3	2.0	22.3	18.9	103.9
1998	20.4	2.1	22.5	19.4	104.2
1999	20.9	2.5	23.3	19.2	107.0
2000	21.0	2.4	23.4	19.4	110.8
2001	21.3	2.5	23.9	20.9	125.1
2002	21.7	2.7	24.4	20.5	127.0
2003	21.8	2.9	24.7	20.9	124.4
2004	21.7	3.1	24.9	20.9	124.9
2005	21.6	3.1	24.7	21.0	128.0
2006	21.5	3.1	24.7	21.7	128.4

Source: TfL Public Carriage Office, PCO Licensing Book

Enquiries: 020 7126 7865

While the number of licensed drivers showed almost no change, the number of taxis licensed increased by 3% in 2006, after remaining nearly static in the previous two years.

See technical note.

**Table 2.8.2 Private hire operators and vehicles**

Year	Thousands		
	Licensed private hire operators	Licensed private hire vehicles	Licensed private hire drivers
2001	0.1	•	•
2002	1.6	•	•
2003	2.2	•	•
2004	2.3	•	7.0
2005	2.3	36.9	19.0
2006	2.3	40.5	31.1

Source: TfL Public Carriage Office

Enquiries: 020 7126 7865

See technical note.

## 2. Public transport

### 2.9. Coach travel

Table 2.9.1 Coach travel to and from Victoria Coach Station

Thousands

Year	Domestic coach departures <sup>1</sup>	International coach departures	Total passenger numbers <sup>2</sup>
1994/95	159	12	•
1995/96	158	11	•
1996/97	174	12	•
1997/98	174	12	•
1998/99	179	12	•
1999/00	171	13	•
2000/01	177	14	•
2001/02	174	13	•
2002/03	176	13	•
2003/04	186	10	•
2004/05	175	11	9.70
2005/06	184	12	7.93

Source: Victoria Coach Station departure figures

Enquiries: 020 7824 0001

- Up to 2003/04 domestic departures include some relatively high frequency specialist London Bus services no longer operating.
- Numbers of passengers are reported by coach operators by calendar year: thus, for example, the passengers reported in 2005/06 relate to the year 2005.

See technical note.

Table 2.9.2 Central London coach movements

	Summer 2003	October 2003	Easter 2004	June 2004	Summer 2004	Easter 2005	Summer 2005	Easter 2006	Summer 2006
<b>Service type:</b>									
Private Hire	28	29	24	36	35	34	33	25	36
Scheduled	47	49	54	45	52	49	53	57	49
Foreign (non-UK registered)	9	6	15	12	10	13	11	17	12
Other	16	16	7	6	3	3	3	2	2
All types	100	100	100	100	100	100	100	100	100
<b>Number of coaches<sup>1</sup></b>	<b>3391</b>	<b>3043</b>	<b>3077</b>	<b>3311</b>	<b>3693</b>	<b>3221</b>	<b>3043</b>	<b>2912</b>	<b>3266</b>
<b>Load type (percentage):</b>									
Full	27	25	31	30	34	38	42	42	48
Half full	30	31	29	26	24	22	22	20	19
Nearly empty	13	12	13	13	10	10	10	9	8
Empty/out of service	27	29	26	30	31	28	25	28	25
Not known	3	2	2	1	1	1	1	1	–
<b>All types</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

Source: Central London Coach Survey

Enquiries: 020 7027 9650

- Coaches entering or leaving central London between 7am and 7pm on a random weekday.

Counts of coaches are taken during the Easter school holidays and each Summer in late July or early August. The dip in numbers of coaches in Summer 2005 (averages of surveys in both July and August) is indicative of a drop in tourism following the terrorist bombings on 7 July.

## 2. Public transport

### 2.10 River services

**Table 2.10.1 Tickets sold at London River Services piers**

Thousands

Piers	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Bankside	4	3	5	45	80	109	114
Blackfriars	7	25	28	67	13	24	29
Embankment	316	357	395	345	310	255	190
Festival	11	15	18	9	10	9	6
Greenwich	215	177	185	162	197	184	194
Millbank	•	•	•	•	59	83	75
Tower	274	237	224	235	207	289	272
Waterloo <sup>2</sup>	61	291	178	272	171	•	•
Westminster	725	468	706	634	636	745	721
All Piers	1613	1574	1739	1767	1682	1699	1601
Percentage change							
1 year	••	-2.4%	10.5%	1.6%	-4.8%	1.0%	-5.7%

Source: TfL London River Services

Enquiries: 020 7941 2405

1. Excludes charter ticket sales.

2. Waterloo Pier managed by LRS (and therefore data only collected) until 31/07/03 only.

As in previous years, in 2005/06 there was a high variability in the number of tickets sold by pier. The total for all London River Services owned piers decreased by 5.7%.

The Thames Clippers service contracted to London River Services showed an increase of 43% in the number of boardings at Bankside, Blackfriars & Greenwich Piers, rising from 367,000 in 2004/05 to 525,000 in 2005/06. In 2005/06 a further 469,000 passengers boarded Thames Clippers services at the seven non-LRS owned piers on the route.

See technical note.

### 2.11. Dial-a-Ride

**Table 2.11.1 Dial-a-Ride key trends**

Year	Number of journeys (thousands)	Number of buses	Registered passengers (thousands)	Average cost per passenger journey (2005/06 prices) (£)	Total grant (2005/06 prices) (£m)
1990/91	676	160	77	16.65	12.2
1991/92	745	175	82	16.62	14.1
1992/93	750	177	39	18.40	14.4
1993/94	746	193	51	19.06	16.1
1994/95	835	215	61	16.57	17.0
1995/96	961	242	66	13.87	14.6
1996/97	993	244	80	12.92	14.2
1997/98	1,084	245	93	12.05	13.8
1998/99	1,142	262	107	11.84	13.9
1999/00	1,178	287	71	11.81	14.9
2000/01	1,222	292	73	11.47	14.4
2001/02	1,260	302	86	12.78	16.1
2002/03	1,269	317	96	13.55	17.3
2003/04	1,325	316	61	14.12	17.6
2004/05	1,261	316	66	17.47	21.1
2005/06	1,232	336	71	19.13	22.8

Source: Transport for London, Dial-a-Ride

Enquiries: 020 7027 5823

1. Re-registration exercises took place in 1992/93, 1999/00 and 2003/04.

2. From 2003/04, cost per passenger journey includes fares paid by passengers.

Additional costs in 2005/06 relate to ongoing restructuring costs associated with the introduction of a new booking and scheduling centre.

See technical note.

## 2. Public transport

### 2.12. Taxicard

Table 2.12.1 Taxicard key trends

Year <sup>1</sup>	Number of journeys (thousands)	Number of members (thousands)	Average cost per vehicle trip at 2005/06 prices <sup>4</sup> (£)	User contribution 2005/06 prices <sup>3 5</sup> (£)
1990/91	756	35	12.44	••
1991/92	760	37	12.01	••
1992/93	765	45	12.13	••
1993/94	702	40	9.80	••
1994/95	741	45	10.34	••
1995/96	751	44	9.88	••
1996/97	553	36	10.97	••
1997/98	500	43	11.32	••
1998/99	533	45	10.99	••
1999/00	501	44	11.31	••
2000/01	478	41	11.74	••
2001/02	523	39	12.25	4.68
2002/03	653	44	12.33	4.15
2003/04	791	50	12.68	3.88
2004/05 <sup>2</sup>	948	63	11.75	2.61
2005/06	1,118	74	13.73	2.40
Percentage change				
1 year	18%	17%	17%	-8%
10 years	49%	67%	39%	••

Source: Taxicard Survey

Enquiries: 020 7126 1921

1. Up to 2003/04 excludes Barnet, Greenwich, Redbridge and Westminster, which operated their own Taxicard scheme

2. Excludes Westminster.

3. Data available since TfL funding began in 2001.

4. The average cost per trip comprises the total metered fare, plus an administration fee, before the user's contribution is deducted.

5. The user contribution comprises the user's minimum fare, plus any amount on the meter that is in excess of the borough's subsidy.

Both the number of Taxicard members and the number of journeys continued increasing rapidly in 2005/06. The average cost per vehicle also increased by 17%. However, the cost paid by travelling members decreased by 8% in real terms.

See technical note.

Table 2.12.2 Capital Call key trends

Year	Number of journeys (thousands)	Number of members (thousands)	Average cost per vehicle trip at 2005/06 prices (£)	User contribution 2005/06 prices (£)
2004/05	15.6	3.4	14.12	1.54
2005/06	20.6	5.0	14.59	1.50
Percentage change				
1 year	32%	47%	3%	-3%

Source: Capital Call survey

Enquiries: 020 7126 1921

See technical note.

## 3. Private transport

### 3.1. Road traffic

Table 3.1.1 London road traffic by road class

Year	Billion vehicle-kilometres				
	Motorways and trunk roads	Principal roads	Minor roads	All roads London (DfT)	All roads Great Britain
1993	8.3	11.3	11.1	30.7	412.3
1994	8.5	11.5	11.2	31.1	421.5
1995	8.5	11.5	11.2	31.2	429.7
1996	8.6	11.5	11.3	31.5	441.1
1997	8.7	11.5	11.4	31.7	450.3
1998	8.8	11.5	11.6	31.9	458.5
1999	9.0	11.7	11.9	32.7	467.0
2000	9.1	11.6	11.9	32.6	467.1
2001 <sup>1</sup>	2.2	18.5	12.1	32.7	474.4
2002	2.2	18.1	12.5	32.8	486.5
2003	2.1	18.1	12.6	32.8	490.4
2004	2.1	18.0	12.6	32.7	498.6
2005	2.0	18.0	12.6	32.7	499.4

Source: National Road Traffic survey, DfT

Enquiries: 020 7027 9343

1. In 2001 all-purpose trunk roads in London were reclassified as principal roads.

Traffic on all roads in Great Britain increased by 0.2% between 2004 and 2005. In London the total volume of traffic remained virtually static, as it has done since 1999.

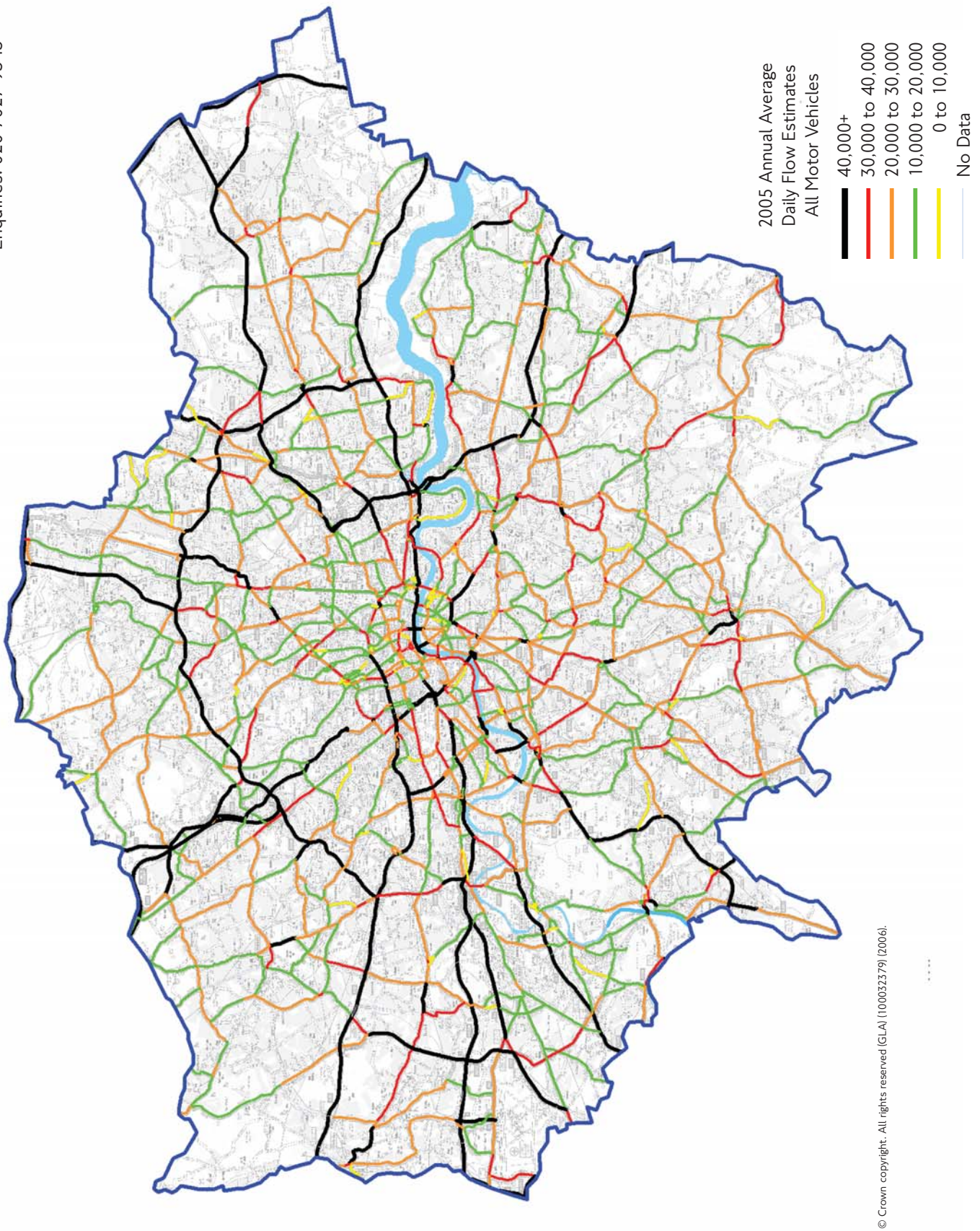
See technical note.



### 3. Private transport

Source: DfT National Road Traffic Counts  
Enquiries: 020 7027 9343

Chart 3.1.1 Annual daily average vehicle flows network map (2005)



### 3. Private transport

**Table 3.1.2 London road traffic by vehicle type and road class (2005)**

Road class	Million vehicle-kilometres					
	Cars and taxis	Motorcycles	Buses and coaches	Light vans	Goods vehicles	All motor vehicles
Motorways	1,534	19	13	247	220	2,032
Principal roads	14,365	460	390	2,074	692	17,981
All minor roads	10,237	365	198	1,651	201	12,653
<b>All roads</b>	<b>26,136</b>	<b>845</b>	<b>602</b>	<b>3,972</b>	<b>1,112</b>	<b>32,666</b>

Source: National Road Traffic Survey, DfT

Enquiries: 020 7944 3095

See technical note.

**Table 3.1.3 Average daily vehicle flows on major roads<sup>1</sup> in London by vehicle type**

Road class	Thousand vehicles per day					
	Cars and taxis	Motorcycles	Buses and coaches	Goods vehicles		All motor vehicles
				Light	Heavy	
1993	24.8	0.58	0.44	3.10	1.30	30.3
1994	25.2	0.61	0.47	3.24	1.28	30.8
1995	25.1	0.60	0.50	3.42	1.25	30.8
1996	25.3	0.62	0.51	3.33	1.33	31.1
1997	25.4	0.67	0.51	3.36	1.34	31.3
1998	25.4	0.68	0.50	3.30	1.48	31.3
1999	25.8	0.74	0.53	3.50	1.40	31.9
2000	25.6	0.72	0.52	3.52	1.44	31.8
2001	25.5	0.75	0.52	3.58	1.40	31.7
2002	25.2	0.71	0.56	3.42	1.35	31.2
2003	24.7	0.78	0.59	3.70	1.35	31.1
2004	24.5	0.74	0.62	3.50	1.37	30.8
2005	24.4	0.74	0.62	3.56	1.40	30.7

Source: National Road Traffic Survey, DfT

Enquiries: 020 7944 3095

1. Major roads include motorways, all-purpose trunk and principal roads; in 2001 all-purpose trunk roads in London were reclassified as principal roads.

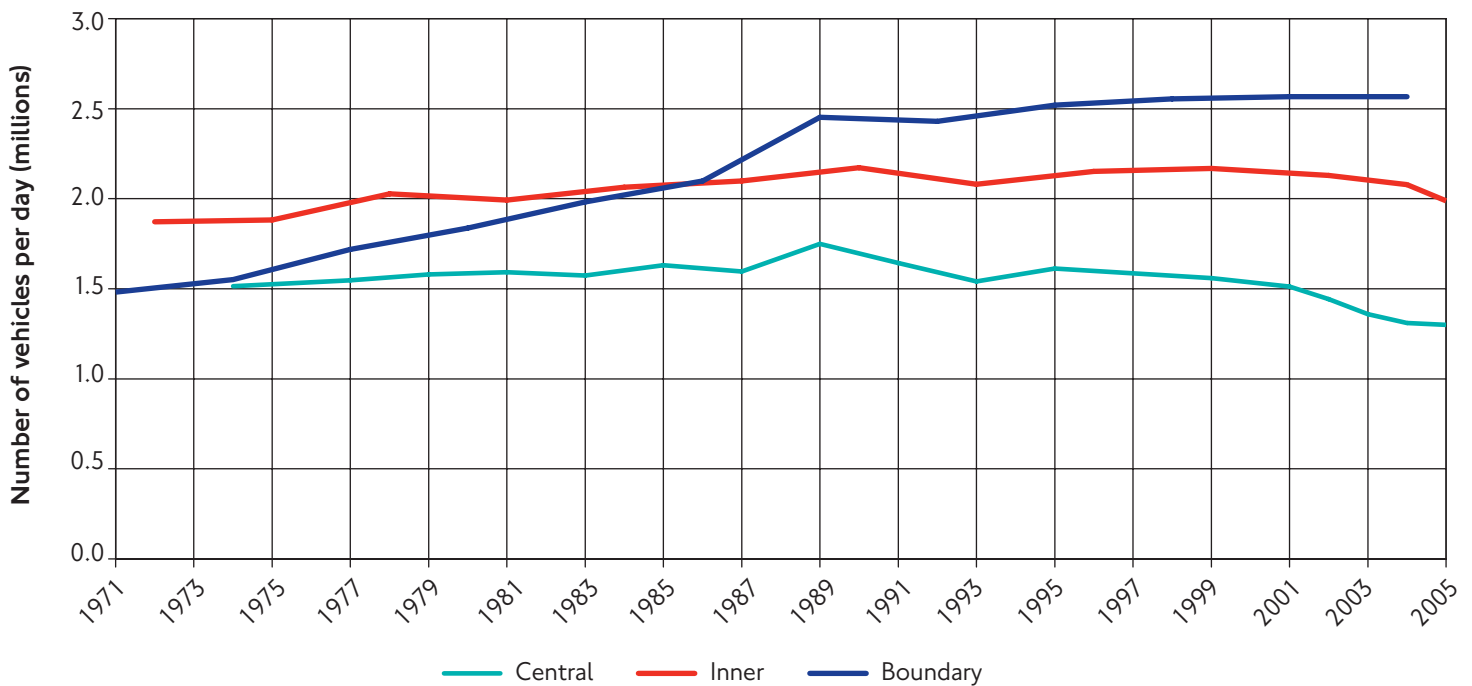
The greatest change compared with 2004 in daily vehicle flows on major roads in London was seen in goods vehicles. Car and taxi flows decreased slightly year whilst motorcycles, buses and coaches remained virtually static.

