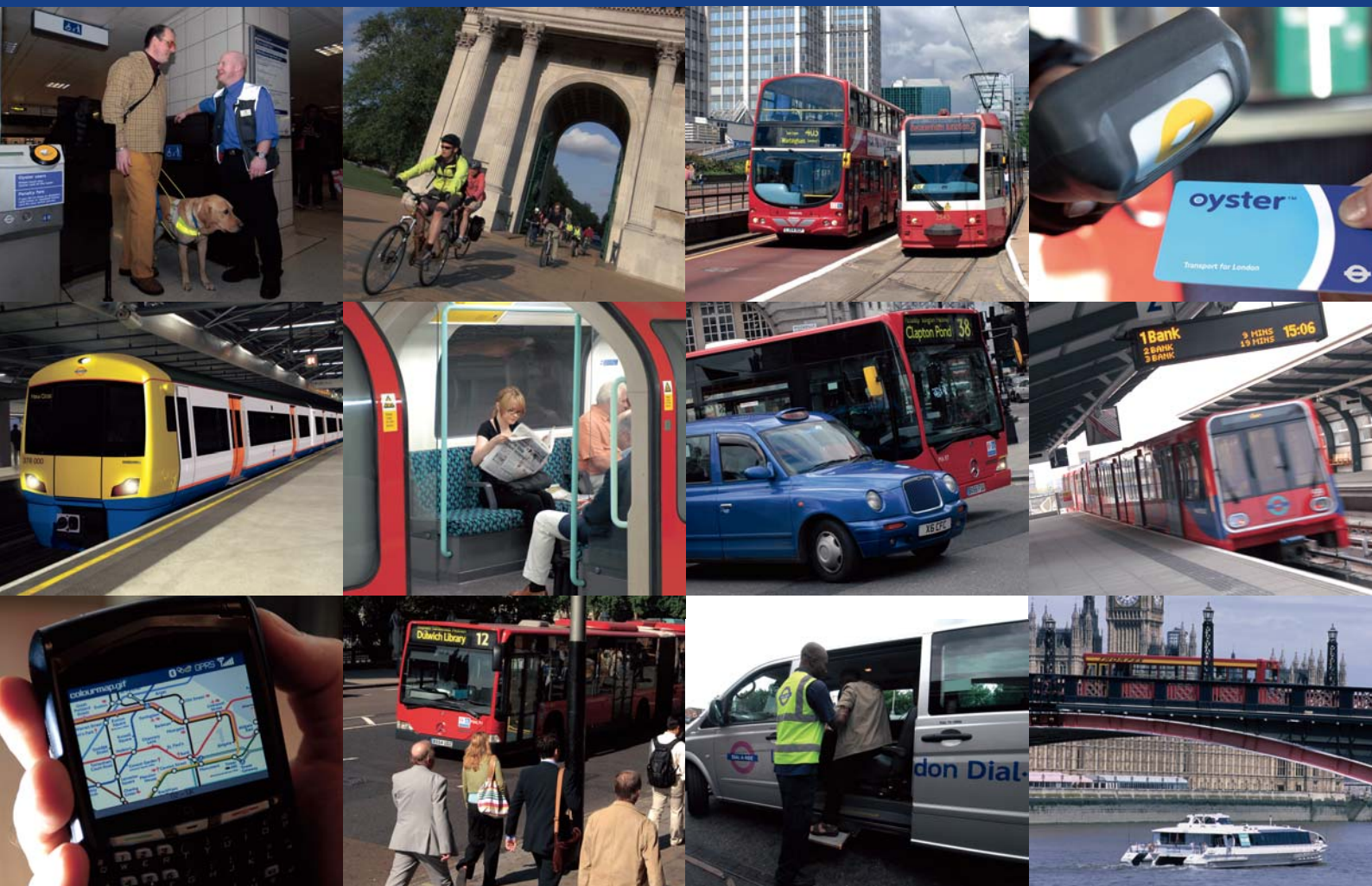


Transport for London



London Travel Report 2007



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. 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/Transport Planning Business Operations, telephone 020 7126 3039.

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 4608.

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 some previous issues of the London Travel Report, journey stages have also been known as 'journeys' but the usage is avoided in the 2007 Report because in many other publications (and in general use) 'trips' and 'journeys' tend to be synonymous.

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Key findings

- In 2006, on an average day in London there were just under 28 million journey stages; 39% of these were made by car, 19% by bus or tram, 10% by Underground, 8% by rail, 2% by cycle and 20% were on foot.
- Of these journey stages, 37% were by public transport, slightly more than in 2005. The public transport share has steadily increased from 32% in 2000, while the share of journey stages by private transport has continued to decline.
- The main London public transport modes all recorded increased patronage in the financial year 2006/07. Compared with the previous year, passenger journeys by bus were up by 3.6%, Underground by 4.5% and Docklands Light Railway by 16%.
- Use of Oyster cards continued to increase in 2006. At the end of the year, 73% of bus journey stages used an Oyster card, up from 47% the previous year. Use of Oyster card on the Underground also grew, accounting for 66% of all journey stages at the end of 2006, compared with 53% the previous year.
- This shift to Oyster card has resulted particularly in increased use of pay as you go, with 15% of weekday bus journey stages in the fourth quarter of 2006/07, compared to 7% in the same quarter of the previous year. In the same quarter nearly 25% of Underground journey stages used pay as you go, up from 14% the previous year.
- On an average weekday in Autumn 2006, 1.1 million people entered central London during the morning peak (7am to 10am). This was a 5% increase on the previous year and also higher than the previous peak in 2000. All the public transport modes saw increases, especially rail, Underground and DLR, while the number of people entering by car continued to decrease.
- Total road traffic by motor vehicles in London rose by 1% between 2005 and 2006, after 6 years of no growth. The increase was mainly on motorways while traffic on principal and minor roads remained almost static.
- Car traffic entering the Central London Congestion Charging Zone in 2006 remained at a similar level to that seen in 2005.
- The number of overseas visitors to London increased in 2006, by 13% over the previous year, continuing the upward trend since 2001.
- The number of passengers using London's airports also continued to grow, despite a slight fall in the number of passengers at Heathrow. This was offset by continued strong growth in passengers travelling through Stansted and increases at Gatwick, Luton and London City airports.

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 (including tram)	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	5.3	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	5.5	25.5
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	4.2	0.2	11.1	0.2	0.3	5.5	26.2
2003	1.9	2.6	0.1	4.6	0.2	11.0	0.2	0.3	5.5	26.7
2004	1.9	2.7	0.1	5.0	0.2	11.0	0.2	0.4	5.6	27.1
2005	2.0	2.6	0.1	5.0	0.2	10.9	0.2	0.4	5.6	27.2
2006	2.1	2.7	0.2	5.2	0.2	10.9	0.2	0.5	5.6	27.6

Source: TfL Planning

Enquiries: 020 7126 4608

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.

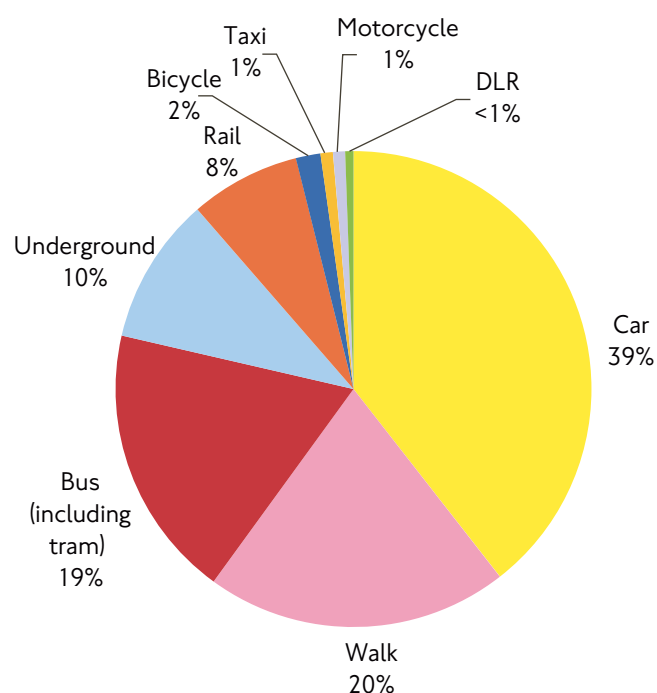
See technical note.

Chart 1.1.1 Modal shares of daily journey stages in London (2006)

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 23.8 million a day in 2006, increasing from under 21 million a day in 1993.

See technical note.



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	5.3	21.4
1997	1.5	1.6	2.3	0.2	10.4	0.2	0.3	5.3	21.8
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	5.5	22.7
2001	1.7	2.0	2.6	0.2	10.6	0.2	0.3	5.5	23.1
2002	1.7	1.9	2.8	0.2	10.7	0.2	0.3	5.5	23.4
2003 ⁵	1.8	2.0	2.8	0.1	10.5	0.2	0.3	5.5	23.2
2004 ⁵	1.7	2.1	3.1	0.1	10.4	0.2	0.3	5.6	23.5
2005 ⁵	1.8	2.0	3.1	0.1	10.3	0.2	0.4	5.6	23.5
2006	1.9	2.1	3.2	0.1	10.3	0.2	0.4	5.6	23.8

Source: TfL Planning

Enquiries: 020 7126 4608

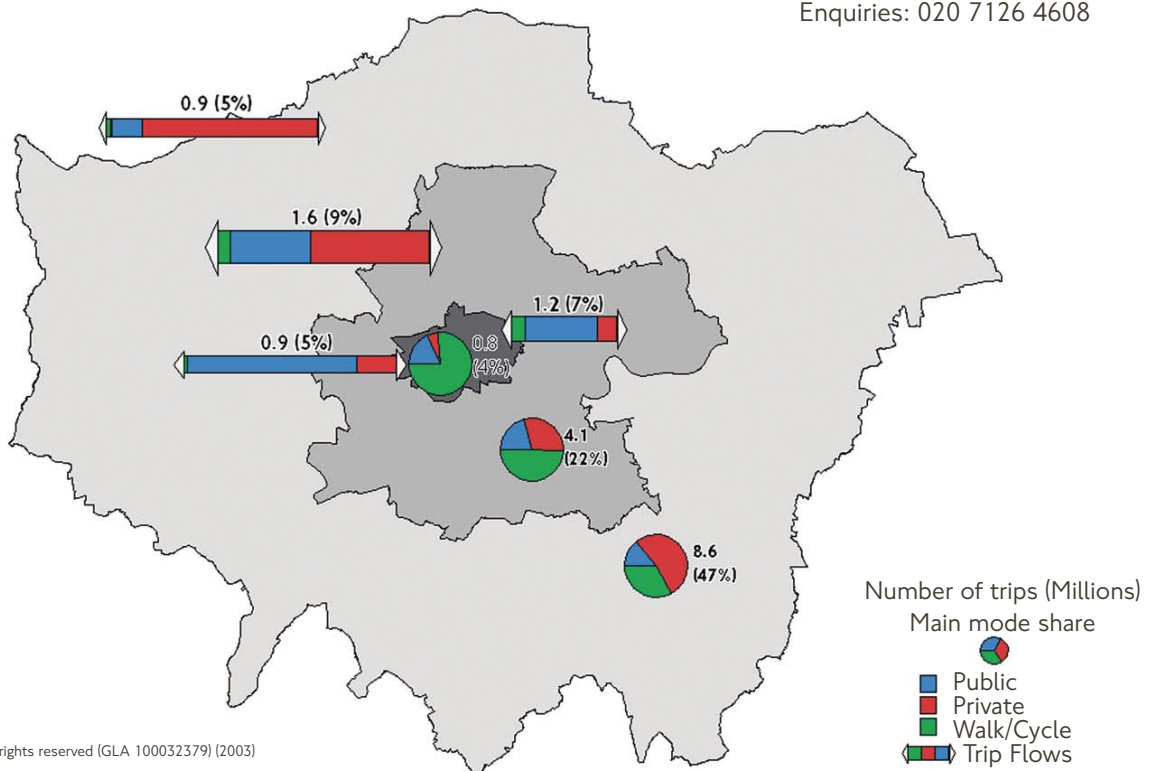
1. Trips are complete one-way movements from one place to another.
2. Trips may include use of several modes of transport and hence be made up of more than one journey stage.
3. Trips are classified by main mode, ie the mode that typically is used for the longest distance within the trip.
4. Round trips are counted as two trips, an outward and an inward leg.
5. Estimates for 2003 to 2005 have been revised.