See technical note.

### 3. Private transport

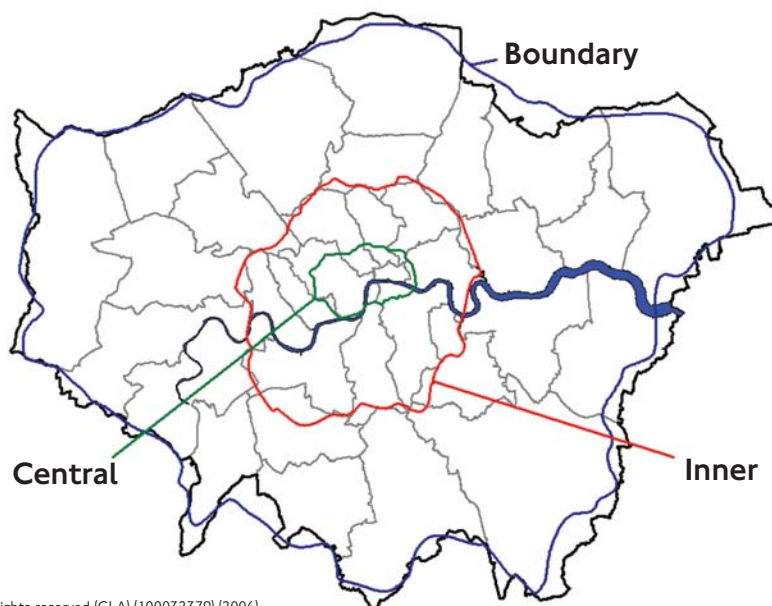
Chart 3.1.2 Cordon crossings – all motor vehicles

Source: Transport for London  
Enquiries: 020 7027 9343



The Central and Inner cordon crossings surveyed in 2005 both saw a decline in motor vehicle crossings compared with 2004.

Chart 3.1.3 Location of London road traffic cordons

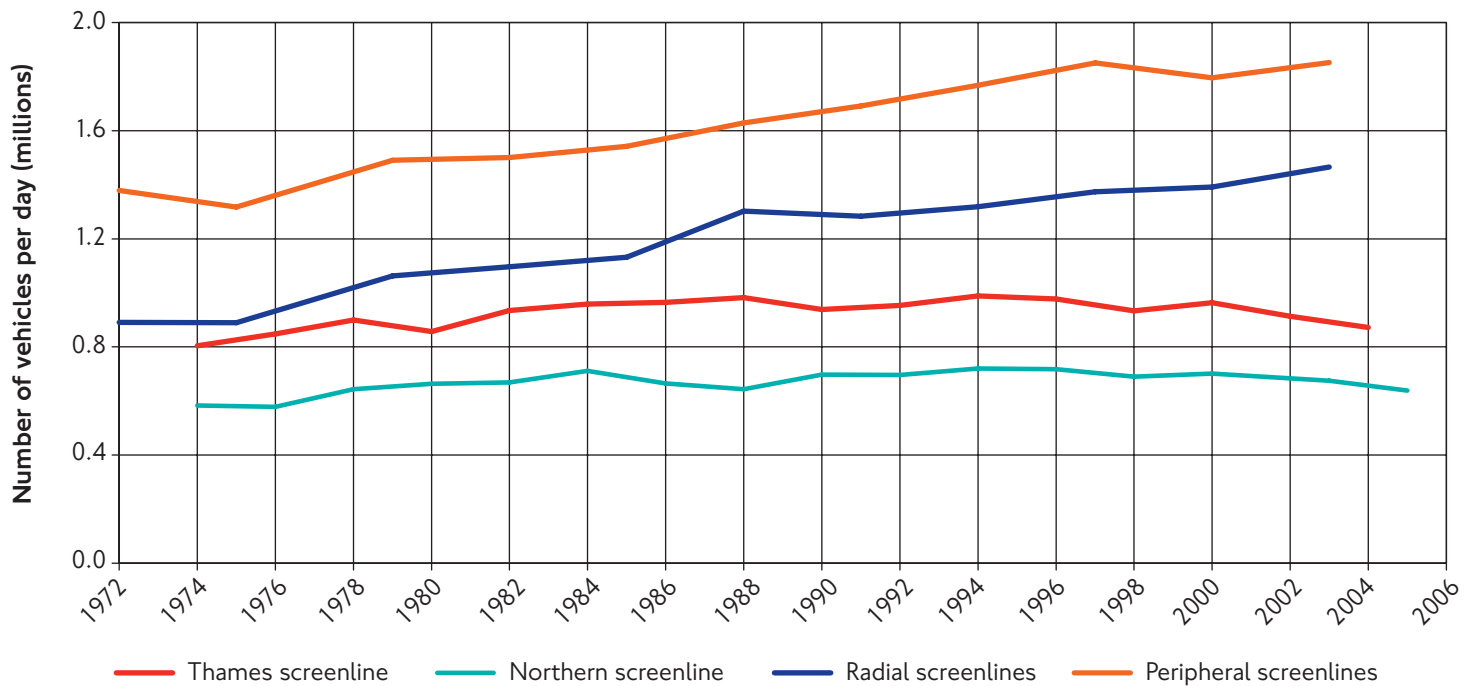


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### 3. Private transport

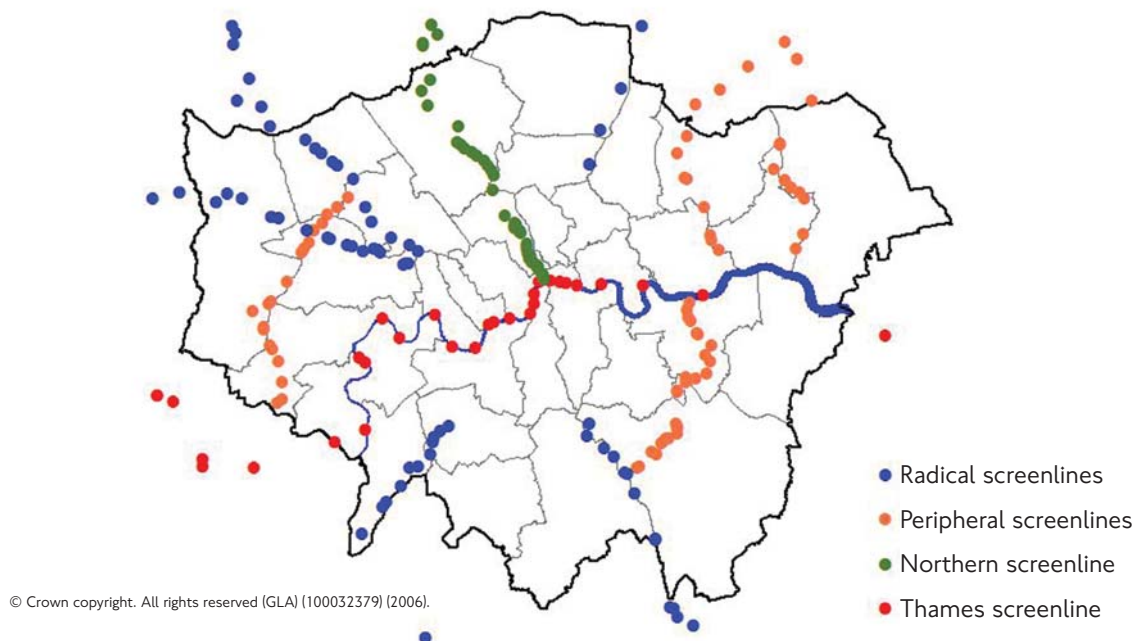
Chart 3.1.4 Screenline crossings – all motor vehicles

Source: Transport for London  
Enquiries: 020 7027 9343



Both the Peripheral and Radial screenline crossings have seen increases in volumes since 1972, whereas the Thames and Northern screenline crossings have generally stayed around the same levels of 900 and 700 thousand vehicles respectively with some decline since 2000.

Chart 3.1.5 Location of London road traffic screenlines





## 3. Private transport

### 3.2. Speeds

Table 3.2.1 Average traffic speeds in Greater London

Year	Greater London				
	Central area	Rest of inner area	All inner	Outer area	All areas
<b>Morning peak period</b>					
1977-1982	12.2	14.1	13.6	19.2	17.2
1983-1990	11.7	12.7	12.4	18.6	16.5
1990-1997	10.6	13.3	12.4	17.2	15.7
1997-2000	10.0	12.0	11.4	18.2	15.9
2000-2002	9.9	11.6	11.1	16.9	15.0
2003-2006	10.6	11.7	11.4	16.3	14.8
<b>Daytime off-peak period</b>					
1977-1982	12.1	17.3	15.3	25.0	20.8
1983-1990	11.5	15.5	14.1	24.0	19.9
1990-1997	10.7	15.4	13.7	22.7	19.2
1997-2000	10.0	14.8	13.0	21.9	18.5
2000-2002	9.0	13.7	12.0	21.4	17.7
2003-2006	10.5	14.1	12.9	21.3	18.3
<b>Evening peak period</b>					
1977-1982	12.1	13.8	13.3	20.3	17.6
1983-1990	11.3	12.4	12.1	20.0	16.9
1990-1997	10.6	13.0	12.2	19.3	16.8
1997-2000	10.2	11.4	11.0	19.1	16.2
2000-2002	9.6	11.3	10.8	18.4	15.7
2003-2006	10.6	12.3	11.9	17.9	16.0

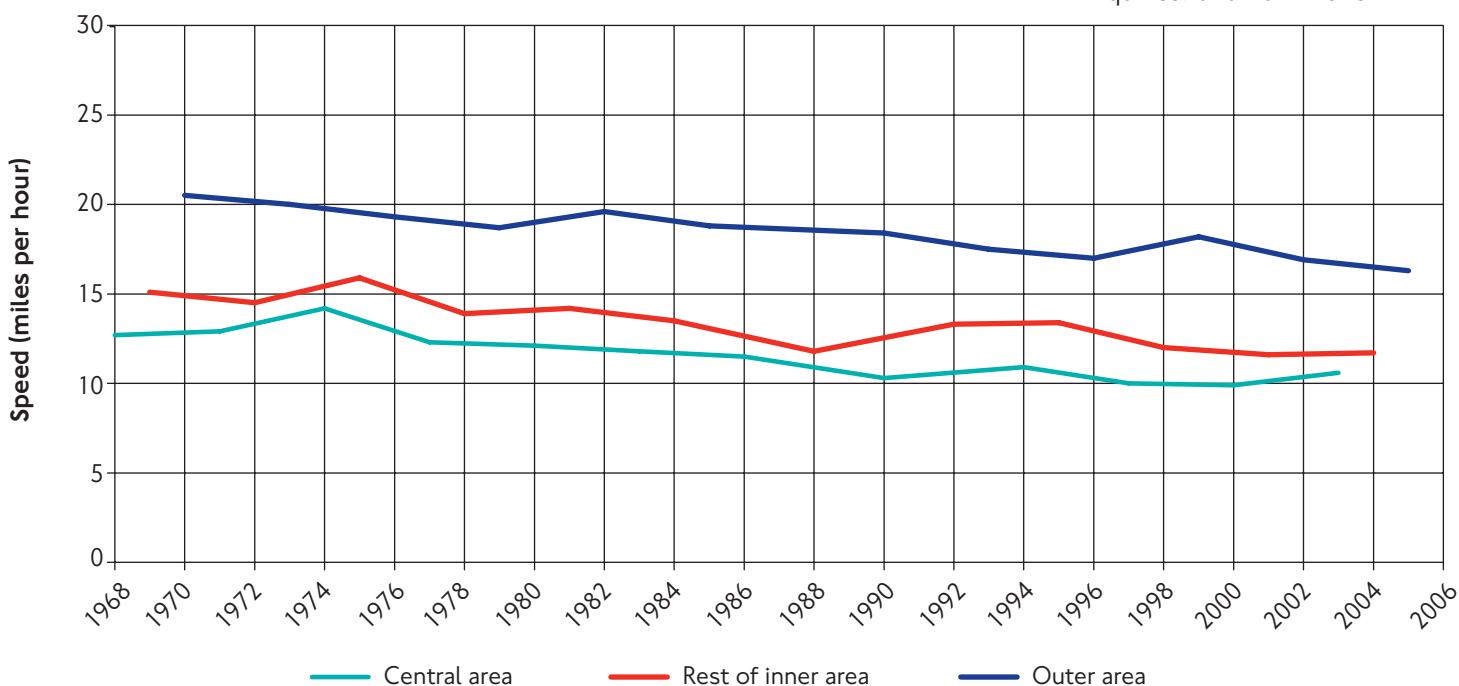
Source: TfL Traffic Speed Survey

Enquiries: 020 7027 9343

See technical note.

Chart 3.2.1 London traffic speeds in the morning peak

Source: TfL Traffic Speed Survey  
Enquiries: 020 7027 9343

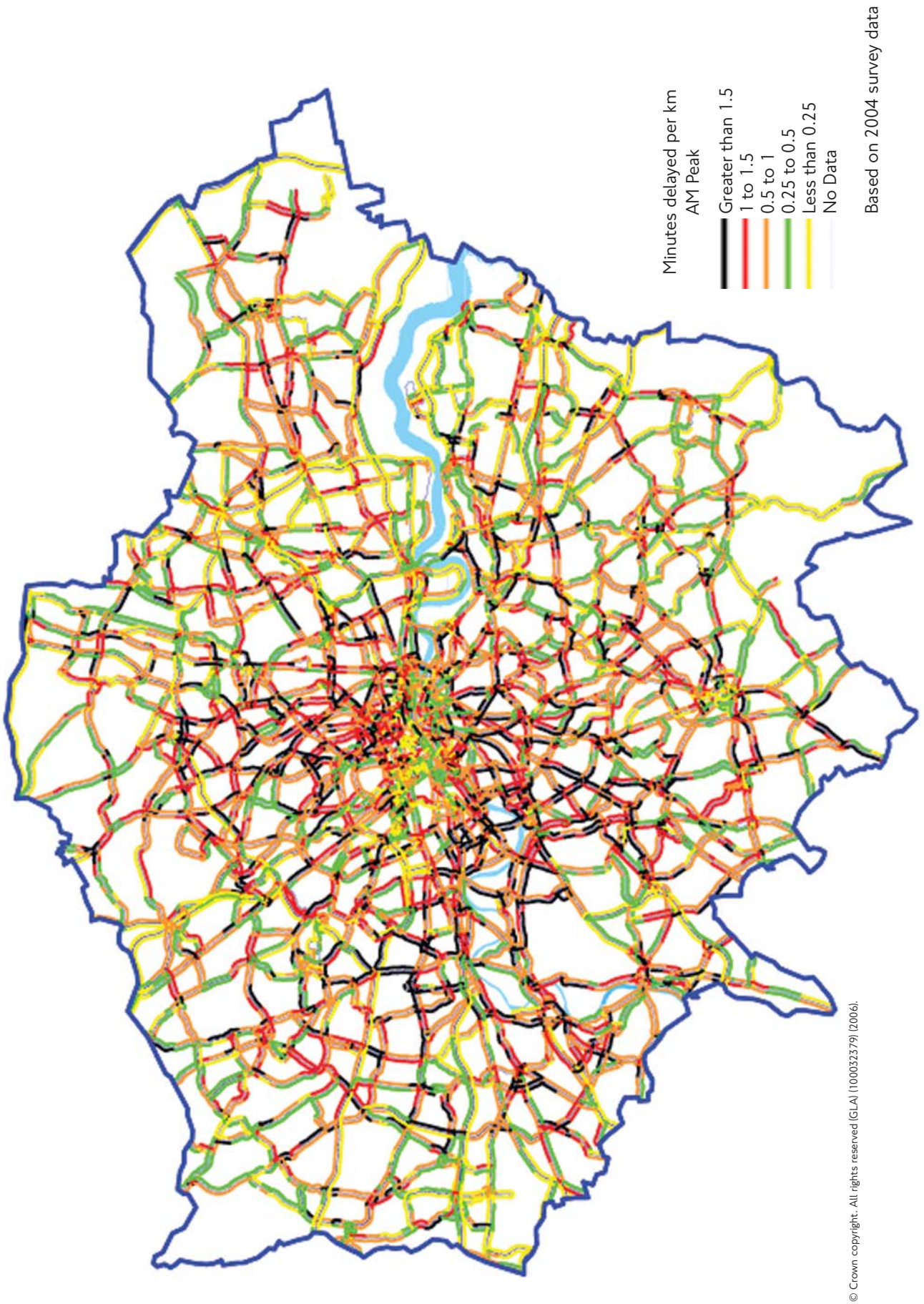


Traffic speeds have generally followed a downward trend in recent years. However, following the introduction of congestion charging there has been an increase in average speeds in central and inner London.

### 3. Private transport

Chart 3.2.2 Morning peak road network congestion map (2005)

Source: Information derived from data provided by ITIS Holdings, obtained from vehicles fitted with GPS devices  
Enquiries: 020 7027 9343



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## 3. Private transport

### 3.3. Car ownership

Table 3.3.1 Car ownership in London and Great Britain by household size (2004/05)

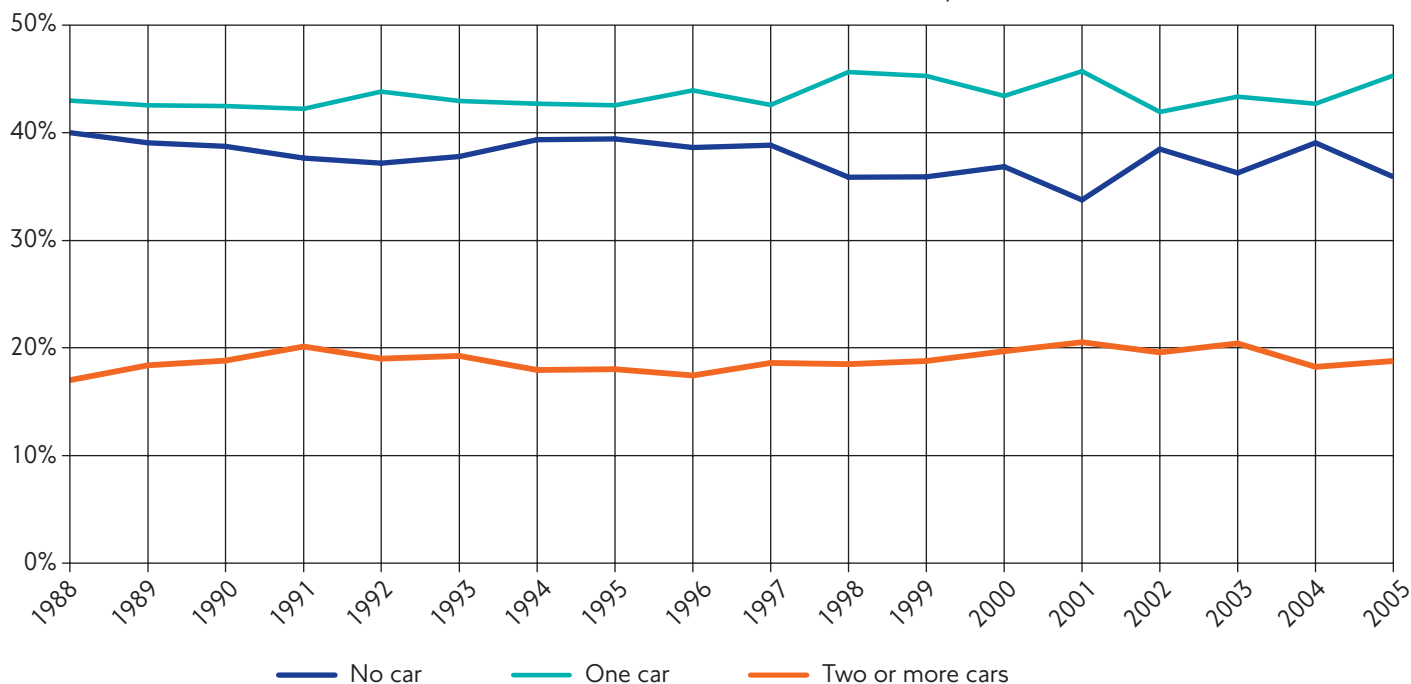
Number of cars	Number of people in household					Percentage
	One	Two	Three	Four or more	All households	Average household size
<b>Greater London</b>						
No car	65	33	33	19	40	1.9
One car	33	50	41	42	41	2.4
Two or more cars	2	17	27	40	18	3.3
All households	100	100	100	100	100	2.4
<b>Rest of Great Britain</b>						
No car	50	16	13	9	23	1.7
One car	47	49	36	34	44	2.2
Two or more cars	2	35	51	57	33	3.0
All households	100	100	100	100	100	2.4
<b>Great Britain</b>						
No car	52	18	16	11	25	1.7
One car	45	49	36	35	43	2.3
Two or more cars	2	33	48	54	31	3.1
All households	100	100	100	100	100	2.4

Source: DfT, National Travel Survey

Enquiries: 020 7944 3097

Chart 3.3.1 London households with no car, one car and two or more cars

Source: DfT, National Travel Survey, EFS, GHS  
Enquiries: 020 7944 3097



See technical note.

## 3. Private transport

### 3.4. Vehicle registrations

Table 3.4.1 Private cars registered in London

Thousands				
Year	Greater London	Percentage company cars	Inner London	Outer London
1996	2,262	14	679	1,583
1997	2,259	12	688	1,571
1998	2,287	11	697	1,590
1999	2,319	10	707	1,611
2000	2,331	10	709	1,622
2001	2,379	9	721	1,657
2002	2,390	7	717	1,672
2003	2,397	6	714	1,682
2004	2,438	6	718	1,720
2005	2,473	5	724	1,750
<i>Percentage change</i>				
1 year	1%	•	1%	2%
5 years	6%	•	2%	8%

Source: DVLA vehicle record

Enquiries: 020 7983 4532

1. Data recorded at the end of December each year.

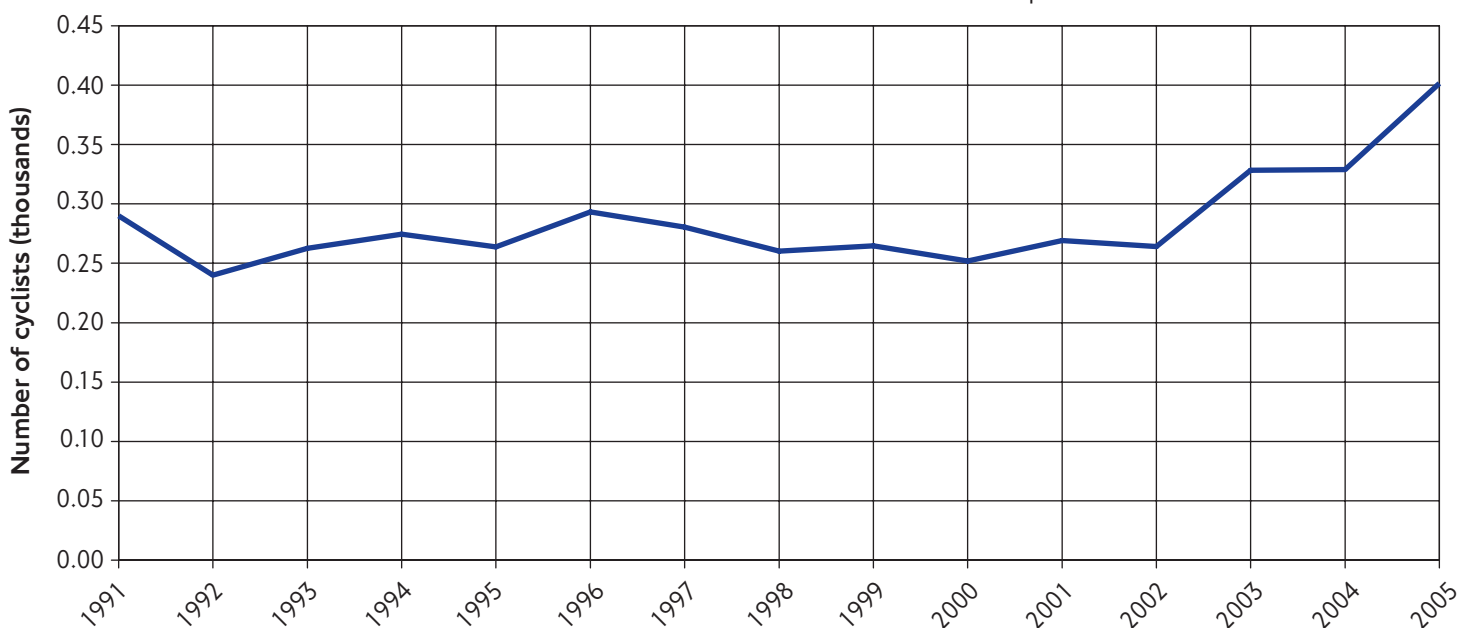
The number of private cars registered in Greater London at the end of 2005 went up by 1% on the previous year, with an increase of 6% since 2000. The change has been greater in Outer than in Inner London.

See technical note.

### 3.5. Cycling

Chart 3.5.1 Average daily cycle flows on major roads in London

Source: National Rail Traffic Survey, DfT  
Enquiries: 020 7944 3095



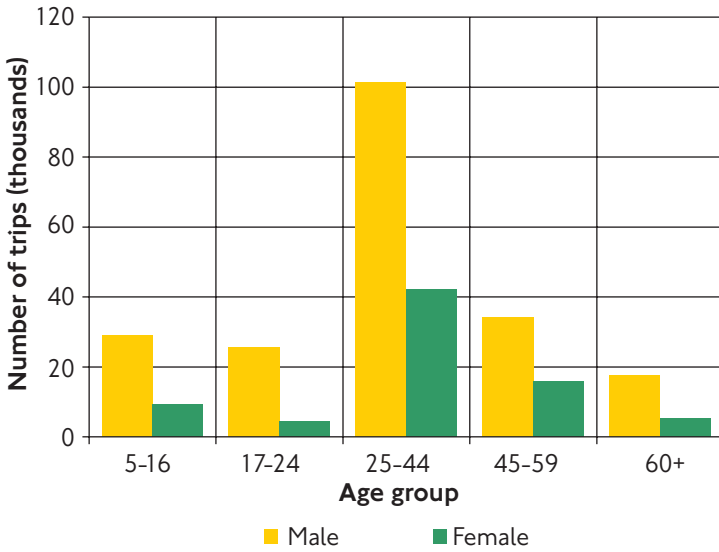
1. Major roads include trunk and principal roads.

Cycle flows on major roads continued to increase in 2005, after having remained almost constant in 2004.

### 3. Private transport

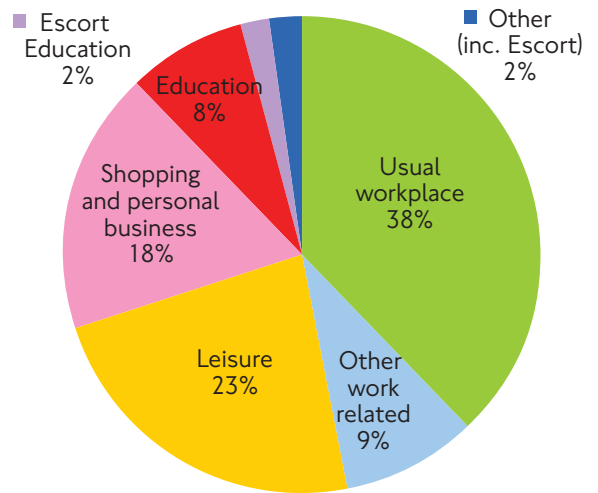
**Chart 3.5.2 Cycle trips by age group (2001)**

Source: LATS 2001 Household Survey  
Enquiries: 020 7126 4608



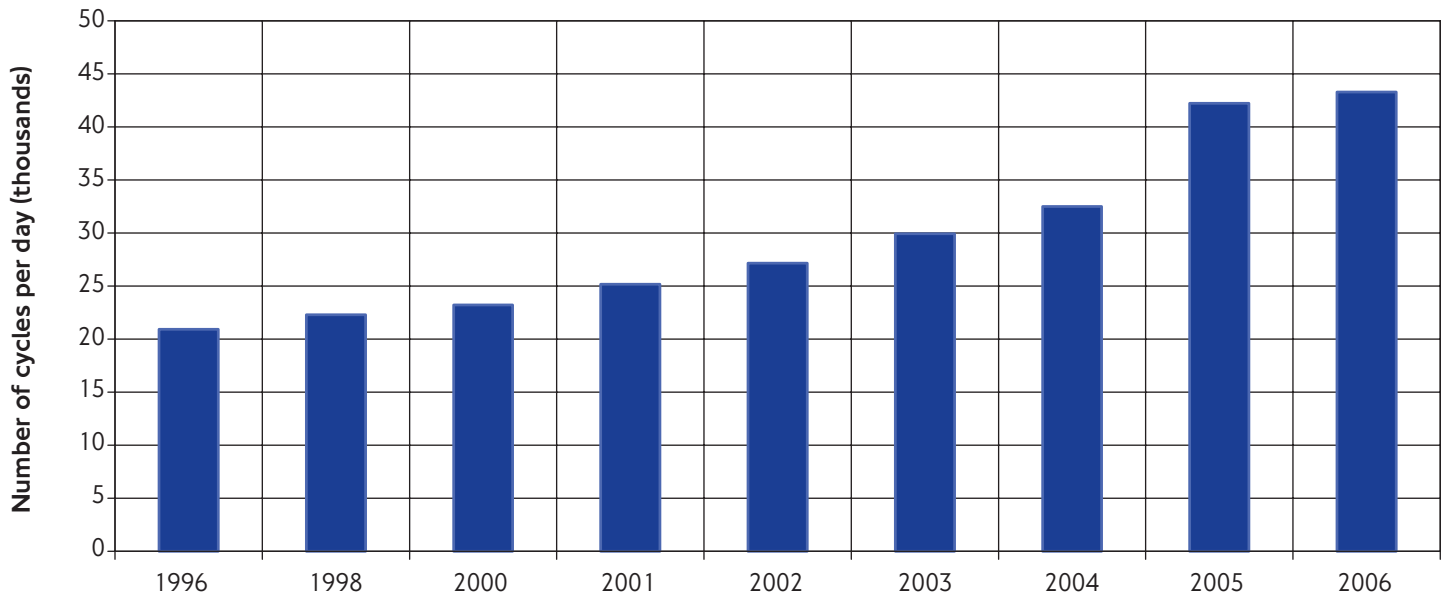
**Chart 3.5.3 Cycle trips by purpose (2001)**

Source: LATS 2001 Household Survey  
Enquiries: 020 7126 4608



**Chart 3.5.4 Cycles crossing the River Thames screenline**

Source: TfL Cordon and Screenline Surveys  
Enquiries: 020 7027 9339

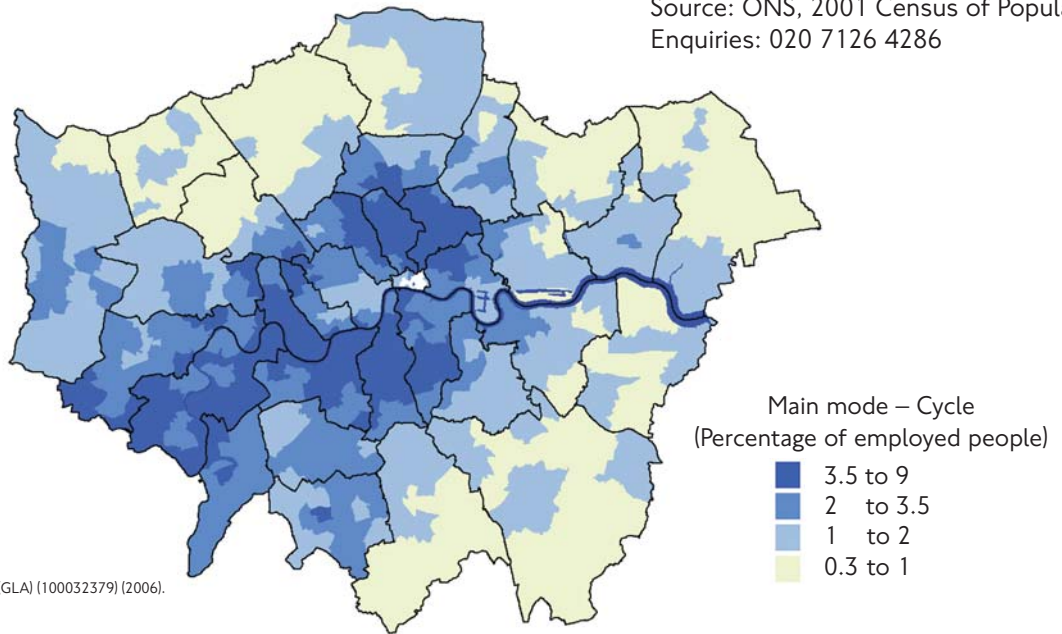


The chart shows the number of cycles crossing the Thames (both directions), based on a single day count at each bridge. The number of cycles increased by 72% between 2001 and 2006, an average annual increase of 11%, with highest growth between 2004 and 2005.

### 3. Private transport

**Chart 3.5.5 Proportion of employed people whose usual journey to work is by cycling, by ward of origin (2001)**

Source: ONS, 2001 Census of Population Enquiries: 020 7126 4286

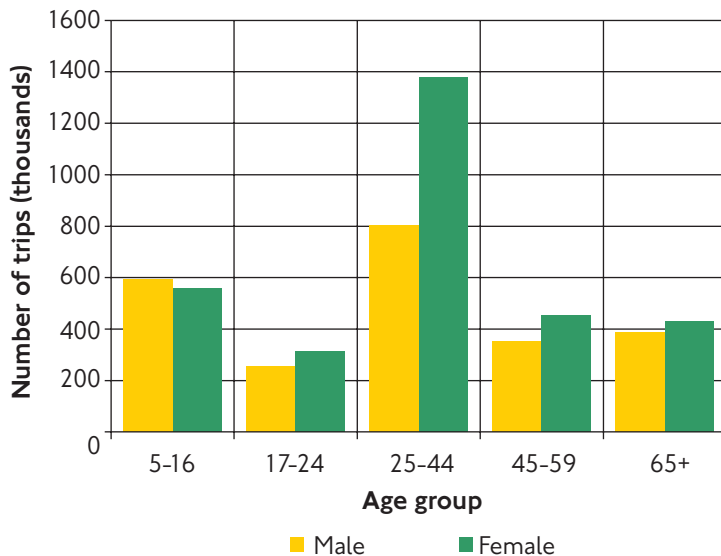


The level of use of bicycle as a means of travelling to work varies quite substantially from borough to borough, with a general tendency towards greater bicycle use by residents of the centre and west of London compared with the east/outer London.