See technical note.

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 4608



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1. Travel patterns in London

Chart 1.2.2 Map of fare zones

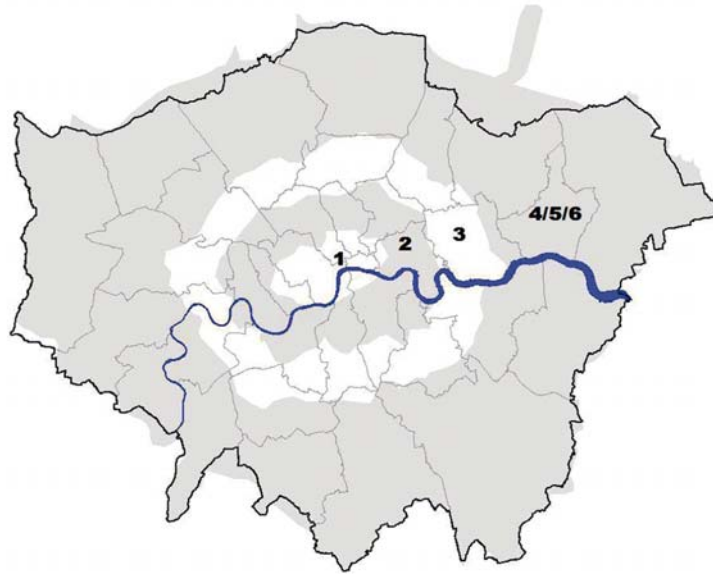


Table 1.2.1 Spatial distribution of bus and Underground journey stages by fare zone

Fare zone	Bus (2006/07)	Underground (2006-2007) ¹
Within zone 1	250	293
Within zone 2	417	46
Within zone 3	329	22
Within zone 4/5/6	667	24
Between zones 1 and 2	212	223
Between zones 1 and 3	29	135
Between zones 1 and 4/5/6	6	108
Between zones 2 and 3	95	61
Between zones 2 and 4/5/6	18	33
Between zones 3 and 4/5/6	132	26
All journey stages	2,155	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.

The distribution of bus journey stages shows that over 75% of bus journeys occurred within a single fare zone. This reflects the predominant use of bus for short distance travel. In contrast, Underground journey stages tended to be within Central London zone 1 (30%) or between zone 1 and the outer zones (48%).

1. Travel patterns in London

1.3. Morning peak travel into central London

Table 1.3.1 People entering central London in the morning peak (7am to 10am)

Thousands

Year	All modes	Rail only	Rail with transfer to LUL/DLR	All rail	LUL or DLR only	Bus	Coach/minibus	Car	Taxi ¹	Two wheeled motor vehicles	Cycle
1991	1,042	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	1,035	240	195	435	341	68	20	142	9	11	10
1998	1,063	252	196	448	360	68	17	140	8	13	10
1999	1,074	259	201	460	363	68	15	135	8	15	12
2000	1,108	269	196	465	383	73	15	137	8	17	12
2001	1,093	263	204	468	377	81	10	122	7	16	12
2002	1,068	245	206	451	380	88	10	105	7	15	12
2003	1,029	265	191	455	339	104	10	86	7	16	12
2004	1,043	256	196	452	344	116	9	86	7	16	14
2005	1,065	273	200	473	344	115	9	84	8	16	17
2006	1,114	280	211	491	380	116	8	78	7	15	18

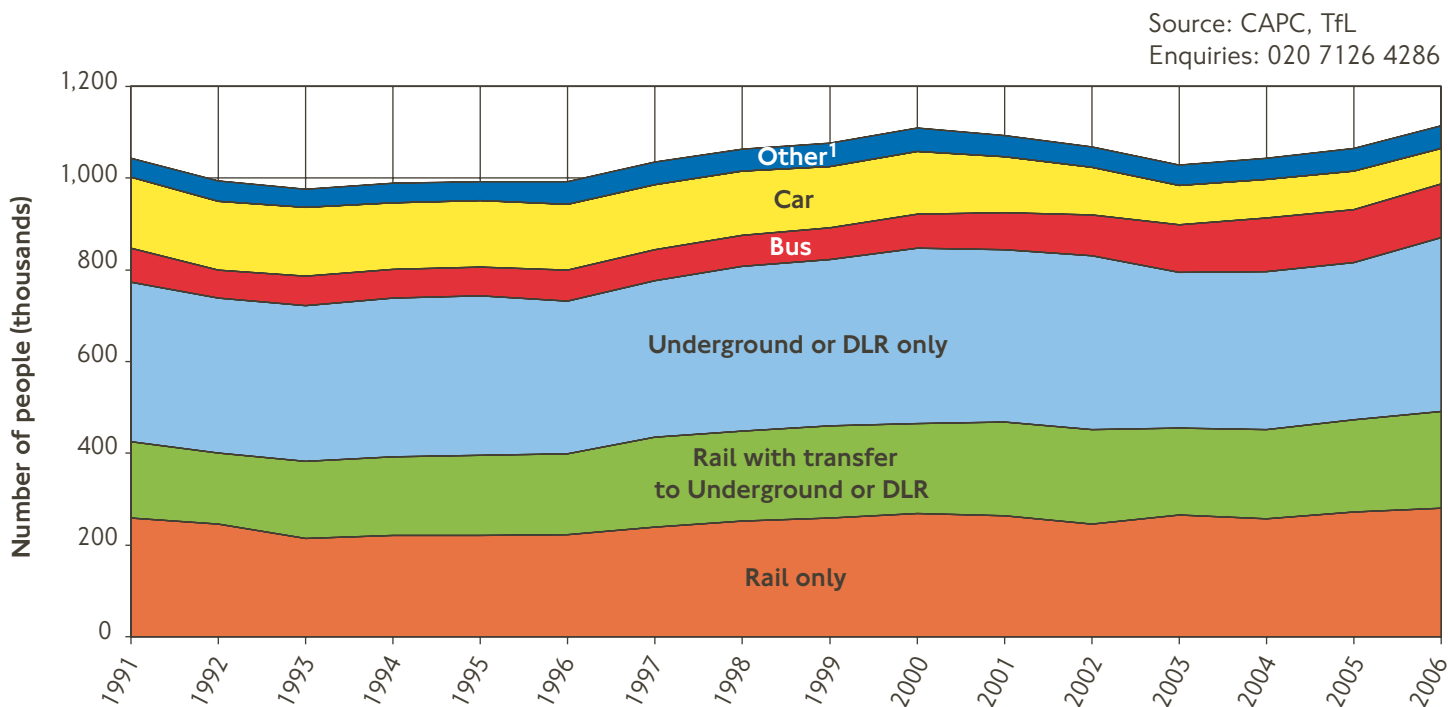
Source: CAPC, TfL

Enquiries: 020 7126 4286

1. Data for taxis was not recorded before 1996.

See technical note.

Chart 1.3.1 People entering central London in the morning peak



1. Includes coach/minibus, taxi, two wheeled motor vehicle and cycle.

See technical note.

The total number of people entering central London during the morning peak on an average autumn working day increased by 5% in 2006. The highest percentage increase was seen in Underground use, with a 10% increase over 2005 (excluding people transferring from rail at the London termini). The number entering central London by car continued to decline, with a 7% decrease in 2006.

1. Travel patterns in London

Table 1.3.2 Occupants per vehicle entering central London during the morning peak

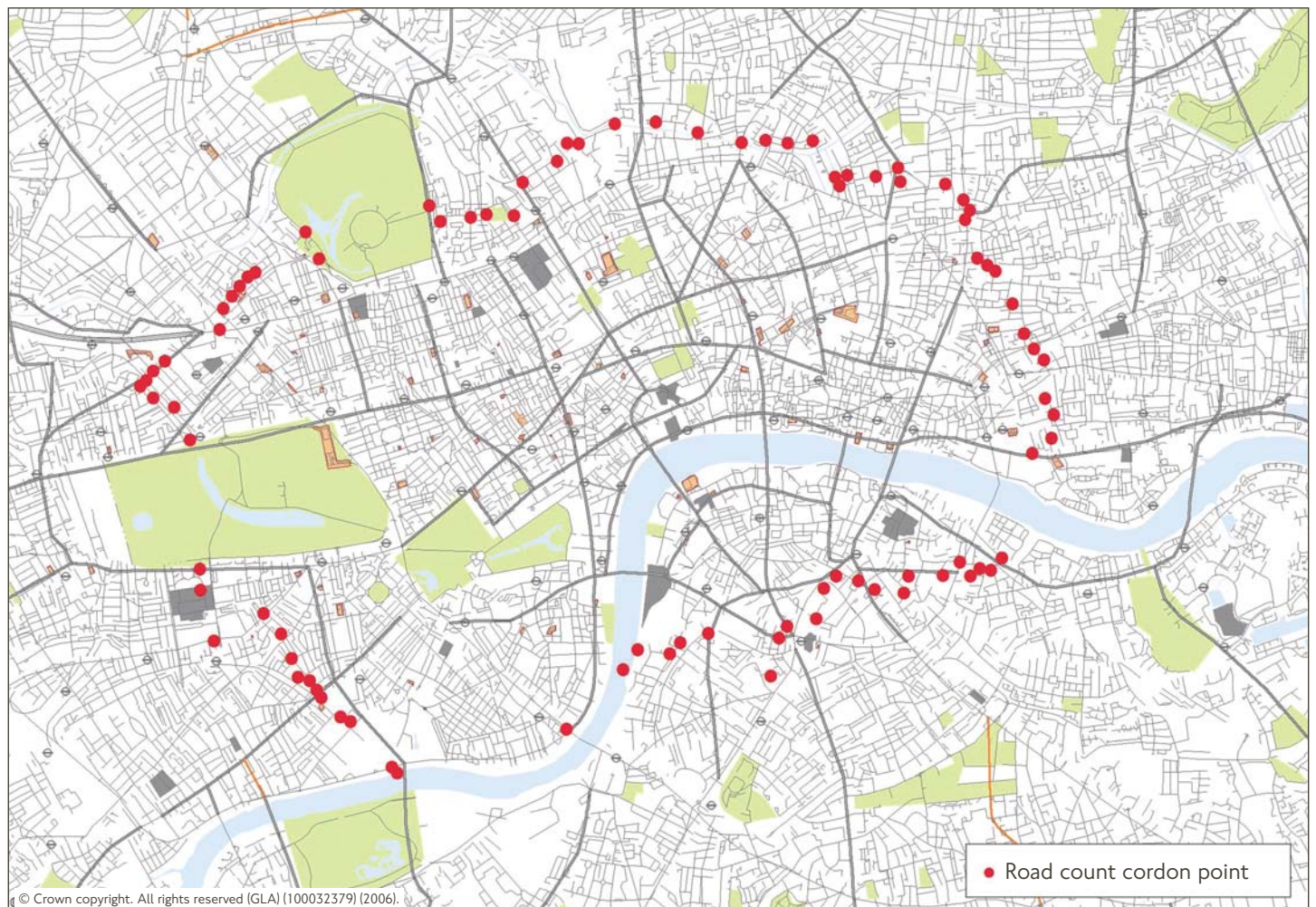
Year	People per vehicle	
	Bus	Car
1991	32.0	1.32
1992	26.9	1.32
1993	27.7	1.32
1994	27.7	1.31
1995	27.8	1.32
1996	29.0	1.31
1997	29.9	1.36
1998	30.3	1.42
1999	30.9	1.43
2000	34.4	1.40
2001	37.5	1.35
2002	37.2	1.36
2003	39.0	1.35
2004	43.7	1.37
2005	42.6	1.39
2006	41.3	1.38