### 3.6. Walking

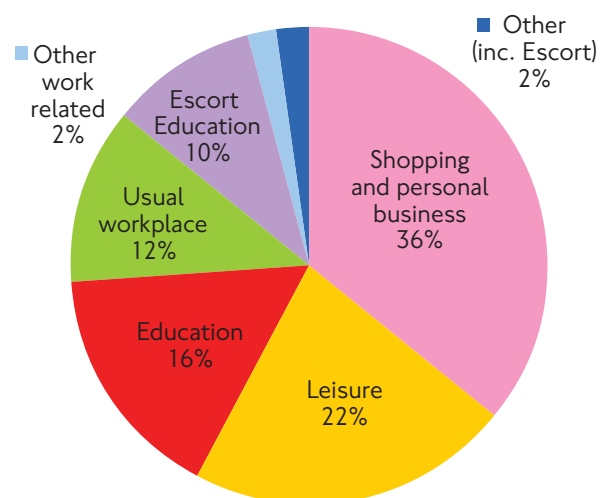
**Chart 3.6.1 Walk trips by age group (2001)**

Source: LATS 2001 Household Survey  
Enquiries: 020 7126 4608



**Chart 3.6.2 Walk trips by purpose (2001)**

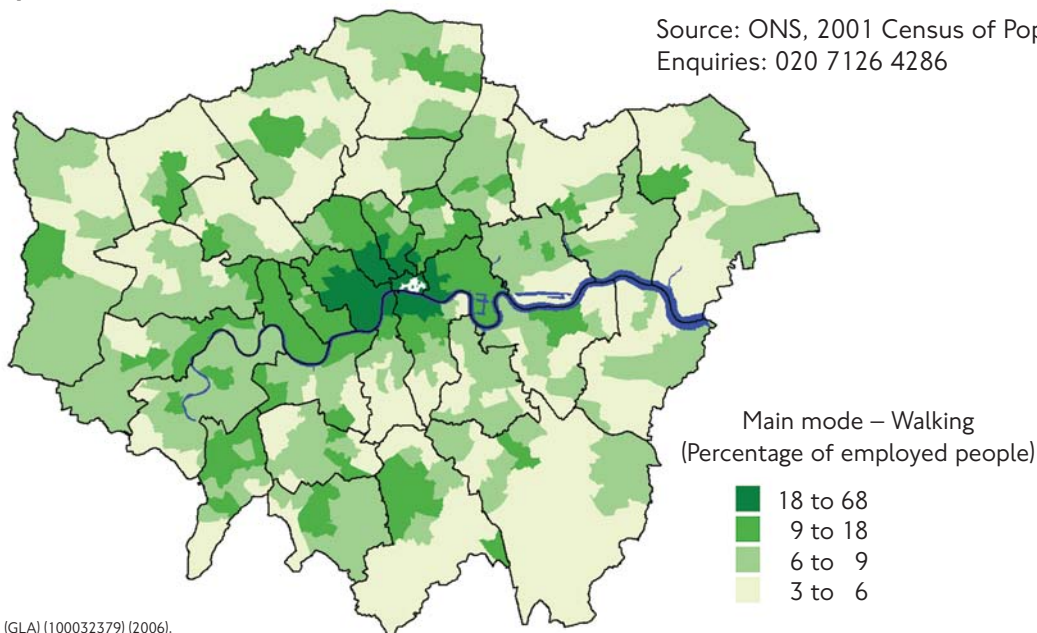
Source: LATS 2001 Household Survey  
Enquiries: 020 7126 4608



### 3. Private transport

**Chart 3.6.3 Proportion of employed people whose usual journey to work is by walking, by ward of origin (2001)**

Source: ONS, 2001 Census of Population  
Enquiries: 020 7126 4286



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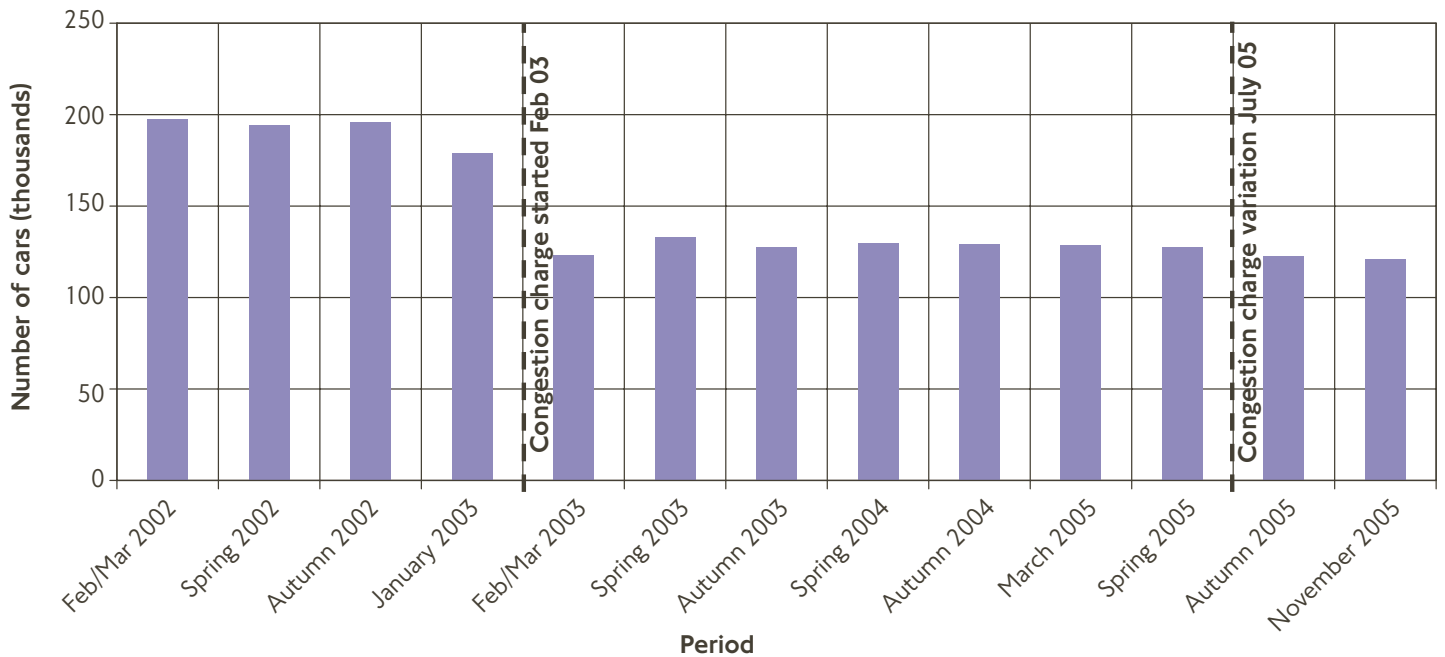
Higher proportions of walking to work are seen in areas where the employment density is high. The map has a similar pattern to chart 6.2.1 and reflects the fact that the vast majority of walks are for short distances.

### 3. Private transport

#### 3.7. Congestion charging

**Chart 3.7.1 Cars entering the Congestion Charging zone during charging hours**

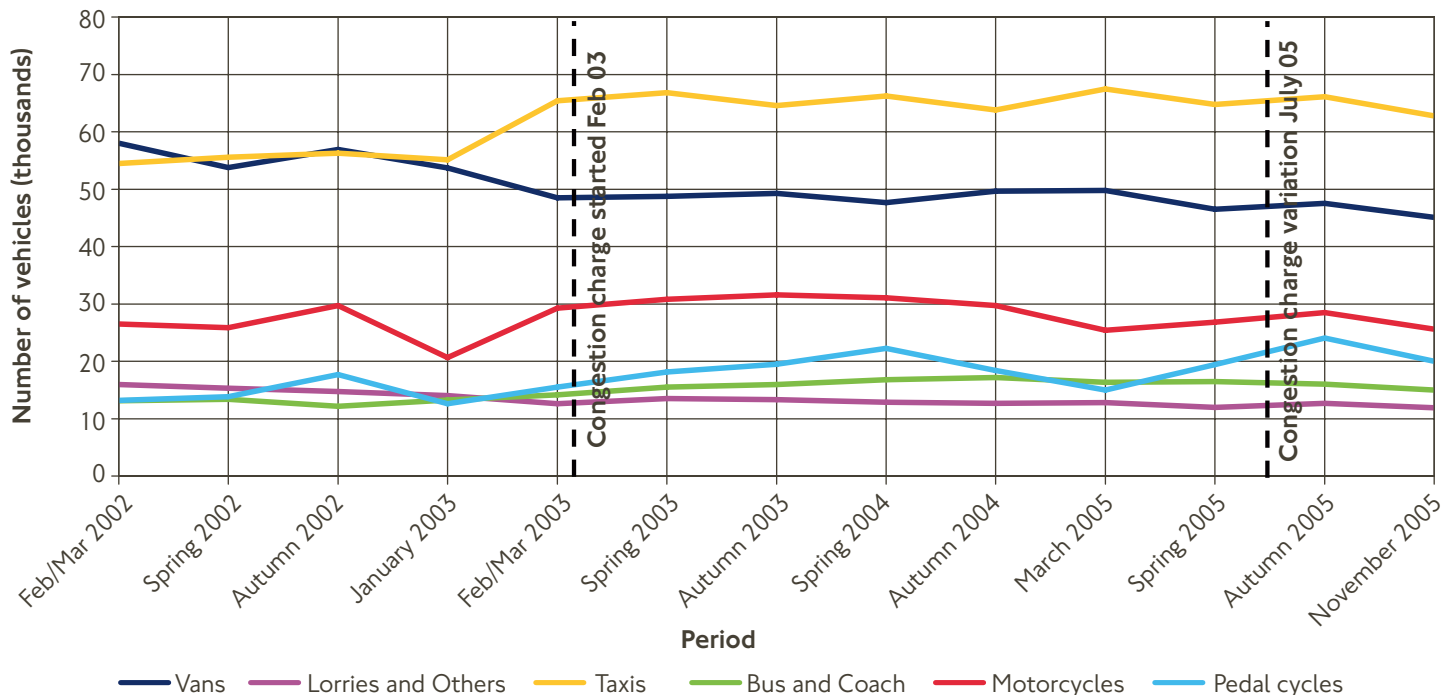
Source: TfL, Congestion Charging Enquiries: 020 7126 4057



The introduction of the congestion charge resulted in a reduction of 33% of inbound cars between 2002 and 2003, with some minor fluctuations. Since the variation in the congestion charge in 2005 (including the increase from £5 to £8 per day) there has been an additional slight drop in cars and goods vehicles entering the charging zone.

**Chart 3.7.2 Non-car traffic entering the Congestion Charging zone during charging hours**

Source: TfL, Congestion Charging Enquiries: 020 7126 4057



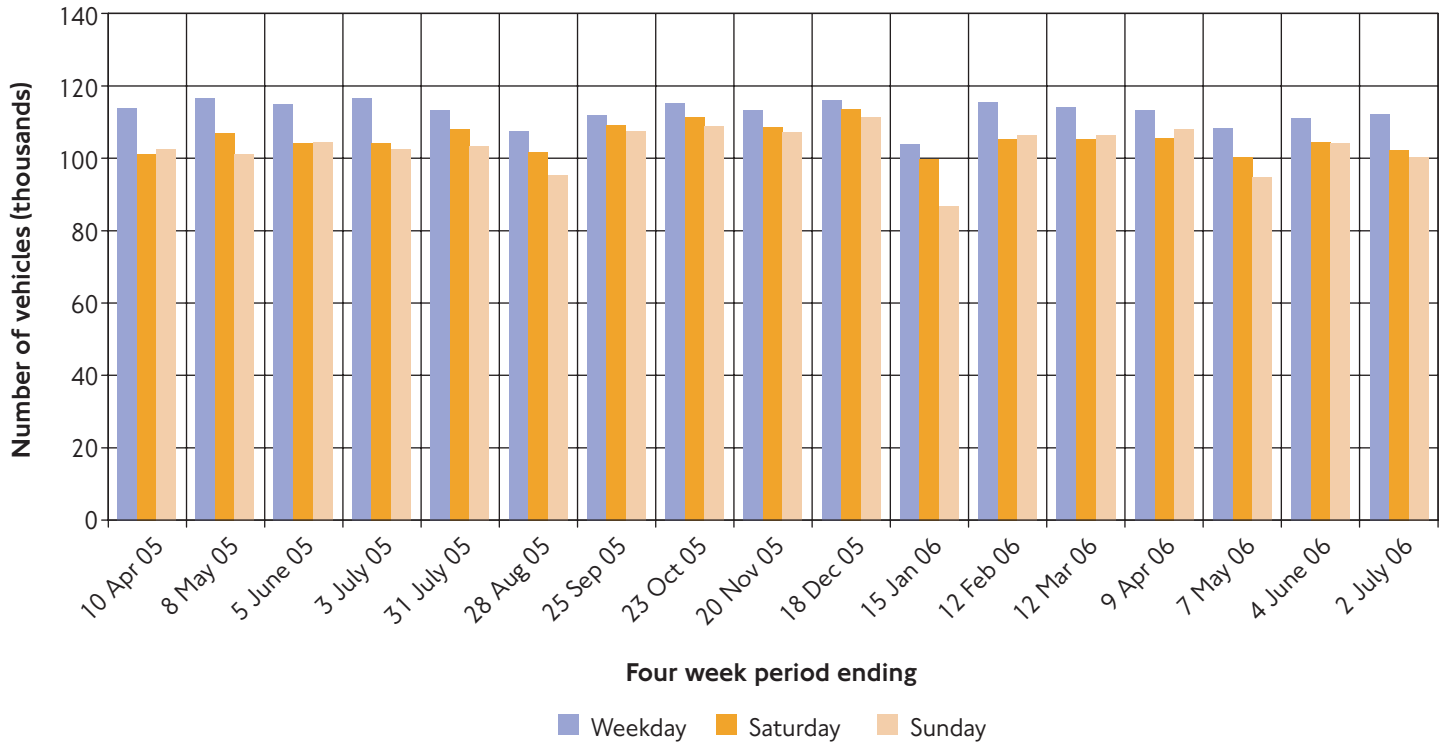
Since the introduction of the congestion charge, there has been an increase in the number of taxis and cycles entering the charging zone.



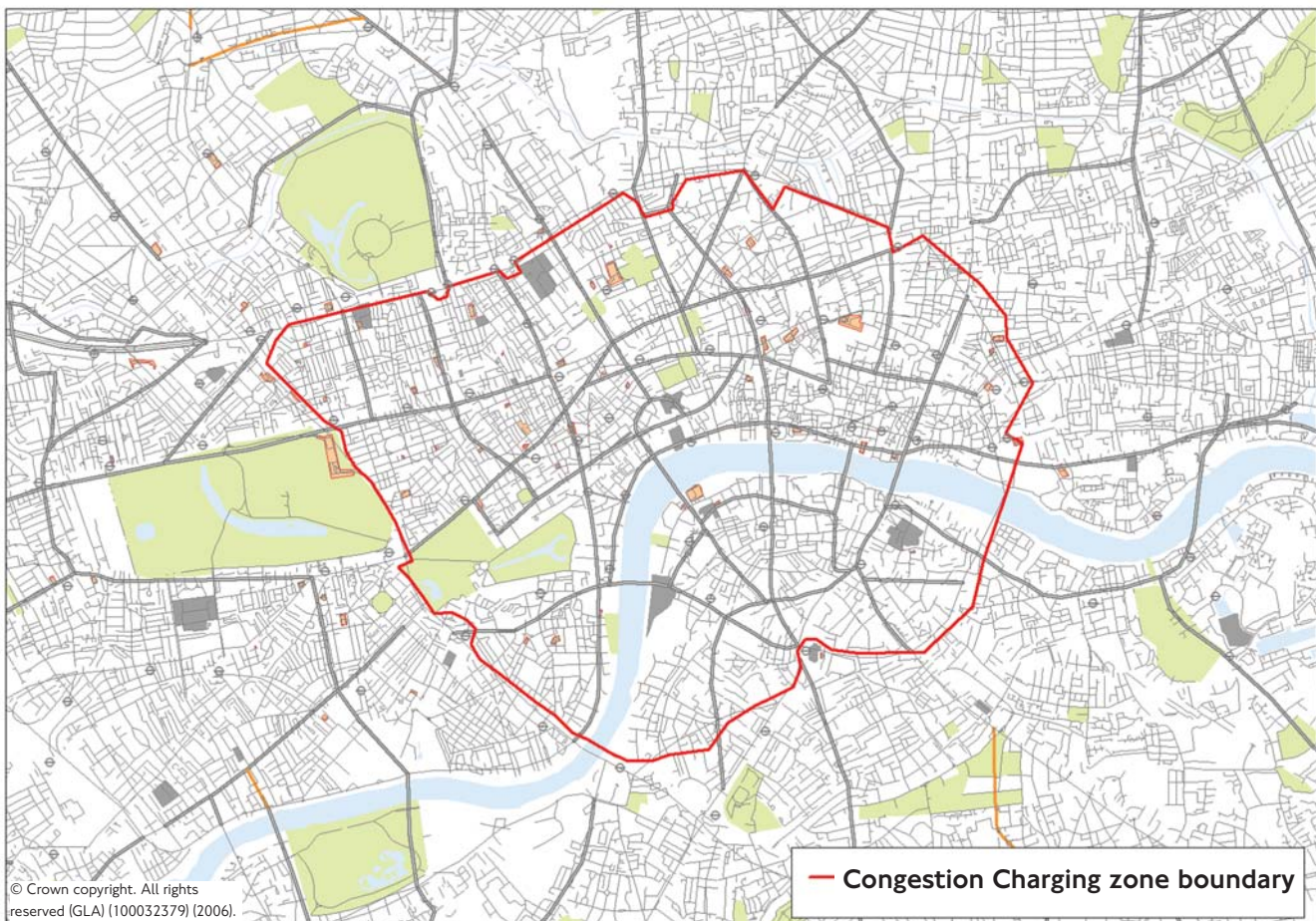
### 3. Private transport

**Chart 3.7.3 Average flow on 16 high flow inbound gateways sites during the charging hours (0700-1830) by four week period and type of day**