Source: CAPC, TfL

Enquiries: 020 7126 4286

The average occupancy per car at the central London boundary during the morning peak declined slightly to 1.38 in 2006. The number of bus passengers per bus also slightly decreased but is still above that seen in all years before 2004.

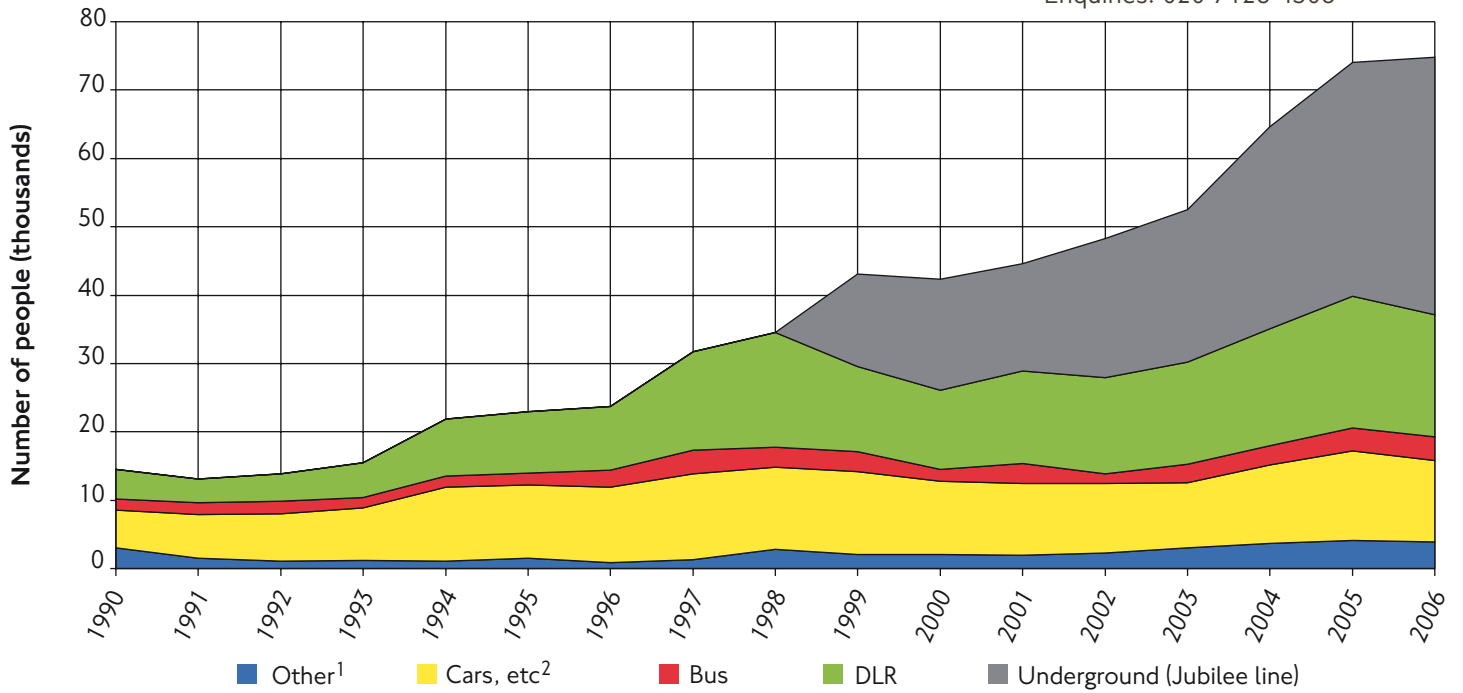
Chart 1.3.2 Central Area Peak Counts (CAPC) boundary cordon



1. Travel patterns in London

Chart 1.3.3 Isle of Dogs (including Canary Wharf) morning peak travel by mode of transport

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

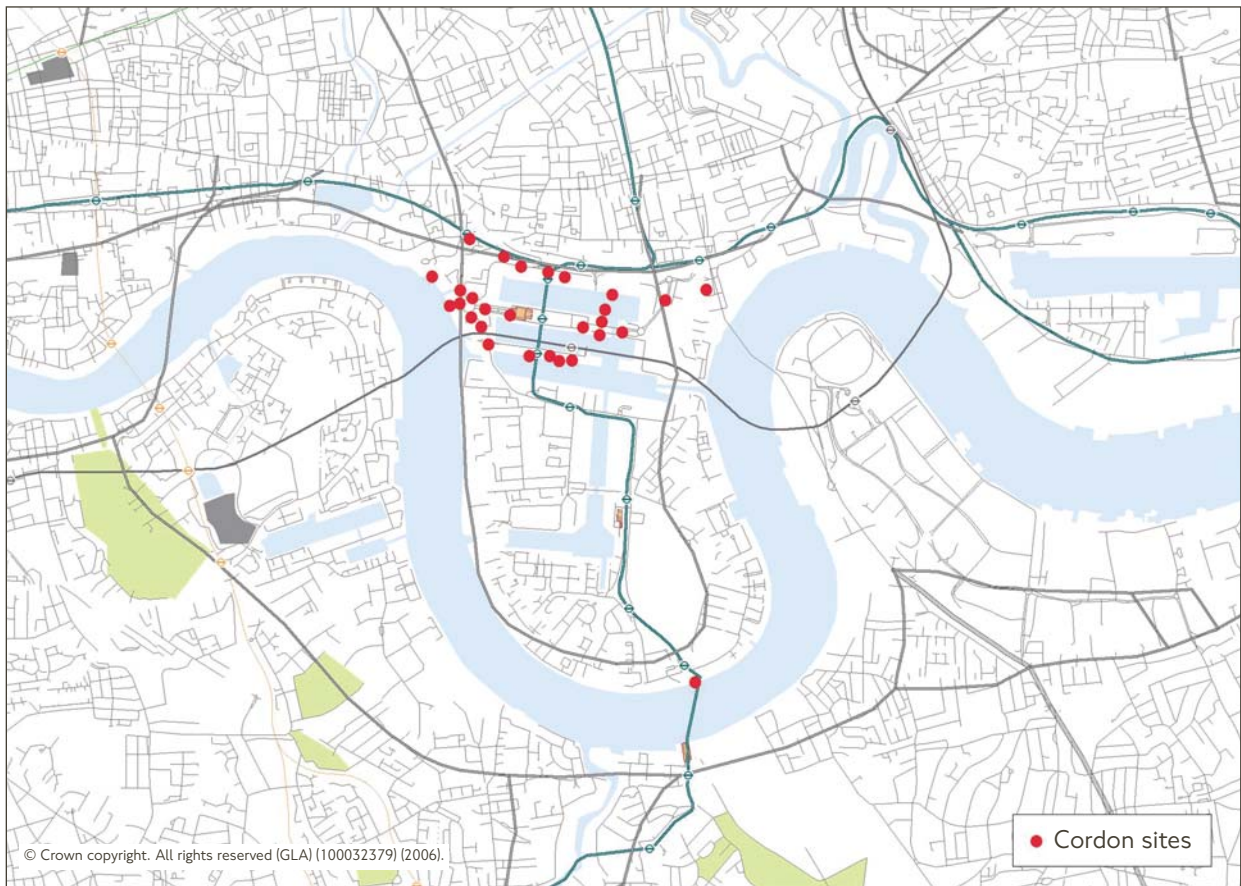


1. Includes river bus, bicycle and walk

2. Includes vans, taxis, motorcycles and goods vehicles

Total numbers of people entering the Isle of Dogs in the morning peak increased slightly in 2006, although the rate of increase was a lot lower than in previous years. The number of people entering by DLR and car was down compared to 2005.

Chart 1.3.4 Location of Isle of Dogs cordon sites



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1. Travel patterns in London

1.4. Commuting

Table 1.4.1 Main mode of travel to work (Autumn 2006)

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	11	31	63	37	76	71	20	47	37
Motorbike, moped, scooter	2	1	1	1	1	1	2	1	1
Bicycle	3	4	2	3	3	3	6	2	3
Bus and coach	12	16	14	14	7	8	21	13	16
National Rail	40	16	5	19	2	4	11	14	13
Underground, tram, light rail	28	19	5	16	-	2	26	14	18
Walk	4	12	10	9	11	11	14	8	10
Other modes	1	1	1	1	1	1	1	1	1
All modes	100	100	100	100	100	100	100	100	100
Number of people (millions)	1.11	0.87	1.36	3.34	21.48	24.83	1.06	1.88	2.94

Source: Labour Force Survey, ONS

Enquiries: 020 7944 4955

Of those who work in central London, 80% travelled to work by public transport (bus, National Rail or Underground). This compares to 9% in the rest of Great Britain. Conversely, 11% who work in central London travelled by car, compared with 76% in the rest of Great Britain. As in previous years, there was a marked difference in travel patterns depending on the area of residence in London. Nearly half of those living in outer London drove to work whereas nearly 60% who live in inner London travelled by public transport.

Table 1.4.2 Travel times to work by main mode (Autumn 2006²)

Main mode	Area of workplace						Minutes	
	Central London	Rest of inner London	Outer London	All London	Rest of Great Britain	Great Britain		
Car and van	48	32	25	29	20	20		
Motorbike, moped, scooter	36	29	27	31	19	21		
Bicycle	33	24	20	25	15	17		
Bus and coach	47	39	36	40	33	34		
National Rail	69	66	43	66	47	58		
Underground, tram, light rail	49	45	37	47	42	46		
Walk	21	16	13	15	12	13		
All modes¹	55	39	27	39	20	23		

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, the travel time to work was nearly twice as long for those living in London as it was for those in the rest of Great Britain. For all areas of workplace, National Rail passengers had the highest travel time.