Source: TfL, Strategy & Policy, Congestion Charging Enquiries: 020 7126 4057



**Chart 3.7.4 Central London Congestion Charging zone boundary**

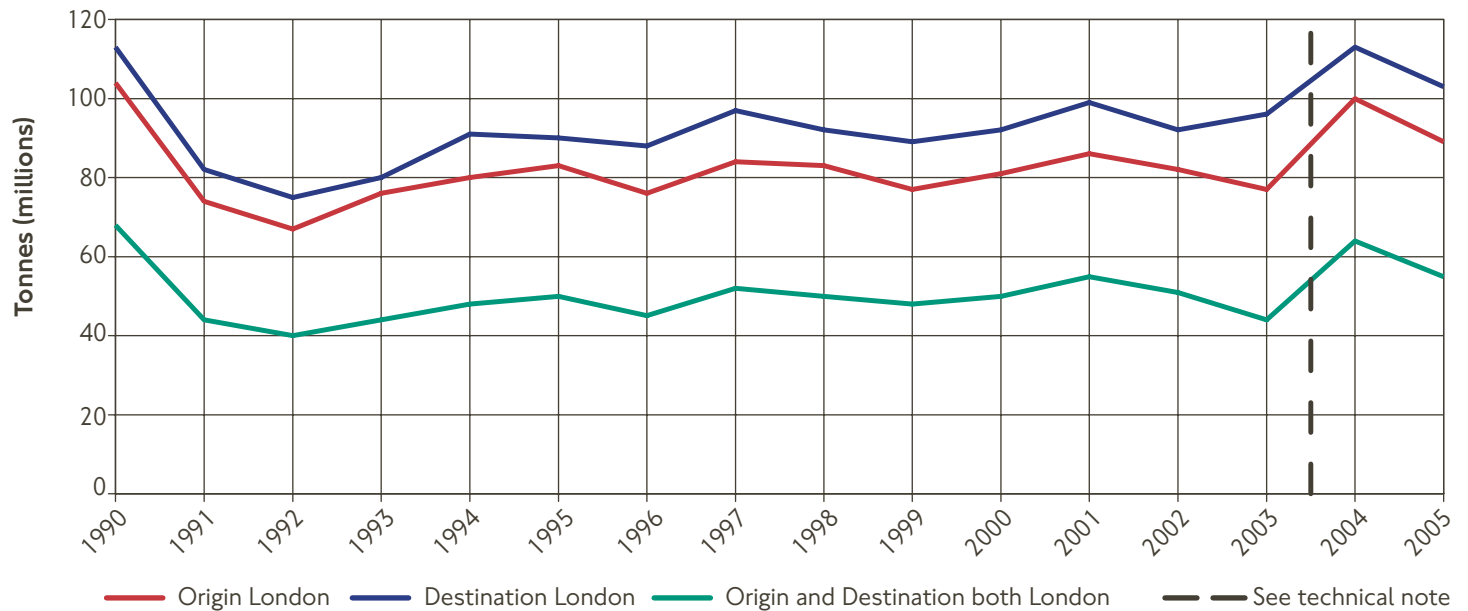


## 4. Freight

### 4.1. Road freight

Chart 4.1.1 London road freight lifted

Source: DfT continuing Survey of Road Goods Transport Enquiries: 020 7944 4261

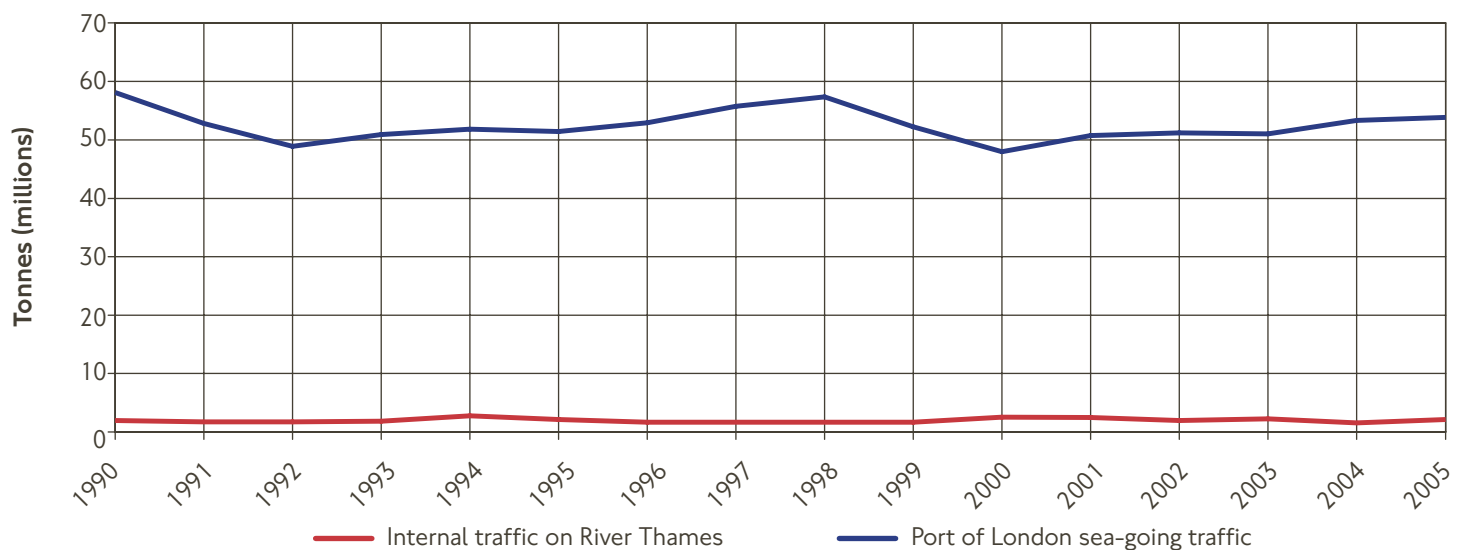


Road freight lifted decreased in 2005 compared with the previous year, but was still above 2003 levels. A total of 137 million tonnes of goods was lifted by road in 2005, made up of 55 million tonnes moved within London, a further 48 million tonnes from outside London to destinations within London, and 34 million tonnes from origins in London to destinations outside London.

### 4.2. Water freight

Chart 4.2.1 London water freight lifted

Source: Port of London Authority Enquiries: 020 7743 7900



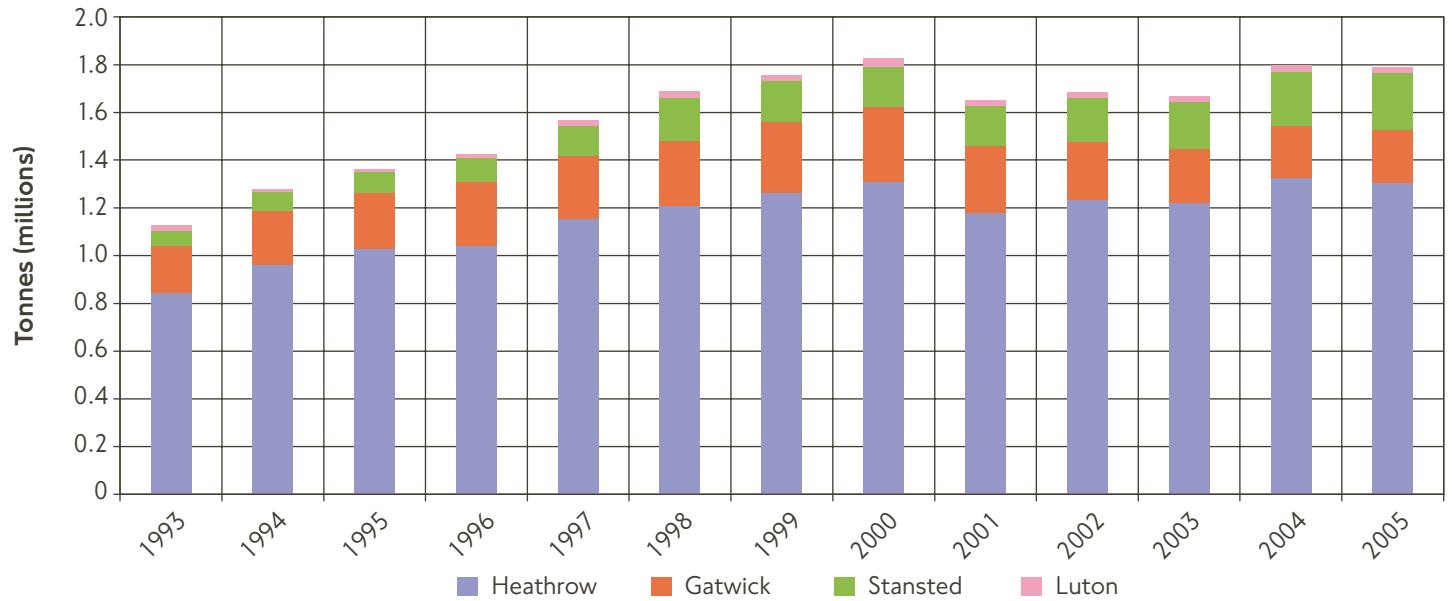
There was a total of 2.2 million tonnes of internal traffic and 53.8 million tonnes of Port of London sea-going traffic in 2005, both similar to 2004 levels.

## 4. Freight

### 4.3. Air freight

Chart 4.3.1 London air freight lifted

Source: Civil Aviation Authority  
Enquiries: 020 7453 6258



Air freight through London's airports in 2005 was similar to the previous year. Heathrow, which accounted for 73% (by weight) of freight lifted, had a small decrease from 1.33 to 1.31 million tonnes lifted.

## 5. Casualties

### 5.1. Road casualties

Table 5.1.1 Road casualties in Greater London and Great Britain by type

Year	Killed		Seriously Injured		Slightly Injured		All casualties	
	London	GB	London	GB	London	GB	London	GB
<b>1994-1998 ave</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
1991	148	128	117	117	99	94	102	97
1992	126	118	108	112	101	94	102	97
1993	115	107	95	102	101	95	101	96
1994	109	102	92	106	102	97	100	99
1995	87	101	98	103	99	96	99	97
1996	101	101	102	101	99	100	100	100
1997	111	101	105	98	101	103	101	102
1998	92	96	103	93	99	103	100	102
1999	105	96	88	89	102	102	100	100
2000	114	95	91	87	102	102	100	100
2001	120	96	90	84	98	100	97	98
2002	112	96	83	82	92	97	91	95
2003	109	98	76	76	85	93	84	91
2004	87	90	61	71	78	91	76	88
2005	86	89	53	66	72	88	70	85
<b>2005 number of casualties</b>	<b>214</b>	<b>3,201</b>	<b>3,436</b>	<b>28,954</b>	<b>28,180</b>	<b>238,862</b>	<b>31,830</b>	<b>271,017</b>

Source: TfL London Road Safety Unit, DfT Transport Statistics Bulletin. Road Casualties in Great Britain Main Results: 2005

Enquiries: 020 7027 9332  
www.dft.gov.uk

1. Index based on 1994-1998 average.

The number of road casualties in London showed substantial improvement in 2005. All categories of casualty have recorded a greater level of improvement than for Great Britain as a whole.

Chart 5.1.1 Road casualties in Greater London by type

Source: TfL London Road Safety Unit  
Enquiries: 020 7027 9332

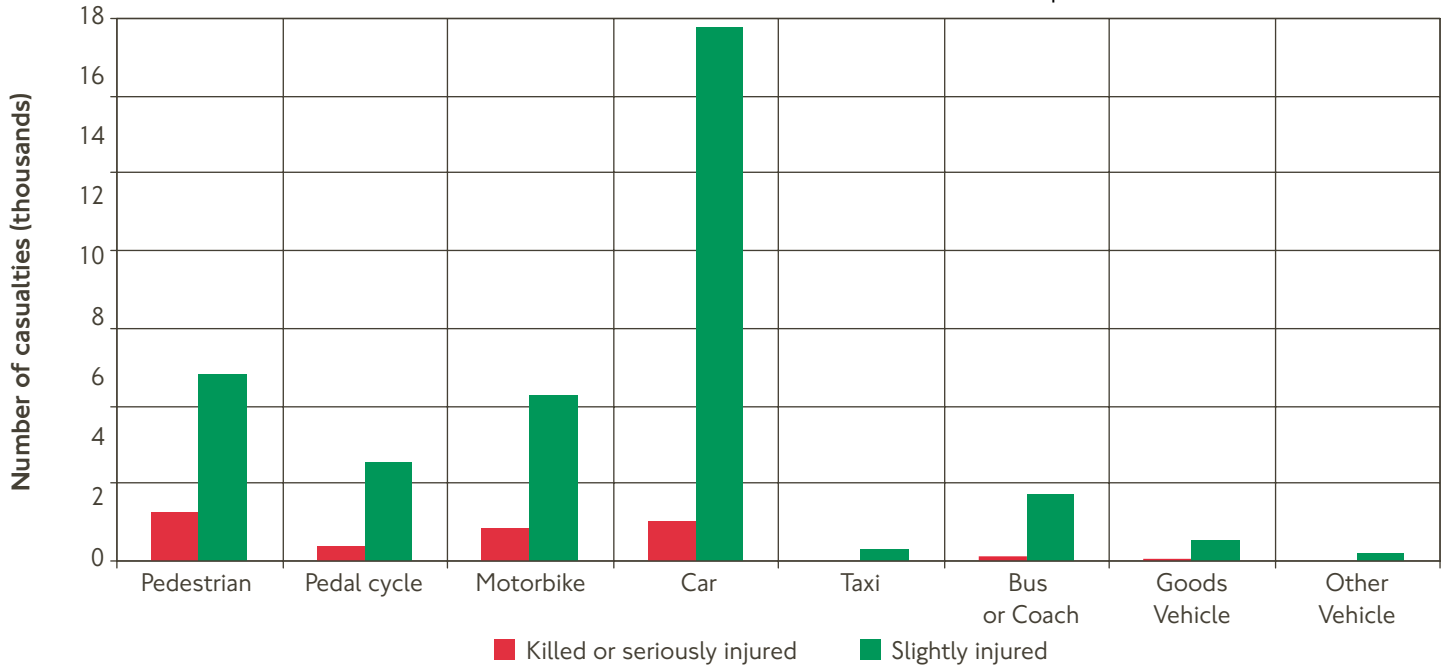


In 2005 the number of people killed on roads in Greater London was 214. The number of people seriously injured and slightly injured in 2005 was 3,436 and 28,180 respectively.

## 5. Casualties

Chart 5.1.2 Total road casualties by type and mode (2005)

Source: TfL, London Road Safety Unit  
Enquiries: 020 7027 9332

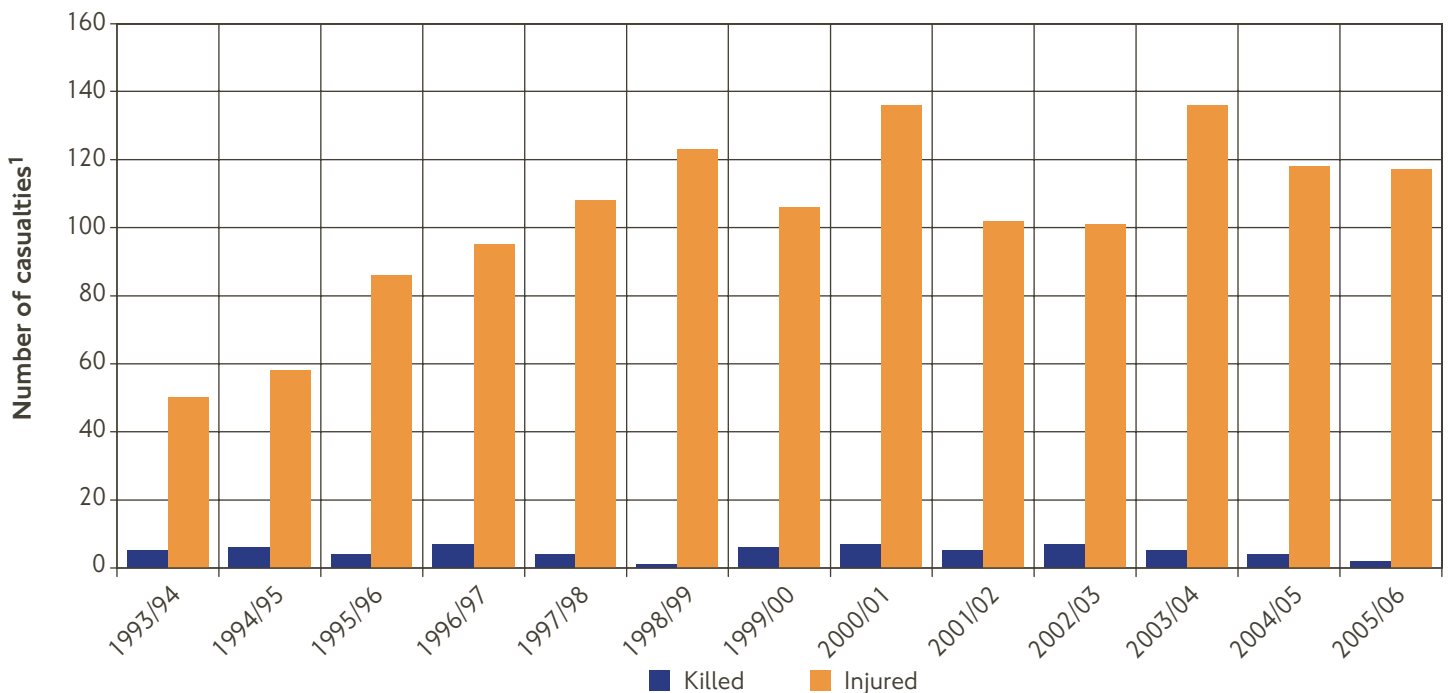


While most people involved in collisions were in cars, the great majority of these people had only a slight injury. On the other hand, pedestrians, cyclists and motorcyclists were more likely to be killed or seriously injured when involved in collisions.

### 5.2. Underground casualties

Chart 5.2.1 Number of people accidentally killed and injured on London Underground

Source: Transport for London  
Enquiries: 020 7918 3439



1. Excludes suicides, victims of assault and terrorist activity.

Aside from the fatalities resulting from the terrorist attacks on the Underground on 7 July 2005 (which are excluded from the chart), the numbers of deaths and injuries in 2005/06 were very similar to those in 2004/05. Two people were accidentally killed and 117 accidentally injured in 2005/06, which is slightly less than in the previous year.