2. Personal travel

Most of the results in this chapter come from the 2006/07 London Travel Demand Survey (LTDS). These update similar results from the 2001 London Area Transport Survey (LATS).

2.1. Trip rates

Table 2.1.1 Modal shares of weekday trips by gender (2001 and 2006/07)

Main mode	Percentage					
	2001			2006/07		
	Male	Female	All	Male	Female	All
National Rail	5	4	5	6	4	5
Underground/DLR	8	6	7	9	6	7
Bus	10	13	11	13	16	14
Taxi	1	1	1	2	1	1
Car/Van	45	42	44	40	37	39
Cycle	2	1	2	2	1	2
Walk	28	33	30	28	34	31
All modes	100	100	100	100	100	100
Trips per person	2.77	2.85	2.81	2.76	2.93	2.85

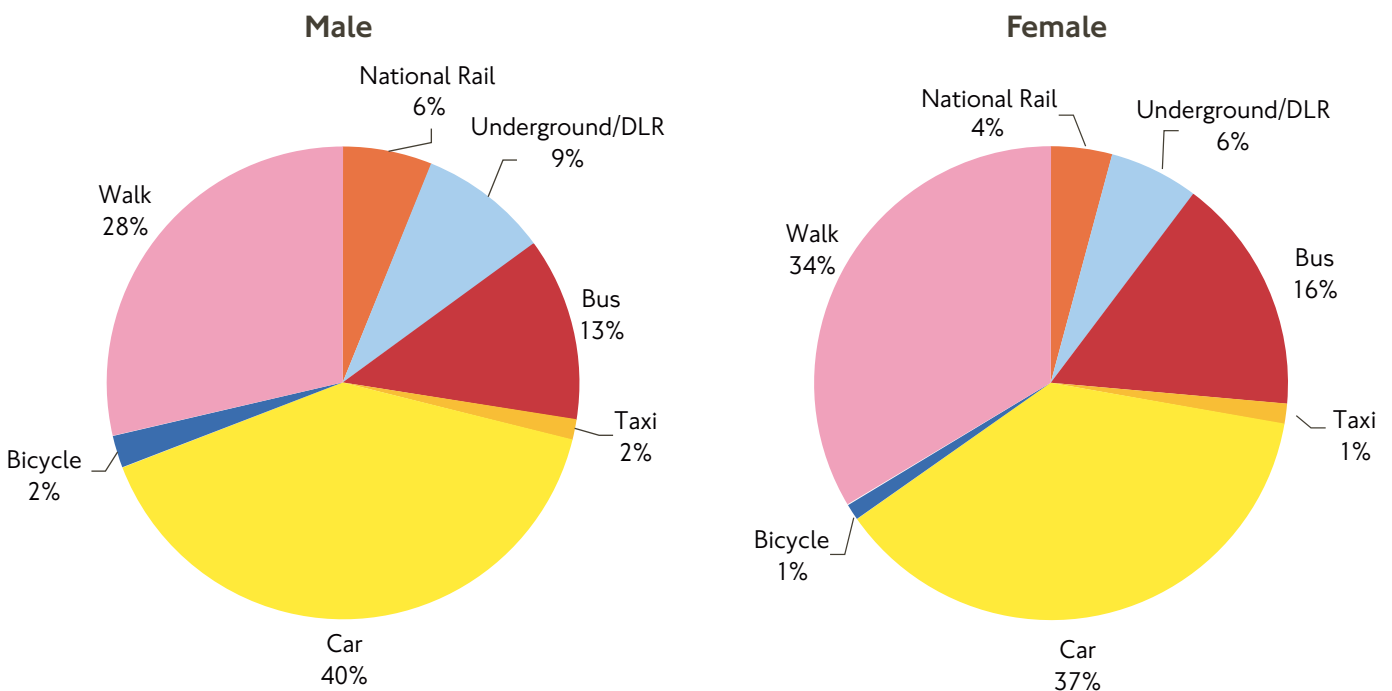
Source: LATS 2001 Household Survey, LTDS 2006/07 Household Survey

Enquiries: 020 7126 4608

The number of trips by Londoners was almost unchanged between 2001 and 2006/07 at 2.8 trips per person per weekday. However, there was an increase in the share of bus trips and a slight increase in walking, while the share of car trips decreased. Women had slightly higher trip rates than men.

Chart 2.1.1 Modal shares of weekday trips by gender (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608



As in 2001, modal share was broadly similar for men and women in 2006/07. Women, however, tended to use bus and to walk more than men, and to use cars slightly less.

2. Personal travel

Table 2.1.2 Modal shares of weekday trips by working status (2006/07)

Main mode	Percentage					
	Full time	Part time	Student	Not Working	Retired	All adults
National Rail	9	3	6	1	1	2
Underground/DLR	12	5	11	2	3	3
Bus	9	11	29	19	16	22
Taxi	2	1	1	–	1	3
Car/Van	43	49	22	33	33	38
Cycle	3	1	2	1	1	1
Walk	23	30	30	45	45	32
All modes	100	100	100	100	100	100
Trips per person	3.09	3.73	2.44	2.89	2.22	2.91

Source: LTDS 2006/07 Household Survey

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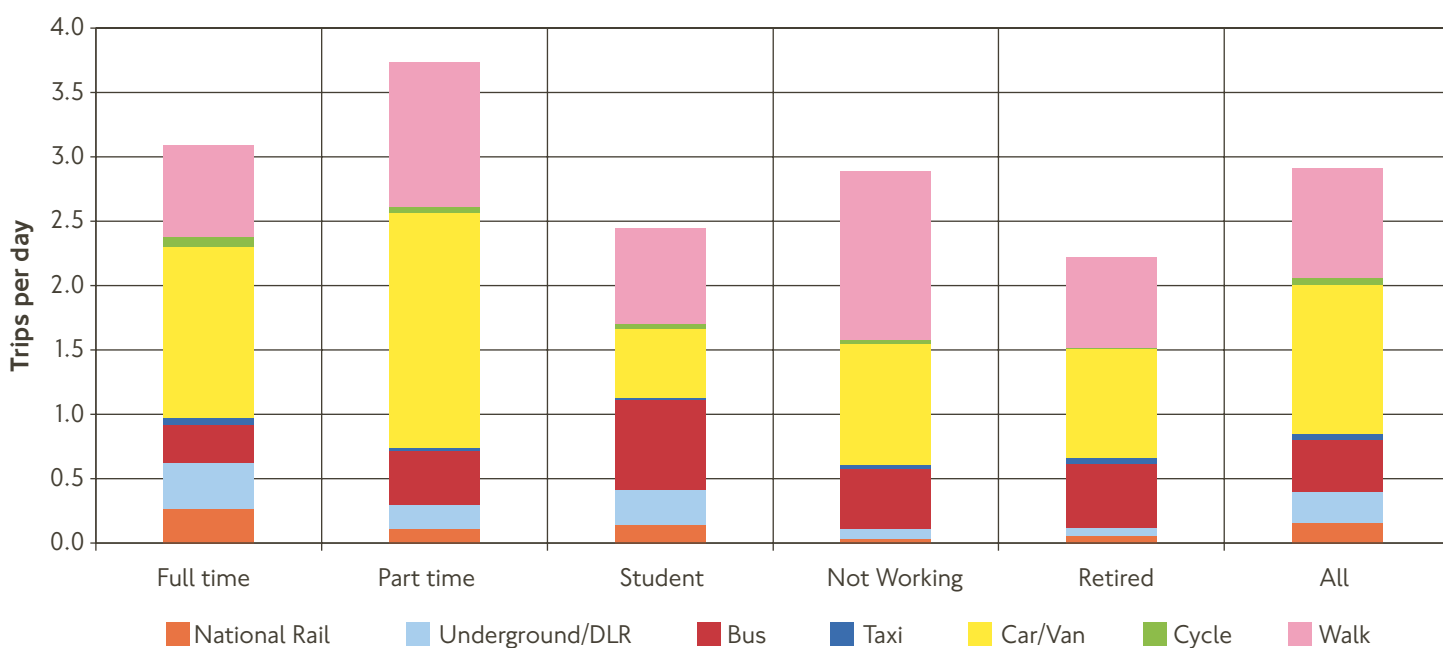
1. Trip rates are for adults aged 16+.

In 2006/07, people in part-time employment had the highest trip rates, 3.7 trips per day compared with 3.1 trips per day by people working full-time. Retired people made 2.2 trips per day and other non-working adults 2.9 trips per day on average.

Chart 2.1.2 Trips per person per weekday by main mode and working status (2006/07)

Source: LTDS 2006/07 Household Survey

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1. Trip rates are for adults aged 16+.

2. Personal travel

Table 2.1.3 Purpose shares of weekday trips by gender (2001 and 2006/07)

Purpose	2001			2006/07		
	Male	Female	All	Male	Female	All
Usual workplace	26	19	22	25	17	21
Other work related	9	4	6	10	4	7
Education	12	11	12	11	9	10
Shopping and personal business	23	30	27	24	33	29
Leisure	21	19	20	20	20	20
Other (inc Escort)	9	16	13	9	17	13
All purposes	100	100	100	100	100	100
Trips per person per day	2.77	2.85	2.81	2.76	2.93	2.85

Source: LATS 2001 Household Survey, LTDS 2006/07 Household Survey

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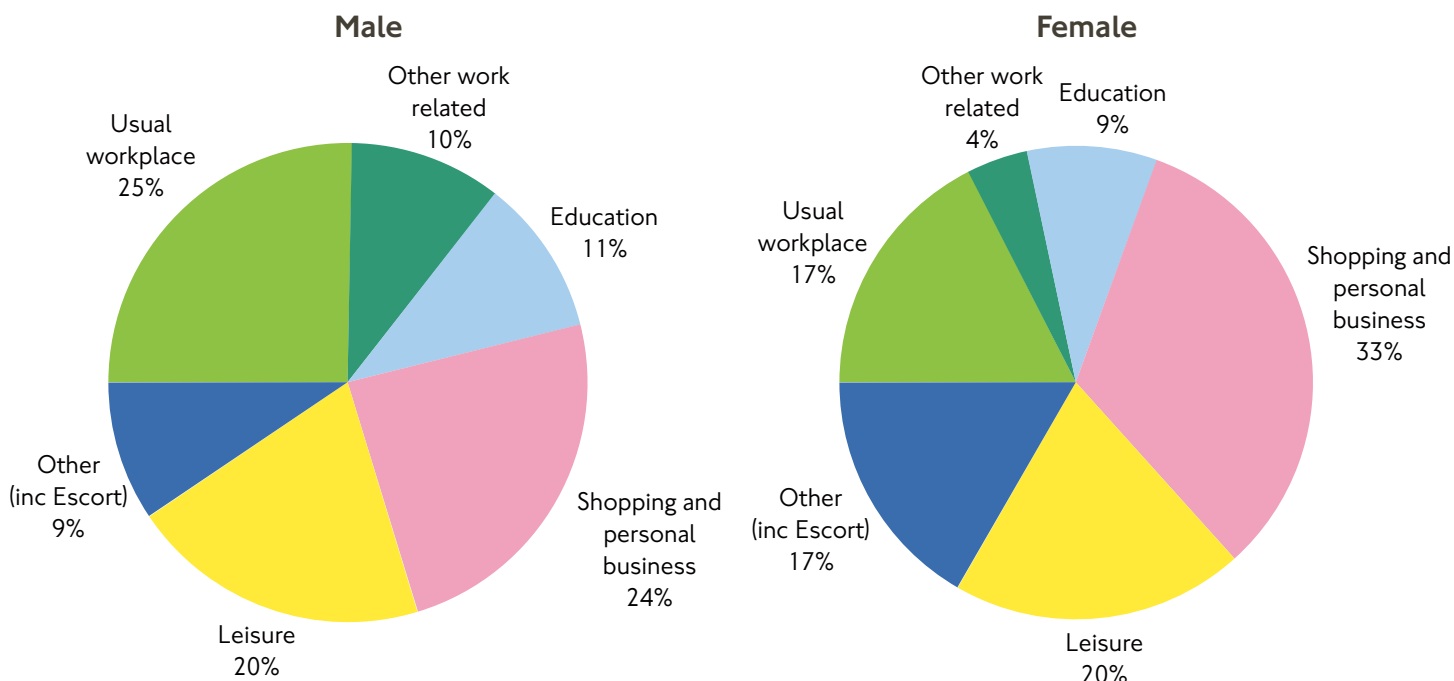
In 2006/07, the pattern of trips by journey purpose remained broadly similar to 2001. In general, men were more likely to make work-related trips (35%), while women had a higher proportion of shopping and escort trips.

2.2. Travel purposes

Chart 2.2.1 Purpose shares of weekday trips by gender (2006/07)

Source: LTDS 2006/07 Household Survey

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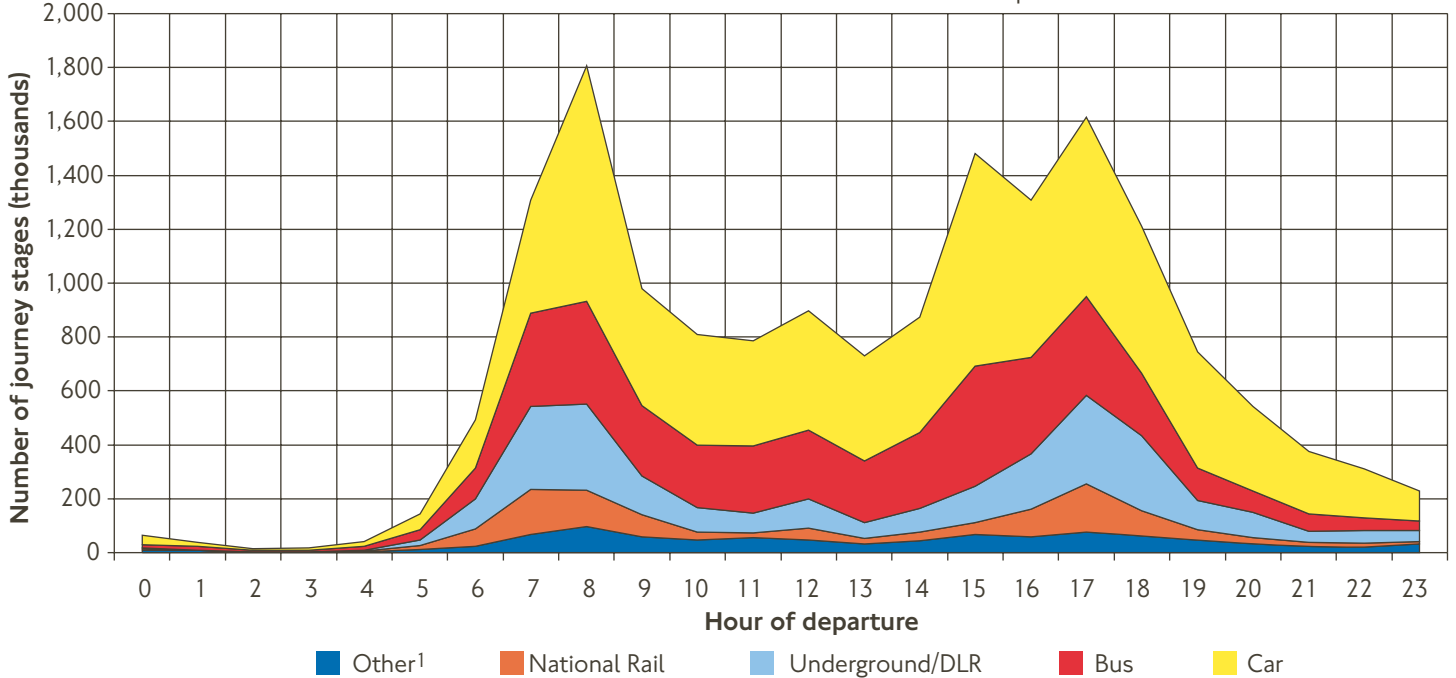
Purpose shares for men and women differed in 2006/07 for nearly all purposes. Thus, work represented 25% of all trips made by men but only 17% of those made by women. Shopping and personal business trips also differed between the genders, representing 24% for men and 33% for women.

2. Personal travel

2.3. Within day variations

Chart 2.3.1 London residents' weekday journey stages (excluding walk) by mode of transport and hour of departure (2006/07)

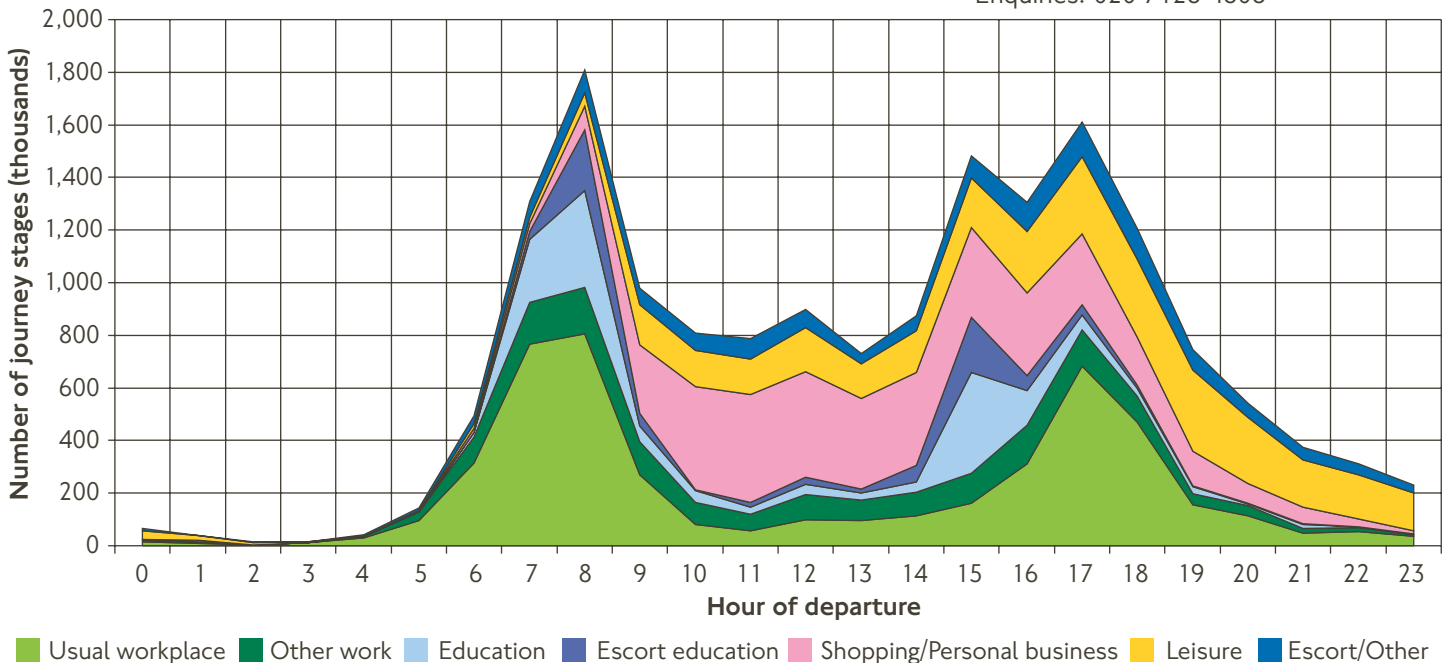
Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608



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

Chart 2.3.2 London residents' weekday journey stages (excluding walk) by purpose and hour of departure (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608



The daily profile of weekday journey stages show a very pronounced peak in the morning, with the highest number of journey stages starting between 8 and 9am. In the afternoon, two less pronounced peaks are seen: The first one between 3 and 4pm, mainly due to school children and the 'school run', and the second one between 5 and 6pm.

2. Personal travel

2.4. London residents' travel

Table 2.4.1 Residents' weekday journey stages, key statistics (2006/07)¹

Mode	Journey stages per day (m)	Percentage share of journey stages by purpose of trip				
		Commuting and in course of work	Education ³	Shopping and personal business	Leisure and other	All purposes
Bus	2.8	32	17	30	20	100
Croydon Tramlink	0.1	29	24	21	26	100
Underground	1.9	61	7	13	19	100
DLR	0.1	76	2	12	10	100
National Rail	0.9	66	6	10	18	100
Car/van	8.1	28	6	25	41	100
Motorcycle	0.1	70	2	18	10	100
Taxi and PHV	0.3	39	1	20	39	100
Walk ²	5.5	13	13	38	35	100
Bicycle	0.3	53	5	18	24	100
All modes	20.0	30	10	27	32	100