## 6. Population

### 6.1. Resident population

Table 6.1.1 Resident population

Year	All London				All ages		
	0-14	15-64	65 and over	All ages	Inner London	Outer London	Great Britain
Thousands							
Estimates							
1971	1,598	4,922	1,010	7,529	3,060	4,470	54,388
1981	1,245	4,513	1,048	6,806	2,550	4,255	54,815
1991	1,266	4,600	964	6,829	2,599	4,230	55,831
1996	1,360	4,686	929	6,974	2,656	4,318	56,477
2001	1,368	5,058	897	7,322	2,859	4,463	57,361
2002	1,362	5,114	895	7,371	2,892	4,479	57,535
2003	1,356	5,140	892	7,388	2,905	4,483	57,851
2004	1,356	5,185	889	7,429	2,931	4,498	58,125
2005	1,362	5,269	887	7,518	2,986	4,532	58,485
Percentage change							
1971-1981	-22%	-8%	4%	-10%	-17%	-5%	1%
1981-1991	2%	2%	-8%	-	2%	-1%	2%
1991-2001	8%	10%	-7%	7%	10%	6%	3%
2001-2005	-	4%	-1%	3%	4%	2%	2%

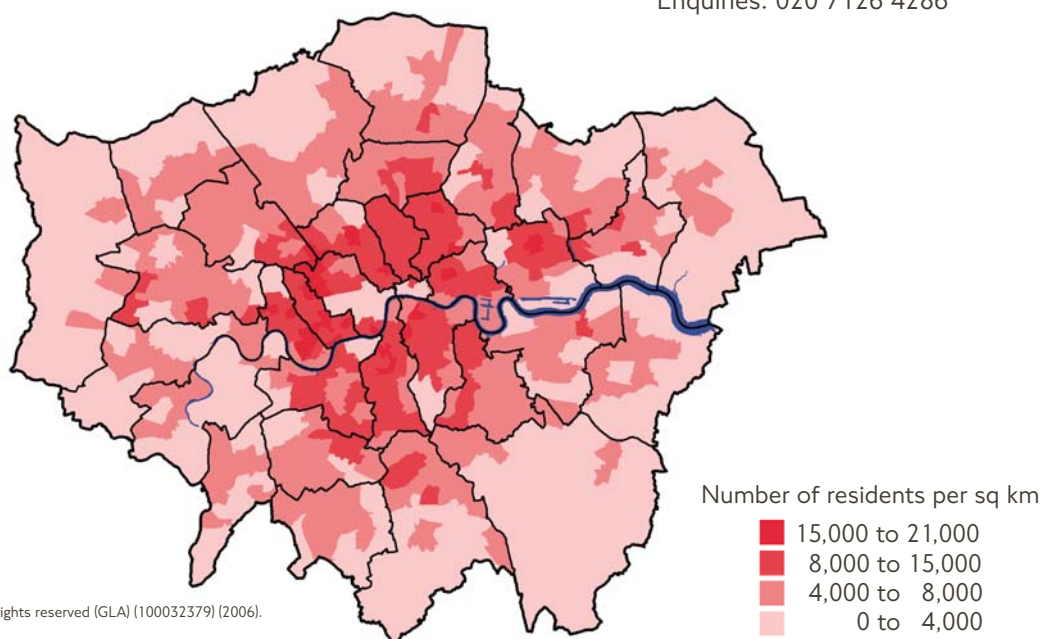
Source: ONS

Enquiries: 013 2981 3318

Between 2001 and 2005 the resident population of London rose by 3%, though the number of children (0-14) and senior citizens (65 and over) remained largely unchanged.

Chart 6.1.1 Population density (2001)

Source: ONS, 2001 Census of Population  
Enquiries: 020 7126 4286



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## 6. Population

**Table 6.1.2 Resident population projections**

Year	Thousands					
	Inner London		Outer London		Greater London	
	Low	High	Low	High	Low	High
2001	2,859		4,463		7,322	
2006	2,960	3,003	4,510	4,569	7,470	7,572
2011	3,128	3,192	4,621	4,703	7,749	7,895
2016	3,247	3,355	4,697	4,838	7,944	8,193
2021	3,354	3,509	4,750	4,958	8,104	8,467
2026	3,458	3,651	4,800	5,060	8,258	8,710
2031	3,602	3,774	4,915	5,146	8,517	8,920

Source: GLA, Data Management and Analysis Group (DMAG).

Enquiries: 020 7983 4347

2006-round population projections (low and high projections), October 2006.

## 6.2. Working population

**Table 6.2.1 Working population**

Year <sup>1</sup>	Employee jobs in Greater London (thousands)	Percentage Females	Self-employed (thousands) <sup>2</sup>	All jobs (thousands)
1992	3,354	48	453	3,807
1993	3,308	49	449	3,758
1994	3,366	49	517	3,883
1995	3,458	49	482	3,941
1996	3,434	48	504	3,938
1997	3,571	48	496	4,067
1998	3,704	48	529	4,233
1999	3,905	47	500	4,405
2000	4,050	48	535	4,585
2001	4,054	47	524	4,577
2002	3,948	47	535	4,482
2003	3,929	48	622	4,550
2004	3,907	47	575	4,482
2005	3,955	47	608	4,563
<i>Percentage change</i>				
1 year	1%	•	6%	2%
10 years	14%	•	26%	16%

Source: ONS, Annual Business Inquiry

Enquiries: 016 3381 2318

1. September estimates of the workforce in employment.

2. Self-employed includes those on work-related government supported training schemes without a contract of employment.

Figures are only included from September 1997 onwards.

The number of jobs in London increased by 2% in 2005, with high growth in self-employed jobs, which rose by 6% to 608,000, 13% of all jobs. The percentage of females in the working population stayed at 47%.

See technical note.



## 6. Population

Chart 6.2.1 Employment density (2001)

Source: ONS, 2001 Census of Population  
Enquiries: 020 7126 4286

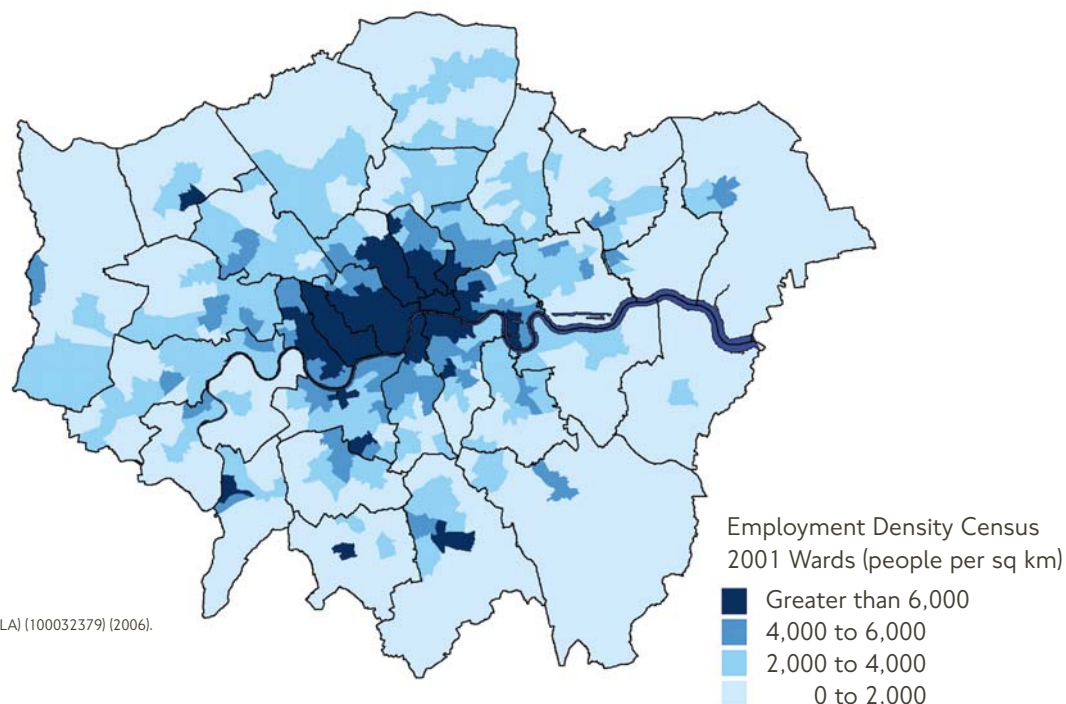


Table 6.2.2 Commuters to and from Greater London

Year	Thousands	
	To Greater London <sup>1</sup>	From Greater London <sup>2</sup>
1995	647	190
1996	629	205
1997	678	234
1998	683	240
1999	720	249
2000	691	257
2001	703	254
2002	698	264
2003	675	285
2004	706	275
2005	717	281
2006	735	331

Source: Labour Force Survey (ONS) – Spring sample

Enquiries: 020 7126 4286

1. Workers in Greater London with residence outside Greater London.

2. Residents in Greater London with workplace outside Greater London.

## 6. Population

### 6.3. Visitors

Table 6.3.1 Visitors to London key trends

Year	Number of visitors (millions)	Average number of nights spent	Average spending at 2005 prices (£)
<b>Domestic visitors</b>			
2000	18.5	2.3	166
2001	17.0	2.4	177
2002	16.1	2.2	175
2003	14.3	2.3	225
2004	12.8	2.3	216
2005	10.8	2.2	194
<b>Overseas visitors</b>			
2000	13.1	6.3	525
2001	11.4	6.6	510
2002	11.7	6.5	499
2003	11.6	6.8	502
2004	13.4	6.8	481
2005	13.9	6.6	496

Source: United Kingdom Tourism Survey (UKTS), International Passengers Survey (IPS)

Enquiries: 0208 563 3320

1. Figures may not add up due to rounding, domestic data should be used with caution.

[www.visitbritain.com/research](http://www.visitbritain.com/research)

2. Excludes day visits.

See technical note.

Table 6.3.2 London visits by purpose

	Millions					
Purpose	2000	2001	2002	2003	2004	2005
<b>Domestic visitors</b>						
Holiday	9.0	8.2	7.9	6.8	6.1	4.9
Business	3.8	3.9	3.9	3.6	3.1	3.2
Visiting friends or relatives	5.0	4.6	3.8	3.5	3.1	2.4
Study	-	-	-	-	-	-
Other	0.7	0.3	0.5	0.4	0.5	0.3
<b>Total</b>	<b>18.5</b>	<b>17.0</b>	<b>16.1</b>	<b>14.3</b>	<b>12.8</b>	<b>10.8</b>
<b>Overseas visitors</b>						
Holiday	6.2	4.8	4.9	4.9	5.9	5.9
Business	3.1	2.8	2.8	2.7	2.9	3.2
Visiting friends or relatives	2.5	2.6	2.7	2.8	3.2	3.4
Study	0.2	0.2	0.2	0.2	0.2	0.2
Other	1.1	1.0	1.1	1.0	1.2	1.2
<b>Total</b>	<b>13.1</b>	<b>11.4</b>	<b>11.7</b>	<b>11.6</b>	<b>13.4</b>	<b>13.9</b>

Source: United Kingdom Tourism Survey (UKTS), International Passengers Survey (IPS)

Enquiries: 020 8563 3320

1. Excludes day visits.

[www.visitbritain.com/research](http://www.visitbritain.com/research)

See technical note.

The underlying trend has seen a fall in the number of domestic overnight visitors to London and this trend has continued in 2005: since 2000 there has been a 42% drop in number of visitors. For overseas visitors the picture is quite different and 2005 saw a slight increase in visitors over 2004, after a sharp decline between 2000 and 2003.

## 6. Population

**Table 6.3.3 Overseas visitors to London by country of origin**

	Millions					
Country	2000	2001	2002	2003	2004	2005
USA	2.9	2.4	2.5	2.2	2.4	2.3
France and Monaco	1.2	1.1	1.1	1.2	1.3	1.4
Germany	1.1	0.9	0.9	0.9	1.2	1.3
Italy and San Marino	0.5	0.5	0.5	0.6	0.8	0.7
Spain and Andorra	0.4	0.4	0.4	0.5	0.7	0.7
Eire	0.6	0.6	0.6	0.6	0.7	0.6
Netherlands	0.5	0.5	0.5	0.6	0.6	0.6
Australia	0.5	0.4	0.4	0.5	0.5	0.6
Canada	0.4	0.3	0.4	0.3	0.4	0.4
Belgium	0.3	0.3	0.3	0.3	0.4	0.4
Sweden	0.4	0.3	0.3	0.3	0.3	0.3
Switzerland	0.3	0.3	0.3	0.3	0.3	0.3
Poland	0.1	0.1	0.1	0.2	0.3	0.3
Japan	0.4	0.3	0.3	0.2	0.3	0.3
Other countries	3.4	3.1	2.9	2.9	3.5	3.3
<b>All countries</b>	<b>13.1</b>	<b>11.4</b>	<b>11.7</b>	<b>11.6</b>	<b>13.4</b>	<b>13.8</b>

Source: International Passenger Survey, ONS

Enquiries: 020 7533 5765

The USA remains the biggest source of overseas visitors to London, although numbers are still down on their 2000 levels. The recovery in overseas tourism has therefore come from European visitors.

**Table 6.3.4 Origin of domestic visitors to London**

	Percentage					
Region	2000	2001	2002	2003	2004	2005
London	17	13	9	9	9	4
South East	14	14	17	17	14	20
East	9	9	12	9	11	9
South West	12	11	11	12	12	11
East Midlands	6	8	7	10	8	8
West Midlands	9	7	10	9	12	9
Yorkshire & The Humber	9	9	9	9	10	8
North East	4	4	2	3	4	5
North West	11	10	10	10	11	13
Wales	4	5	4	5	5	4
Scotland	6	5	6	5	4	5
Northern Ireland	1	2	1	1	2	3
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Total number of visitors</b>	<b>18.5</b>	<b>16.9</b>	<b>16.1</b>	<b>14.3</b>	<b>12.8</b>	<b>10.8</b>

Source: United Kingdom Travel Survey (UKTS)

1. Excludes day visits.

Enquiries: 020 8563 3320

[www.visitbritain.com/research](http://www.visitbritain.com/research)

[www.staruk.org.uk](http://www.staruk.org.uk)

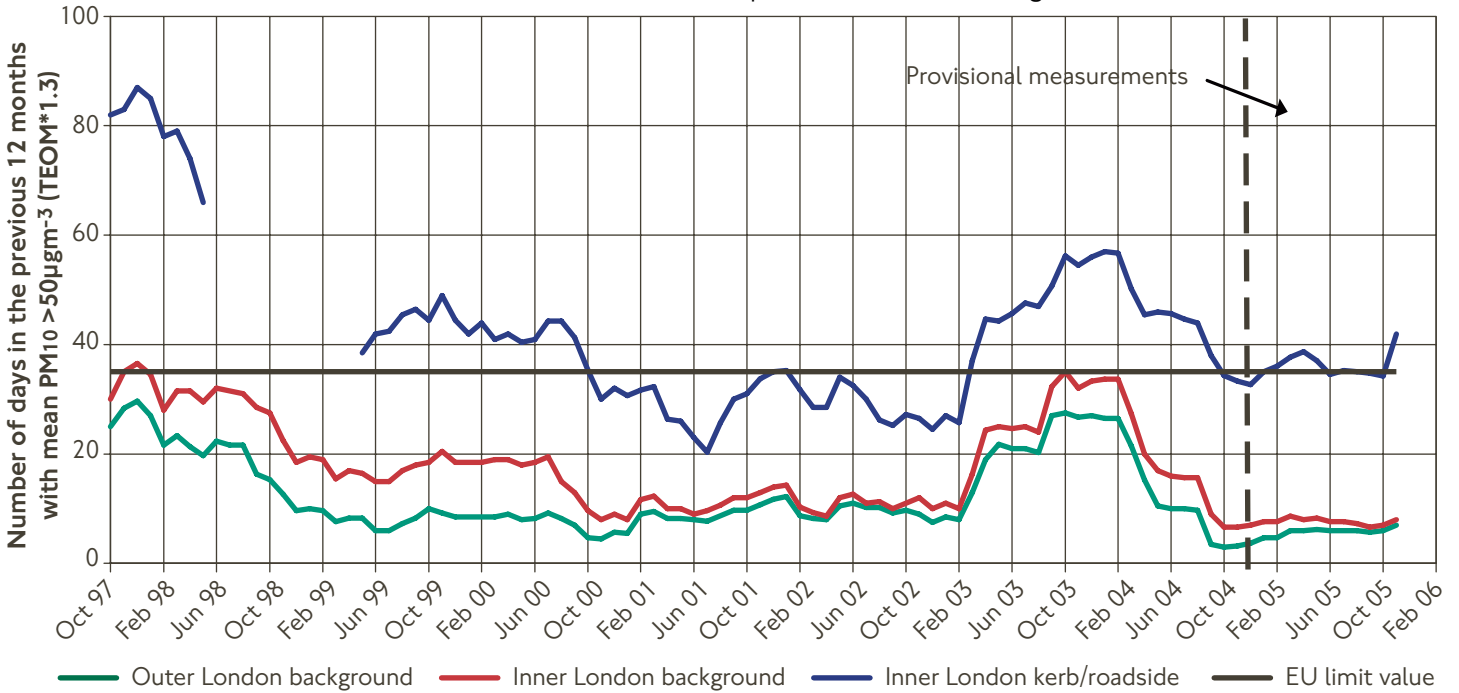
See technical note.

# 7. Environment

## 7.1. Emissions

**Chart 7.1.1 Annual number of days with PM10 exceeded  $50\mu\text{g}\text{m}^{-3}$  (TEOM\*1.3)**

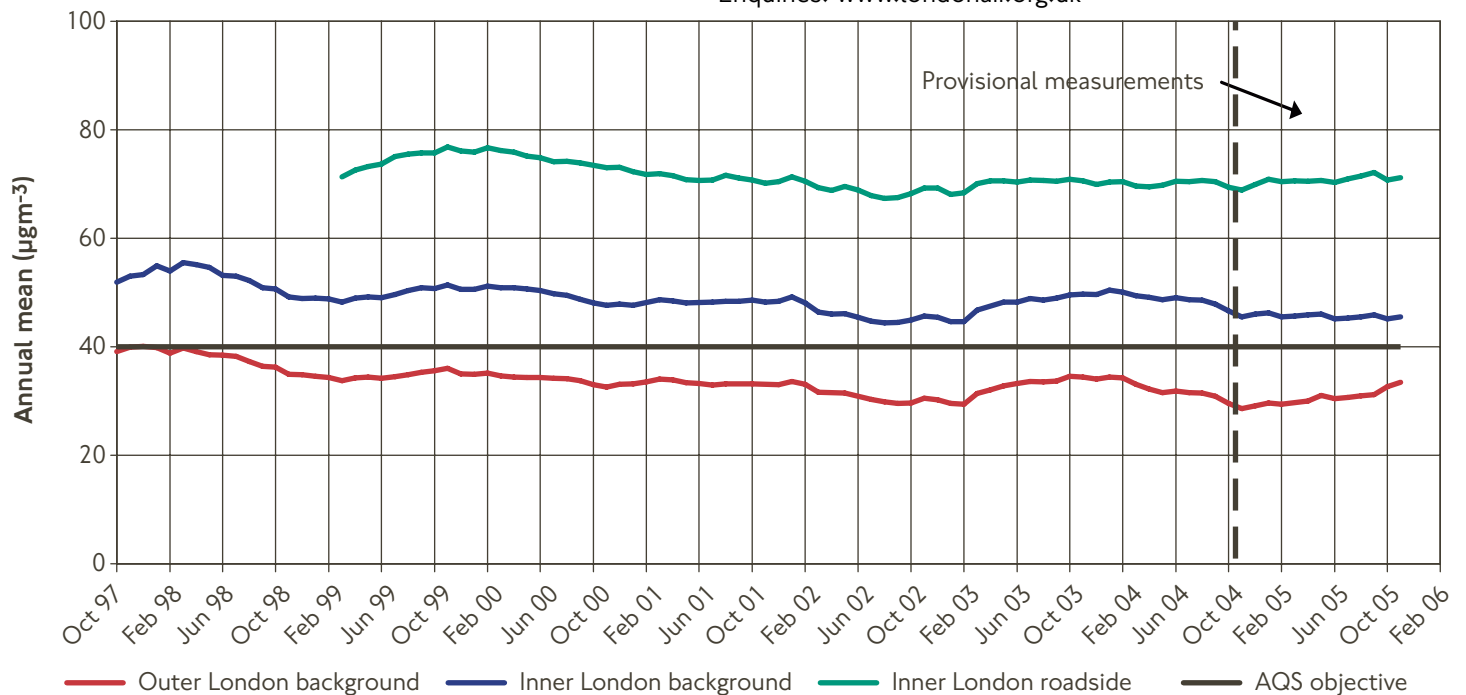
Source: London Air Quality Network and King's College London  
Enquiries: [www.londonair.org.uk](http://www.londonair.org.uk)



The Air Quality Strategy (AQS) has an incident-based objective of  $50\mu\text{g}\text{m}^{-3}$ , measured as a daily mean not to be exceeded on more than 35 days per year (EU limit value). Following disappointing results in 2003, the number of days when PM10 levels exceeded  $50\mu\text{g}\text{m}^{-3}$  showed improvement during 2004 and 2005. However, measurements for inner London roadside and kerbside sites continue to exceed the National Air Quality Strategy Objective.

**Chart 7.1.2 Annual mean Nitrogen Dioxide (NO<sub>2</sub>) levels**

Source: London Air Quality Network and King's College London  
Enquiries: [www.londonair.org.uk](http://www.londonair.org.uk)

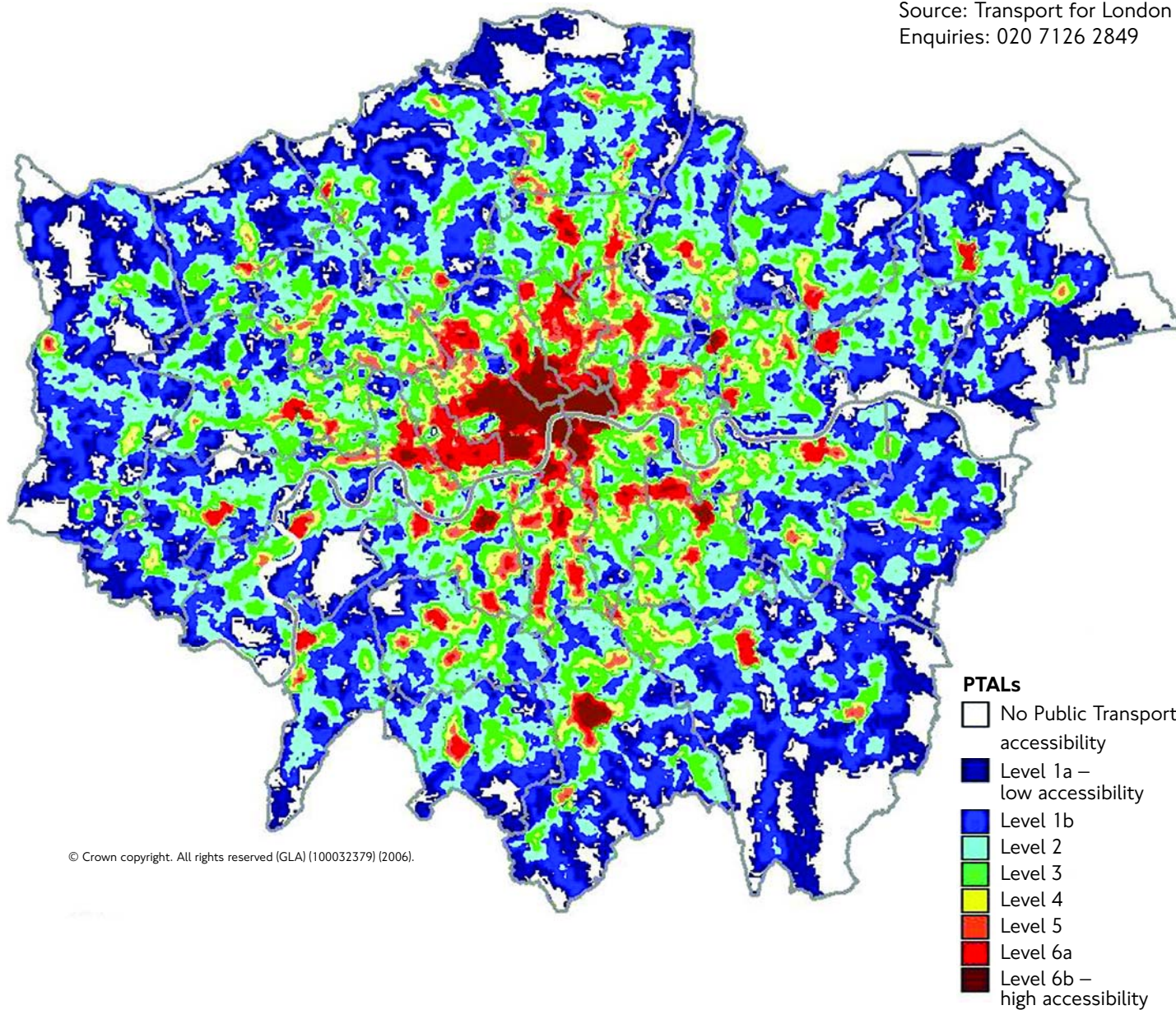


The AQS stipulates an annual mean NO<sub>2</sub> objective of 21 ppb ( $40\mu\text{g}\text{m}^{-3}$ ). The annual mean NO<sub>2</sub> objective has been exceeded consistently in both inner London background and roadside, while in outer London background the annual mean NO<sub>2</sub> objective has been achieved since 1998.

## 8. Accessibility

Chart 8.1.1 Public Transport accessibility (2006)

Source: Transport for London  
Enquiries: 020 7126 2849



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## 9. Air passengers

### 9.1. Terminal passengers

**Table 9.1.1 Terminal passengers by London area airport**

						Millions
Year	Heathrow	Gatwick	Stansted	Luton	London City	All London are airports
1995	54.1	22.4	3.9	1.8	0.6	82.8
1996	55.7	24.1	4.8	2.4	0.7	87.8
1997	57.8	26.8	5.4	3.2	1.2	94.4
1998	60.4	29.0	6.8	4.1	1.4	101.7
1999	62.0	30.4	9.4	5.2	1.4	108.4
2000	64.3	31.9	11.9	6.2	1.6	115.8
2001	60.5	31.1	13.7	6.5	1.6	113.4
2002	63.0	29.5	16.0	6.5	1.6	116.7
2003	63.2	29.9	18.7	6.8	1.5	120.1
2004	67.1	31.4	20.9	7.5	1.7	128.6
2005	67.7	32.7	22.0	9.1	2.0	133.5

Source: Civil Aviation Authority

Enquiries: 020 7453 6258

1. Excludes transit passengers.

www.caa.co.uk

The number of air passengers has increased steadily since 2001 in all airports. In 2001 Heathrow and Gatwick showed a decline, affected by the impact on international air travel of terrorist incidents in the USA.

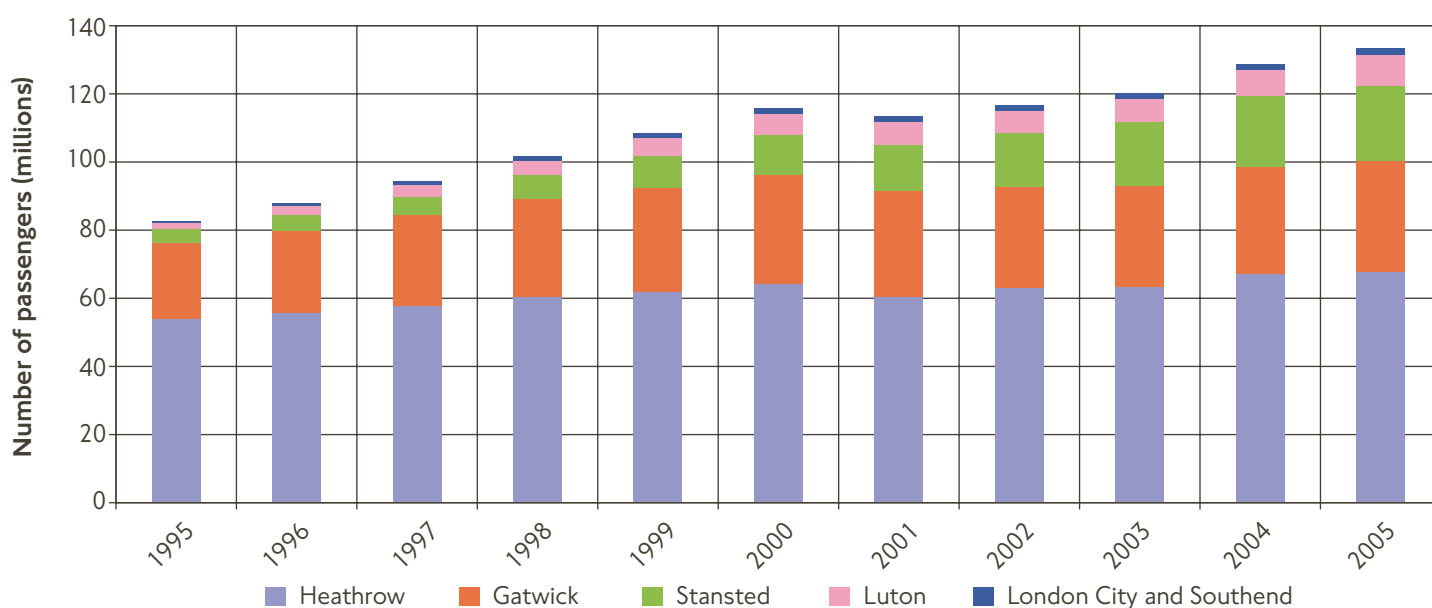
Stansted is the London area airport that has registered the highest increase in the number of passengers since 1995, moving in 2005 over 5 times as many passengers as it did in 1995. In this period, the number of passengers using Stansted airport increased by 18.1 million, while those using Heathrow increased by 13.6 million.

See technical note.

**Chart 9.1.1 Terminal passengers by London area airport**

Source: Civil Aviation Authority

Enquiries: 020 7453 6258





## 9. Air passengers

**Table 9.1.2 Terminal passengers by origin and London area airport (2005)**

	Millions					
Country of origin	Heathrow	Gatwick	Stanstead	Luton	London City	Total London area airports
USA	11.6	4.1	-	-	0	15.6
Spain	2.7	4.5	3.6	1.8	0	12.6
Germany	4.4	0.6	2.6	0.4	0.2	8.2
Italy	2.4	2.0	3.2	0.5	0	8.1
France	2.8	1.6	1.8	0.8	0.1	7.1
Irish Republic	2.9	1.1	2.1	0.6	0.1	6.8
Netherlands	2.0	0.6	0.5	0.4	0.3	3.8
Switzerland	1.6	0.8	0.1	0.5	0.4	3.5
Canada	2.5	0.5	-	-	0	3.0
Greece	0.7	1.7	0.1	0.2	0	2.7
Portugal (Excluding Madeira)	0.8	1.0	0.4	0.2	0	2.4
Spain (Canary Islands)	-	1.7	0.2	0.3	0	2.1
United Arab Emirates	1.5	0.6	-	0	0	2.1
Sweden	1.0	-	0.8	0.2	0	2.0
Denmark	0.9	0.4	0.5	0.1	-	1.8
Other countries	23.2	7.7	3.4	1.5	0.3	36.1
<b>Total international passengers</b>	<b>61.0</b>	<b>28.7</b>	<b>19.3</b>	<b>7.5</b>	<b>1.4</b>	<b>117.9</b>
<b>Total domestic passengers</b>	<b>6.7</b>	<b>3.9</b>	<b>2.7</b>	<b>1.6</b>	<b>0.6</b>	<b>15.5</b>
<b>Total passengers</b>	<b>67.7</b>	<b>32.6</b>	<b>22.0</b>	<b>9.1</b>	<b>2.0</b>	<b>133.5</b>

Source: Civil Aviation Authority

1. Excludes transit passengers.

Enquiries: 020 7453 6258

[www.caa.co.uk](http://www.caa.co.uk)

Almost one fifth of international passengers at Heathrow were from the USA. Overall, though, the majority of international passengers at London area airports were from Europe.

See technical note.

# Glossary

## Administrative areas

**Greater London:** the area administered by the Greater London Authority consisting of the City of London and the 32 London boroughs.

**Central London:** the Greater London Conurbation Centre or Central Statistical Area – an area roughly rectangular in shape, bounded by Regent's Park to the north, Whitechapel to the East, Elephant & Castle and Vauxhall to the South, and Kensington Gardens to the West. It is a larger area than the central London Congestion Charging zone, and includes the Inner Ring Road and Paddington, Marylebone, Euston and King's Cross rail stations.

**Inner London:** City of London, and the London boroughs of Camden, Hackney, Hammersmith and Fulham, Haringey, Islington, Kensington and Chelsea, Lambeth, Lewisham, Newham, Southwark, Tower Hamlets, Wandsworth, Westminster. A distinction is sometimes made between those parts of these boroughs in central London, and the rest of Inner London.

**Outer London:** the London boroughs of Barking and Dagenham, Barnet, Bexley, Brent, Bromley, Croydon, Ealing, Enfield, Greenwich, Harrow, Havering, Hillingdon, Hounslow, Kingston upon Thames, Merton, Redbridge, Richmond upon Thames, Sutton, Waltham Forest.

## Travel

**A trip** is defined as a one way movement from one place to another to achieve a single main purpose. Round trips are divided so that the return leg is treated as a separate trip. These definitions apply to data from interview surveys such as the LATS Household Survey.

Trips may be further subdivided into **journey stages**, the component parts of a trip using a single mode of transport between interchanges. Walking is counted as a separate mode, but walks within single premises or between platforms at interchange stations are not included. (See also section 1.1)

The **main mode** of a trip is the mode of transport used for the longest stage (by distance).

## Trip (or journey) purposes

The purpose of a trip is defined by the activity at the destination, except when the trip is returning home in which case the purpose is defined by the activity at the origin. The following purposes are defined:

**Work/commuting** – travel to or from the respondent's usual place of work;

**Employer's business/other work** – travel in course of work or to work at a location that is not the respondent's usual workplace;

**Education** – travel to or from school, college or university;

**Escort education** – accompanying a child to or from school;

**Shopping and personal business** – including shopping and use of services such as hairdressers, dry-cleaners, doctors, dentists, banks, solicitors etc;

**Leisure** – travel to or from entertainment, sport or social activities;

**Other** including **escort** – all purposes not otherwise classified, including accompanying or meeting someone for purposes other than education.

## Weekday time periods

**AM peak** – morning peak, 0700 to 1000

**Inter-peak** – 1000 to 1600.

**PM peak** – evening peak, 1600 to 1900.

**Evening** – 1900 to 2200

**Night-time** – 2200 to 0400.

**Early am** – 0400 to 0700.

## Work status

**Working full-time:** people in paid employment normally working for more than 30 hours a week.

**Working part-time:** people in paid employment working for not more than 30 hours a week.

**Self-employed:** those who in their main employment work on their own account, whether or not they have any employees.

## Ticket types

**Ordinary ticket:** valid for one specific trip (a 'single ticket') or for two trips to and from the same place (a 'return'). Includes Carnets, which are tickets sold in batches in a booklet for subsequent use.

**Season ticket:** a ticket valid for unlimited travel over a specified period of time either within specific fare zones or between specified origin and destination stations. A 'season ticket' can be valid for just bus travel, national rail travel, or a Travelcard which is valid for all modes detailed below.

**Travelcard:** a ticket valid for unlimited travel on national rail, buses, DLR, Tramlink and Underground, subject to certain conditions within specific fare zones and for a specified time period. Includes both

## Glossary

Travelcard seasons (weekly, monthly or annual tickets) and One Day Travelcards. Underground and national rail services within Greater London are divided into six fare zones; DLR services operate within zones 1, 2 and 3. The cost of a ticket depends on the number of zones it covers. Zone 1 covers central London, approximately the area served by the Circle line and the South Bank.

**Bus Pass:** a ticket valid for a specified time giving unlimited travel on London bus services. Bus Pass 'seasons' can be weekly, monthly or annual.