Source: LTDS 2006/07 Household Survey

Enquiries: 020 7126 4608

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

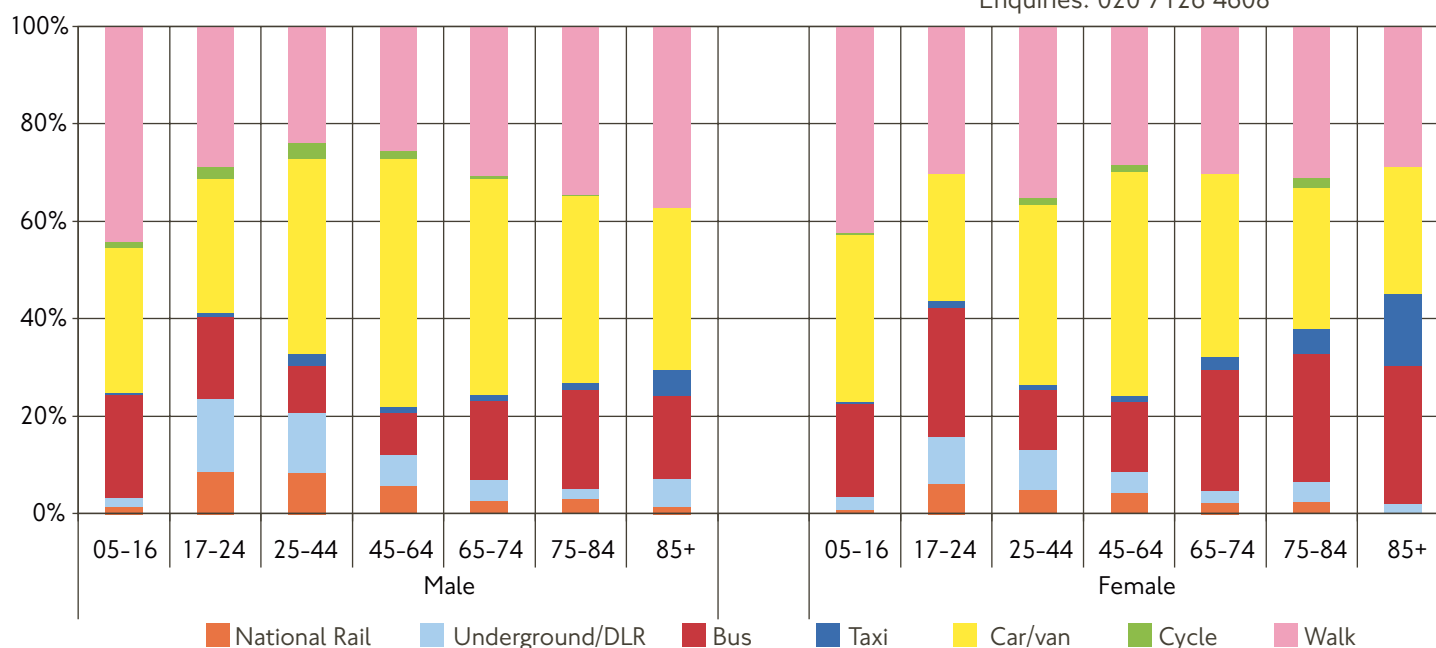
See technical note.

Most journey stages undertaken on Underground, DLR and National Rail in 2006/07 were for work purposes, accounting for between 61% and 76% of all the journey stages made by these modes. Work journey stages also represented 70% of those made by motorcycle, and 53% of those by bicycle. Most of car and taxi journey stages were for leisure and other purposes, while shopping and personal business accounted for the largest share of walk trips.

2.5. Mode share

Chart 2.5.1 Main mode share by age and gender (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

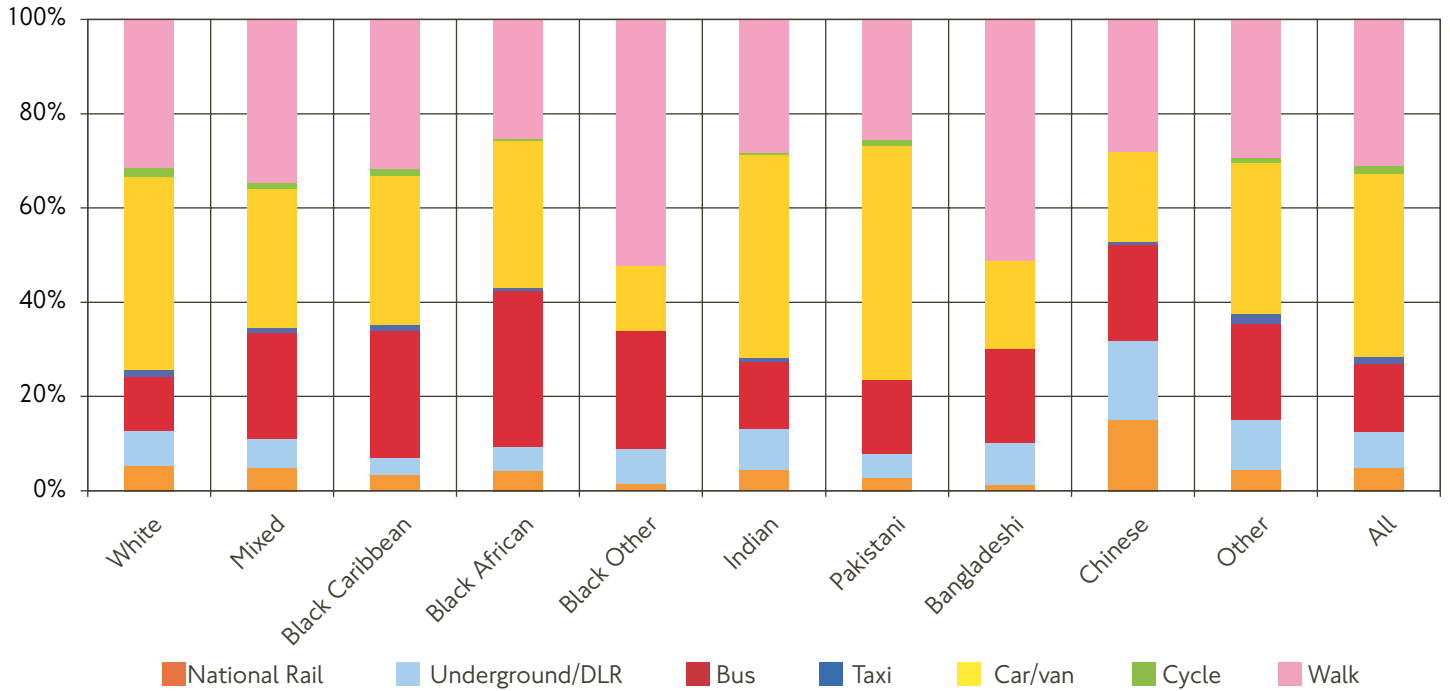


The mode share was similar for men and women in 2006/07, although women made more use of public transport. The age group with most usage of public transport was 17-24, accounting for 40% of trips by men and 43% by women in this age group.

2. Personal travel

Chart 2.5.2 Main mode share by ethnic group (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

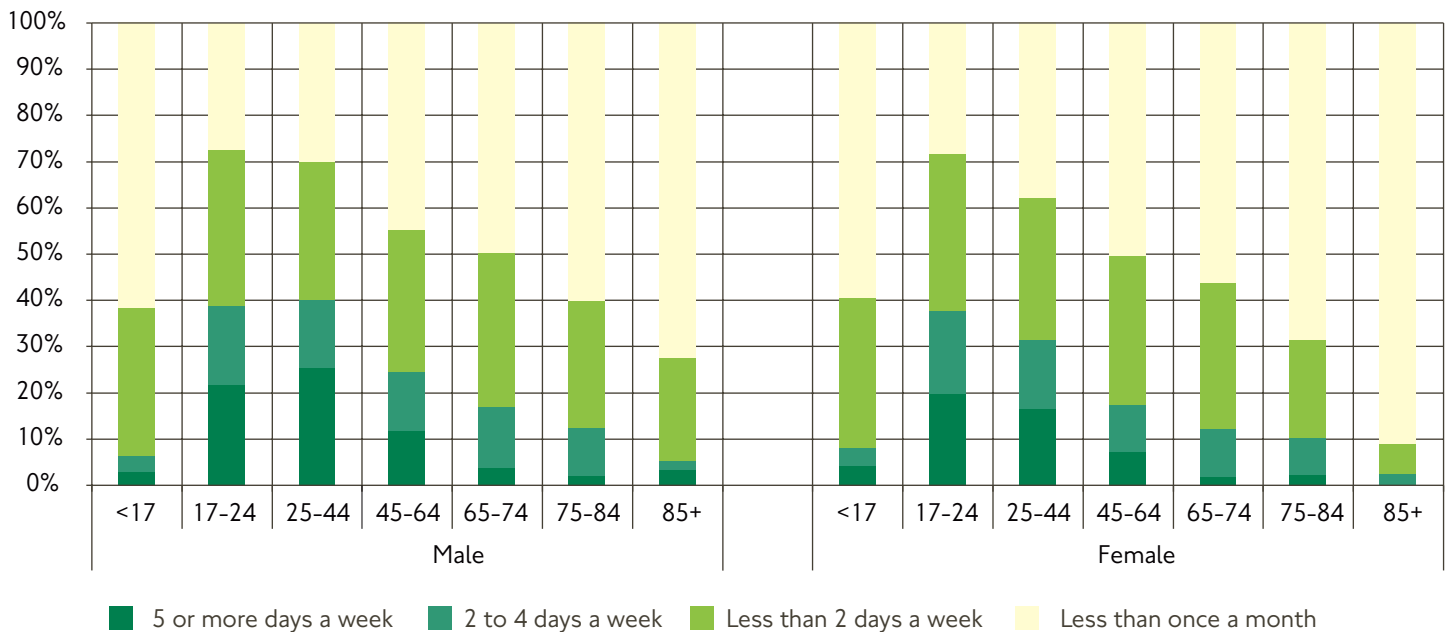


Mode share varied amongst different ethnic groups in 2006/07. Thus, Pakistanis, Indians and Whites had the largest share of trips by car, while Black Africans and Chinese had the highest share of trips by public transport. Other Black ethnic groups and Bangladeshis had the largest share of trips on foot.

2.6. Frequency of use

Chart 2.6.1 Frequency of use of London Underground by age and gender (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

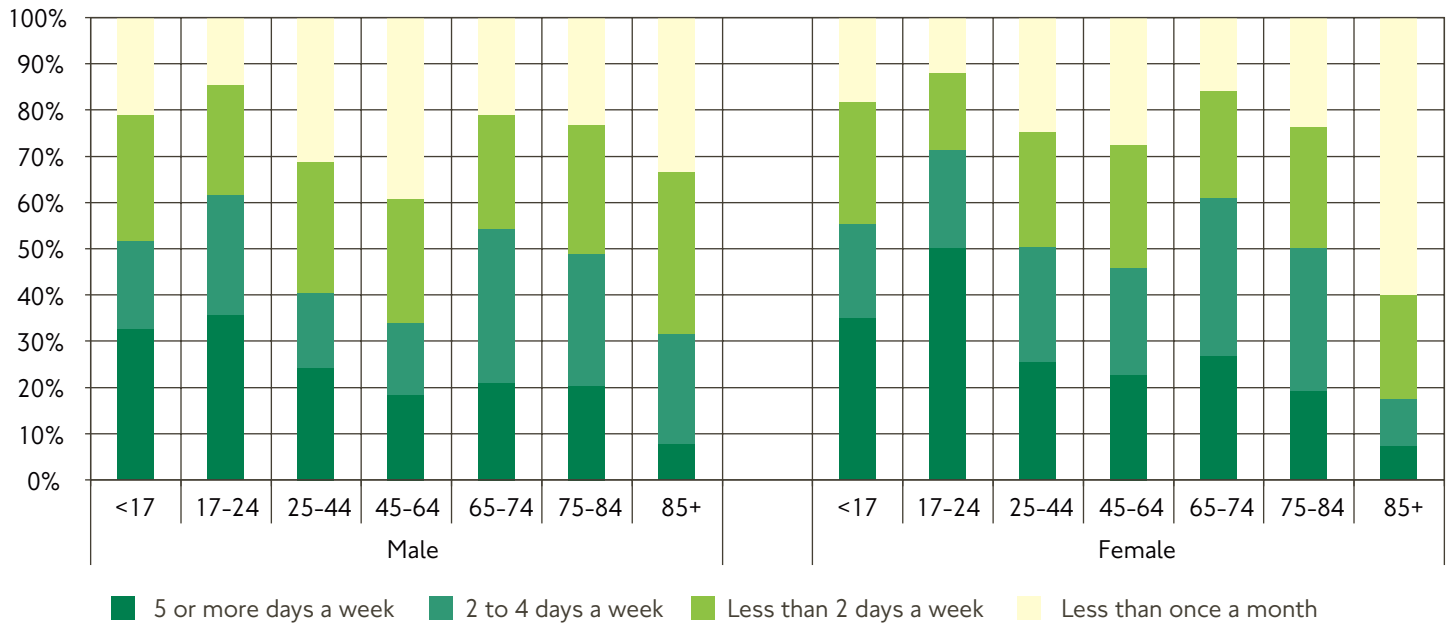


People between 17 and 44 were most likely to use London Underground, while those least likely to use it were men and women under 17 or above 75 years old.