**Freedom Pass:** concessionary pass issued free by local authorities to London-residents aged 60 and over and disabled persons, giving unlimited travel within Greater London by National Rail, DLR, Tramlink, buses and Underground, subject to certain conditions

**Oyster card:** a 'smart card' that can be used as a season ticket, such as bus passes and Travelcards, or to pay for travel on a pay as you go basis using credit held on the card. Travelcards on Oyster card are valid on Tube, DLR, trams and some National Rail services within chosen zones and across the entire London bus network. Pay as you go is an alternative to paying cash for single or return fares and offers cheaper single fares, daily price capping and ticket extensions automatically. In addition to TfL's usual ticket outlets, season tickets can be renewed and pay as you go credit can be topped-up online or over the telephone.

### Traffic cordons

Locations of traffic counts for monitoring long-run trends in traffic flows are organised to form three cordons (see section 3.1).

**Boundary cordon:** roughly corresponding to the boundary of Greater London and entirely within the M25 orbital motorway.

**Inner cordon:** enclosing an area similar to the Inner London boroughs excluding most of the boroughs of Greenwich and Lewisham.

**Central cordon:** a cordon, enclosing central London, situated outside the Inner Ring Road and within a radius of 2.5 to 3 kms from Aldwych.

In addition, several other screenlines (shown in Chart 3.1.5) have been surveyed in selected years.

### Prices

**Retail price index (RPI):** measures the price of a constant basket of goods and services purchased by households in the United Kingdom. The RPI is available from Office for National Statistics website ([www.statistics.gov.uk](http://www.statistics.gov.uk)).

**Headline Fares Index:** the direct effect of a fares revision assuming passengers would buy the same ticket but at a new fare. This does not allow for switching to other ticket types and is likely to overestimate the increase in average fare actually paid. This percentage increase, deflated by the headline Retail Price Index, is applied to the Headline Fares Index from the previous year.

**Real London Earnings:** the actual Gross Weekly Earnings of adults in full-time employment in London deflated by headline Retail Price Index. Gross weekly earnings are based on New Earnings Survey from 1971 to 1998 and Annual Survey of Hours and Earnings from 1998/99 and are available from ONS.

**Real prices and fares:** converts current price levels to a common reference period by adjusting for the effects of inflation as measured by the RPI.

### PTAL

**PTAL** is a measure of public transport accessibility reflecting: the access time (by walking) from the point of interest to public transport service access points (SAPs, e.g. bus stops, stations) within a catchment area; the number of different services (e.g. bus routes, train services) operating at the SAPs; and levels of service (i.e. average waiting times, with an adjustment for the relative reliability of different modes). These components are then used to calculate an accessibility index (PTAI) which is allocated to bands corresponding to Public Transport Accessibility Levels (PTALs). The levels 1a and 1b correspond to a 'very poor', 3 corresponds to 'moderate', 6a and 6b corresponds to an 'excellent' level of public transport accessibility and 0 refers to areas where there are no public transport services within the specified catchment area.

### Roads classification

**Major Roads:** include motorways and all class A (principal) roads.

**TLRN:** the Transport for London Road Network is those major roads in London for which TfL has direct responsibility, comprising 580kms of London's red routes and other important streets.

**Minor Roads:** B and C classified roads and unclassified roads.

Within London, the London boroughs are responsible for maintenance of minor roads and A roads not part of the TLRN.

# Glossary

## Sources

**CAPC** Central Area Peak Counts: TfL estimates of people entering central London in the morning peak period, derived from vehicle and passenger counts annually each Autumn.

**Central London Coach Survey:** Counts of coaches carried out by TfL four times a year at a sample of points, on main routes into central London. Actual numbers observed are scaled up to represent total coach movements entering or leaving central London between 7 am and 7pm. The survey covers all coaches over 8 metres in length, including both tourist coaches and those operating on scheduled services. Significant numbers of empty coaches are due to coaches travelling to or from parking locations outside the Central area.

**EFS** Expenditure and Food Survey: ONS survey of household expenditure (formerly the Family Expenditure Survey) with a sample of about 7,000 households per annum in the UK.

**GLBPS** Greater London Bus Passenger Survey: quarterly sample survey of bus boarders on a sample of London bus routes, with associated counts for grossing, used principally for apportionment of Travelcard and Concessionary fare revenues.

**IPS** International Passenger Survey: ONS sample survey of arriving and departing passengers at UK ports and airports.

**Isle of Dogs Cordon Survey:** Counts of all trips into and out of the Isle of Dogs between 0500 and 2300 hours, carried out annually since 1988. The cordon survey reports only those trips that have an origin or destination within the Isle of Dogs and cross the cordon boundary. Through trips on the Jubilee line and DLR, interchange trips between the two rail modes that do not start or end in the Isle of Dogs and wholly internal trips, such as Island Gardens to South Quay, are excluded.

**LATS** London Area Transport Survey 2001: Interviewer administered sample survey of 30,000 London households, carried out for TfL between January 2001 and April 2002. The survey included a one-day travel diary to collect data on Londoners' weekday travel patterns. The data have been expanded to represent the household population of London as measured by the 2001 Census of Population.

**LFS** Labour Force Survey: ONS sample survey of approximately 57,000 households every quarter in GB, the main source of information on the labour market.

**National Road Traffic Estimates (DfT):** national and regional statistics of road traffic for Great Britain, derived from data from manual and automatic traffic counts. The London series is constructed from the subset of counts within Greater London. A summary description 'How the national traffic estimates are made' is available from [http://www.dft.gov.uk/stellent/groups/dft\\_transstats/documents/page/dft\\_transstats\\_027415.hcsp](http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_027415.hcsp)

**UKTS** United Kingdom Tourism Survey: Survey carried out by the National Tourist Board, of trips undertaken by UK residents. The main results are the number of trips taken, expenditure, and nights spent away from home.

**UUS** Underground Users Survey: on-platform interview sample survey for LUL of over 30,000 Underground passengers in each 2-year survey cycle. The survey measures usage of ticket types and collects passenger profiles in terms of socio-demographic, economic and other characteristics.

## Organisations

**DfT** Department for Transport

**DLR** Docklands Light Railway

**GLA** Greater London Authority

**LBSL** London Bus Services Limited, a wholly owned subsidiary of TfL

**LRS** London River Services

**LUL** London Underground Limited, a wholly owned subsidiary of TfL

**ONS** Office for National Statistics

**ORR** Office of Rail Regulation

**TfL** Transport for London

## Symbols

•• = not available

0 = nil

• = not applicable

– = negligible (less than half the final digit shown)

## Technical notes

**Table 1.4.1** and **Chart 1.4.1** Estimates are derived from counts of vehicle occupants on each road crossing central London. The cordon is situated outside the inner ring road and encloses an area slightly larger than the Congestion Charging zone.

Rail passengers are counted by observers at their last station stop before the cordon. Inter-city passengers are counted on arrival at the central London rail termini.

Results for London Underground are derived from exit counts of people leaving stations within the central area. Since 1996, these have been taken from automatic ticket gate data.

**Table 1.5.1** The number of residents' journey stages reported is derived from the 2001 London Area Transport Surveys, expanded to the population of the London area. Results are not comparable with the total average journey stages per day derived from modal sources reported in other tables.

**Chart 2.2.1** Real London earnings are London earnings deflated by the RPI.

**Table 2.3.1** This data comes from ticket sales and therefore it does not include journey stages made without a ticket or with staff passes and police warrants.

**Table 2.5.1** The estimates in this table are derived from ticket data sales and relate to complete rail trips with either origin or destination (or both) within London. Thus, through trips with both origin and destination outside London are not included.

**Table 2.8.1** There are two types of taxi driver licence, All London and Suburban. An All-London driver is issued with a green badge and is licensed to ply for hire anywhere within the Greater London area. A suburban driver is issued with a yellow badge and is licensed to ply for hire only within the suburban sectors for which they are licensed. Suburban drivers may accept a hiring to anywhere in the Greater London area from their area but must return to the area for which they are licensed before they can pick up another hiring. All licensed drivers must wear their badge while working.

**Table 2.8.2** Licensing of private hire services dates from January 2001 with the introduction of operator licensing. Private hire operators offer a variety of services including minicabs, limousines and chauffeur driver vehicles. Private hire driver licensing commenced in April 2003 and vehicle licensing in April 2004.

**Table 2.9.1** Victoria Coach Station is the main London terminal for coach services, principally express coach, but also day and holiday tours and shuttle services. Until 2005 there was also a special London Buses' inter-station (i.e. VCS and all London mainline stations) express bus service, which had 4 departures per hour for most of the day.

**Table 2.10.1** 2004/05 was the first financial year in which Thames Clippers were under contract to London River Services. There has been a significant increase in private charter business, with charters carrying over 300,000 passengers in 2004/05.

**Table 2.11.1** Dial-a-Ride provides a multi-occupancy door-to-door transport service for people who are unable to use conventional public transport due to a permanent or long-term disability or health problem. The service is provided for all journey purposes, typically for shopping, visiting friends, and attending meetings and doctors' or dentists' appointments. Additional costs in 2004/05 relate to one-off staff restructuring costs associated with the introduction of a new booking and scheduling centre, and to an increase in the TfL Employers' Pension Contribution.

**Table 2.12.1** The Taxicard scheme provides subsidised door-to-door transport for people who have serious mobility impairment and find it difficult to use public transport. Taxicard holders are able to make journeys in licensed London taxis, with the subsidy applied directly to each journey. Late in 2003/04, three London Boroughs that had previously operated their own taxi scheme – Barnet, Greenwich and Redbridge – joined the main scheme. Under TfL conditions, boroughs were required to take steps to equalise the conditions of service, so that most boroughs now offer a similar number of journeys per year, with no membership fee, no waiting lists to join Taxicard and all boroughs using an agreed set of eligibility criteria.

**Table 2.12.2** Capital Call is a TfL funded service that provides subsidised, pre-booked door-to-door journeys for older and disabled people for whom mainstream public transport is not always accessible. The service contracts licensed private hire vehicle operators in nine boroughs – Bexley, Enfield, Hillingdon, Hounslow, Kingston, Lambeth, Lewisham, Merton and Southwark – where there is a recognised shortage of taxis, which makes it difficult for Taxicard members to book trips. Users must be Taxicard members in those boroughs to be eligible to join



## Technical notes

Capital Call and they pay a flat fare of £1.50 per trip with the balance of the fare deducted from a £200 annual travel budget allocated to each member and funded by TfL.

**Table 3.1.1** and **Table 3.1.2** Total traffic movements on London's roads are measured in vehicle kilometres. Statistics of traffic in Great Britain are derived from the Department for Transport's national road traffic surveys, from which the estimates for London roads are reported in **Table 3.1.1** and **Table 3.1.2**. The traffic for each year relates to the public road network in place in that year. Thus growth over time is the product of any change in the network (kilometres) and the change in traffic flow (vehicles).

**Table 3.1.3** The average vehicle flow on a section of the road network is the mean flow (number of vehicles) at a random point of the network. It is calculated as the traffic (vehicle kilometres) on the network divided by the road length (kilometres).

**Table 3.2.1** The traffic speed survey is carried out on a 3-year cycle in central, inner and outer London. The data is collected by a car moving at the prevailing speed of the traffic.

**Chart 3.3.1** Estimates for years 1988 to 2004 are based on the combined sample from 3 sample surveys, the National Travel Survey (DfT), and the General Household Survey (ONS) and Expenditure and Food Survey (formerly the Family Expenditure Survey, ONS). Results for 2005 are provisional, from the National Travel Survey alone, adjusted to be consistent with the preceding series. Between 2002 and 2004, the NTS gives higher estimates of no vehicle households, and lower estimates of single vehicle households, than the combined surveys. An additive adjustment, equal to the average difference for the years 2002-2004, has been applied to the 2005 NTS weighted sample estimates, to allow for this effect and give a better indication of trends. Results for car ownership by household size, based on the combined NTS sample for years 2004 and 2005, shown in **Table 3.3.1**, have not been adjusted.

**Table 3.4.1** The series are for vehicles registered with the Driver and Vehicle Licensing Agency at 31 December of each year, and relate to vehicles with car body-type registered in the Private and Light Goods taxation class. Vehicles are allocated to areas (Inner or Outer London) according to the post-code of the registered keeper. The registered keeper may be either an individual or a company. However, company cars include cars registered in the name of a company but provided for an employee's private

use. It is likely that changes in the number of company cars, as a percentage of the total stock of cars, reflect changes in taxation and are not necessarily indicative of changes in car use.

**Chart 4.1.1** The high increase in 2004 in the tonnage of road freight lifted, particularly with traffic originating in London and that moved within London appears to be due, at least partly, to methodological changes made by DfT to the way the survey is carried out in order to improve the accuracy of survey estimates. In particular, the sample strata have been amended to reflect current trends in vehicle type, weight and legislative groups. For practical and administrative reasons, changes have also been made to the sample selection methodology.

**Table 6.2.1** Figures for 1992 to 2004 have been revised and are different from those in the London Travel Report 2005 due to:

1. The inclusion of new Public Sector Employment Series into Workforce Jobs
2. Benchmarking of the data to the Annual Business Inquiry (ABI) revised for 2003 and new for 2004
3. Revisions to the Labour Force Survey figures for Self-Employment
4. Small revisions following quality assurance back to 1992

**Table 6.3.1**, **Table 6.3.2** and **Table 6.3.4** Following an extensive review of tourism data, UKTS moved in May 2005 to using face to face interviews instead of telephone interviews to estimate the number and value of domestic overnight trips.

**Table 9.1.1** and **Table 9.1.2** A terminal passenger is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger, as is an interlining passenger.

A transit passenger is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transiting the airport. Each transit passenger is counted once only and not both on arrival and on departure.



# Key facts

<b>Land area</b>	<b>Square Miles</b>	<b>Square Km</b>
Central London	11	27
Rest of inner London	114	294
Outer London	486	1,259
All Greater London	610	1,579

<b>Road Lengths</b>	<b>Miles</b>	<b>Km</b>	<b>Road Lengths</b>	<b>Miles</b>	<b>Km</b>
Motorways	37	60	All London roads	9,120	14,676
Trunk and Principal roads	1,069	1,721	of which		
Minor roads	8,014	12,896	TfL Road Network	360	580

<b>Rail networks</b>	<b>Stations served</b>	<b>Route length</b>	
		<b>Miles</b>	<b>Km</b>
Rail (within Greater London)	321	490	788
London Underground	275	253	408
Docklands Light Railway	34	18	29

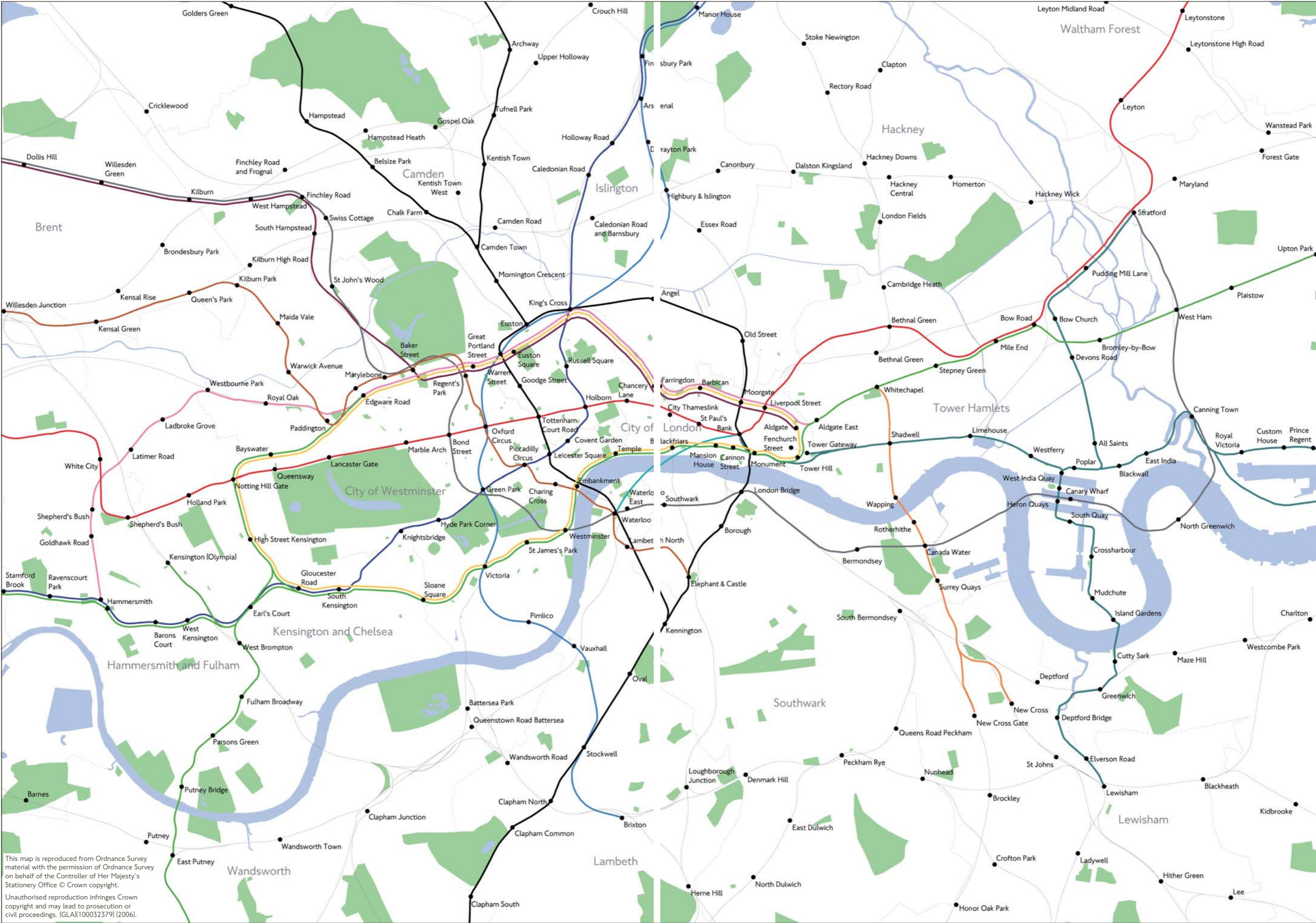
<b>Tram network</b>	<b>Stations served</b>	<b>Route length</b>	
		<b>Miles</b>	<b>Km</b>
Tramlink	38	18.5	28







London's passenger rail network – central London





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