2. Personal travel

Chart 2.6.2 Frequency of use of buses by age and gender (2006/07)

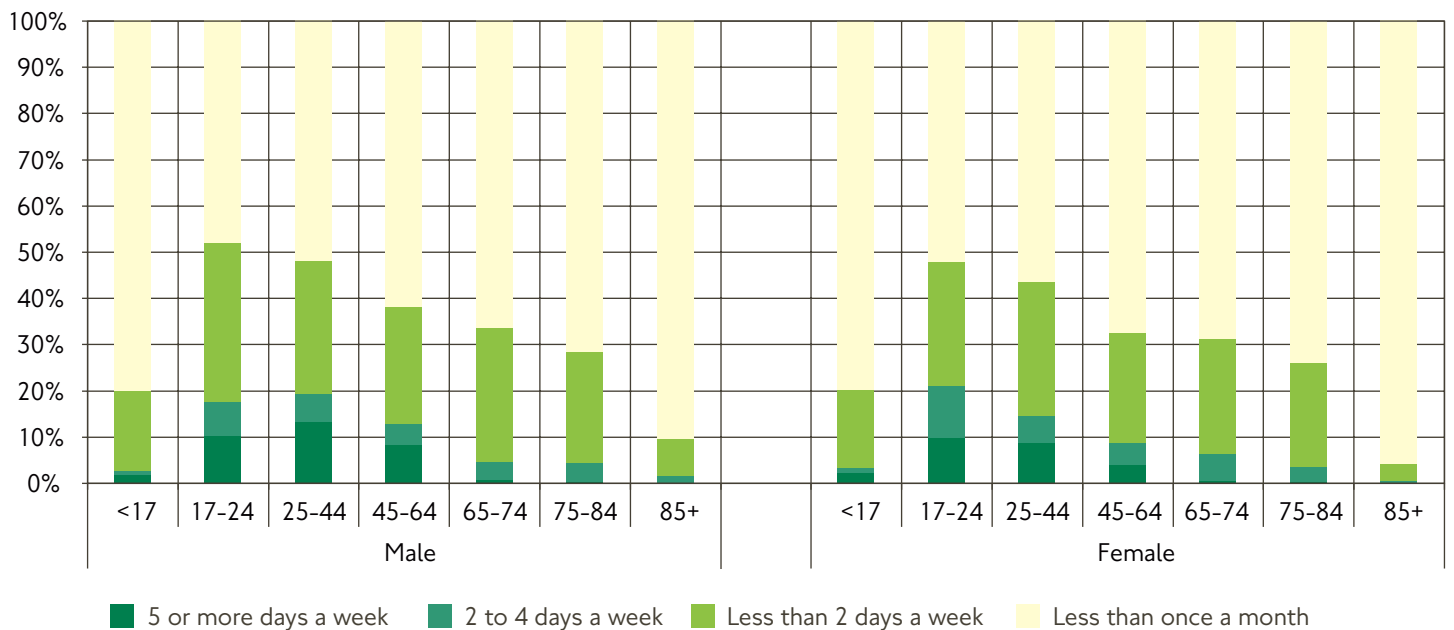
Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608



Women between 17 and 24 were most likely to use bus, with 50% of them using bus 5 or more days a week. Similarly, between 33% and 36% of men under 24 used buses 5 or more times a week, while 39% of men and 27% of women between 45 and 64 used bus less than once a month.

Chart 2.6.3 Frequency of use of National Rail by age and gender (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

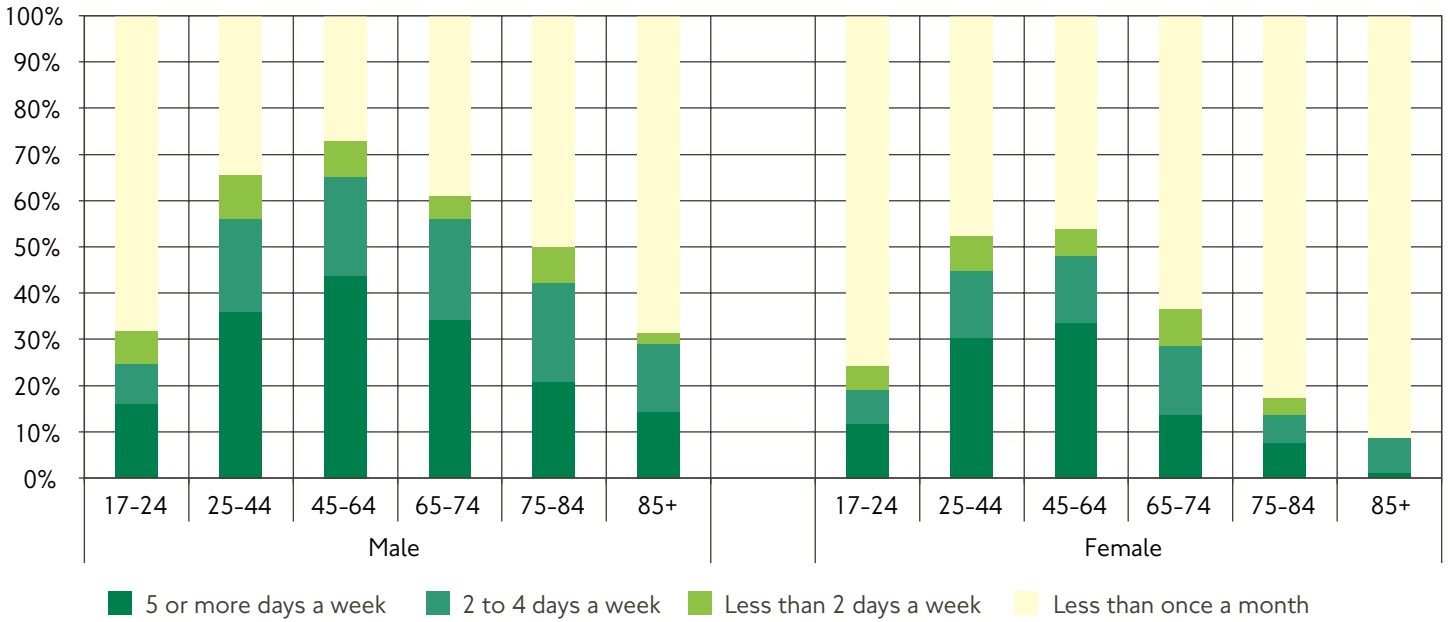


Of the major modes of transport, rail is the mode used with least frequency by all age groups. Thus, 60% of men and 64% of women used National Rail less than once a month. The age groups most likely to use National Rail on a regular basis were the 17-24 and 25-44 groups.

2. Personal travel

Chart 2.6.4 Frequency of car driving by age and gender (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

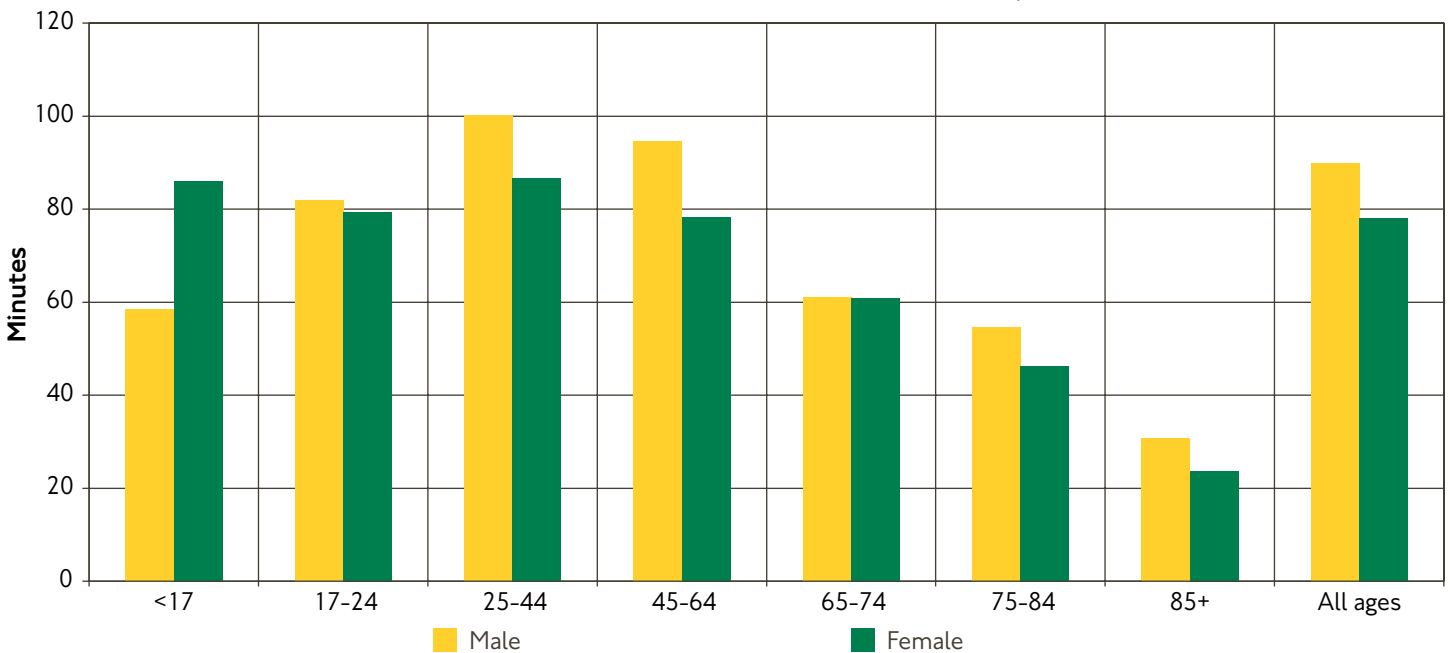


Frequency of car driving was highest in men and women between 45 and 64 years old. For all age groups, men tended to drive cars more frequently than women.

2.7. Travel times

Chart 2.7.1 Mean daily time spent travelling by age and gender (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608



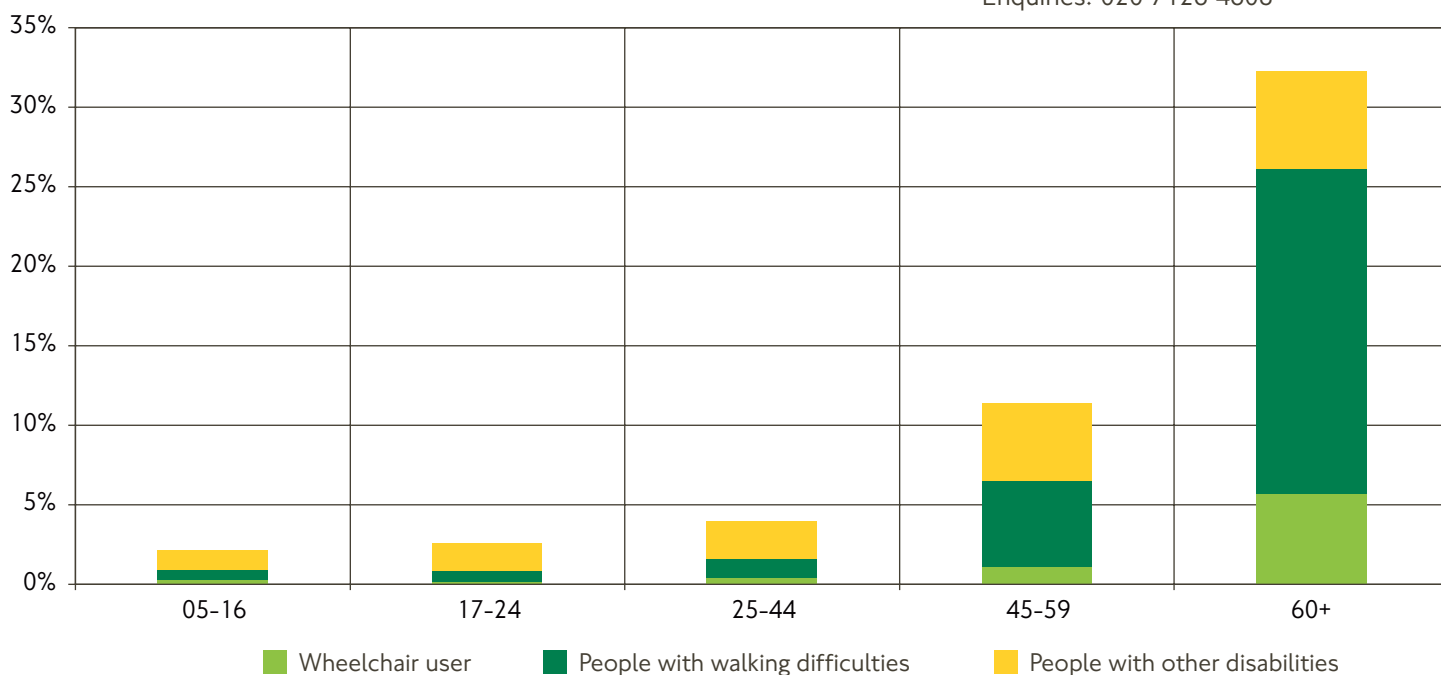
The mean daily time spent travelling by London residents was 84 minutes per day in 2006/07. Men spent on average 90 minutes and women 78 minutes. People in the 25-44 group spent the most time travelling, while those aged 85 and over averaged only 26 minutes per day.

2. Personal travel

2.8. People with disabilities

Chart 2.8.1 Percentage share of disability types by age group (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608



Wheelchair users are people that use a wheelchair some, or all, of the time. People with walking difficulties are those where walking causes difficulty when travelling, but who don't use a wheelchair. Other disabilities include all other people with a longstanding health problem or disability that affects their ability to travel.

The proportion of the population with a disability was greatest in the age groups above 45. 11% of people between 45 and 59 years old had some sort of disability, while in people above 60 this proportion was 32%. The main disability for these groups was walking difficulty, while 6% of the population aged 60 and over used a wheelchair.

Table 2.8.2 Modal share of weekday trips by disability type (2006/07)

Main mode	Percentage			
	No disability	Wheelchair user	Walking difficulties	Other disability
National Rail	5	–	3	3
Underground/DLR	8	3	3	3
Bus	14	17	19	25
Taxi	1	3	4	2
Car/van	39	47	36	27
Cycle	2	2	1	–
Walk	31	20	34	38
Other	–	9	2	1
All modes	100	100	100	100
Trips per person	2.93	1.48	1.99	2.61

Source: LTDS 2006/07 Household Survey

Enquiries: 020 7126 4608

While people without disabilities made 2.9 trips a day in 2006/07, those who require a wheelchair made only 1.5 on average. Most of the trips made by people with disabilities were by car or on foot/wheelchair, followed by bus. Underground, DLR and National Rail use was very low amongst people with disabilities, perhaps reflecting the greater difficulty in access for these modes. Bus use had higher share amongst all groups of disabled people than those without a disability.

2. Personal travel

2.9. Household expenditure on travel and transport

Table 2.9.1 Expenditure per London household per week on travel and transport by detailed groups (2006/07 prices)

Pounds

Type of expenditure	London		United Kingdom	
	2001/02 to 2003/04	2003/04 to 2005/06	2001/02 to 2003/04	2003/04 to 2005/06
<i>Motoring and cycling</i>				
Purchase and repairs ¹	31.50	29.30	35.00	32.50
Spares and accessories ¹	1.90	1.60	2.20	2.10
Motor vehicle insurance and taxation	11.90	12.40	11.20	12.40
Petrol, diesel and other motor oils	13.10	13.50	16.20	16.80
Other motoring costs	2.40	2.50	2.10	2.30
Total motoring and cycling	60.80	59.30	66.70	66.10
<i>Fares and other travel costs</i>				
Rail and Underground fares	4.30	3.70	2.00	2.10
Bus and coach fares	2.30	2.30	1.50	1.60
Combined fares ²	6.10	5.70	0.90	0.80
Other travel costs ³	5.60	6.00	4.80	4.90
Total fares and other travel costs	18.30	17.70	9.20	9.40
<i>Totals</i>				
Transport expenditure per household	79.10	77.00	75.90	75.50
Total expenditure per household	533.00	518.80	445.90	448.10

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.
3. Includes air fares, school travel, taxis, hire cars and ferry travel.

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 (2006/07) prices using the RPI (all items).

On average London households spend nearly 15% of their total expenditure on transport, a lower share than the United Kingdom average, almost 17%. London households spend almost double the amount on public transport fares and other travel costs, but less on motoring and cycling. However, over three-quarters of transport expenditure per household is on motoring and cycling.

3. Public transport

3.1. Overview

Passenger kilometres increased for both bus (up 5%) and Underground (1%) in 2006/07 after a slight fall in 2005/06. The number of journey stages by these modes also grew over the year. DLR use showed even stronger growth, with a 17% increase in passenger kilometres. Passenger kilometres also increased for the Croydon Tramlink.

The type of ticket used for both Underground and bus journeys showed a continued increase in the use of Oyster pay as you go, as well as a greater usage of Oyster cards in general.

Results for National Rail are not available on a consistent journey stage basis with other modes. However, rail trips with both origin and destination in London fell by 2.5% compared with 2005/06.

Table 3.1.1 Public transport passenger kilometres

Year	Bus	Underground	DLR	Croydon Tramlink
1991/92	3,996	5,895	32	•
1992/93	3,922	5,758	33	•
1993/94	3,819	5,814	39	•
1994/95	3,912	6,051	55	•
1995/96	4,018	6,337	70	•
1996/97	4,159	6,153	86	•
1997/98	4,350	6,479	110	•
1998/99	4,315	6,716	139	•
1999/00	4,429	7,171	152	•
2000/01	4,709	7,470	195	•
2001/02	5,128	7,451	207	97
2002/03	5,734	7,367	232	100
2003/04	6,431	7,340	235	103
2004/05	6,755	7,606	243	113
2005/06	6,653	7,586	257	117
2006/07	7,014	7,665	301	127

Millions

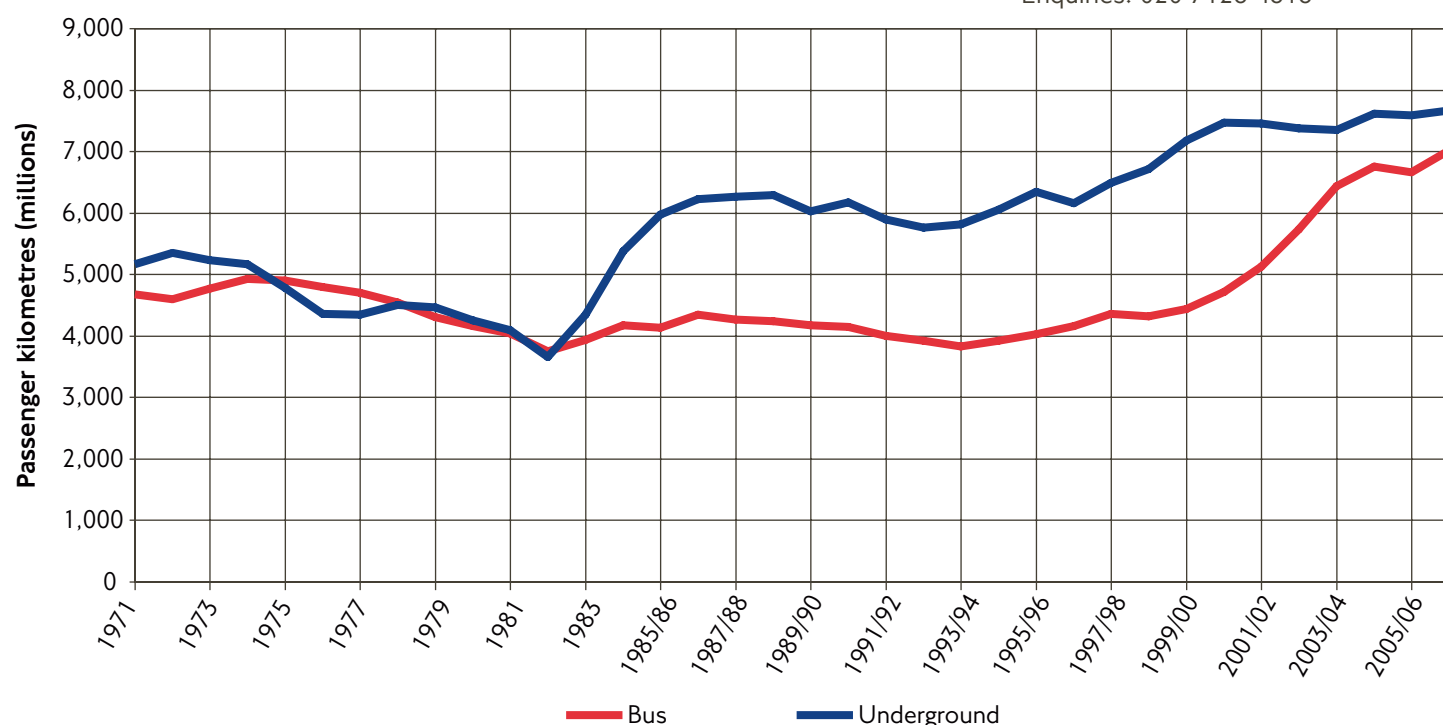
Source: TfL Service Performance Data, DLR, Tramtrack Croydon Limited

Enquiries: 020 7126 4616

Chart 3.1.1 Bus and Underground passenger kilometres

Source: TfL Service Performance Data

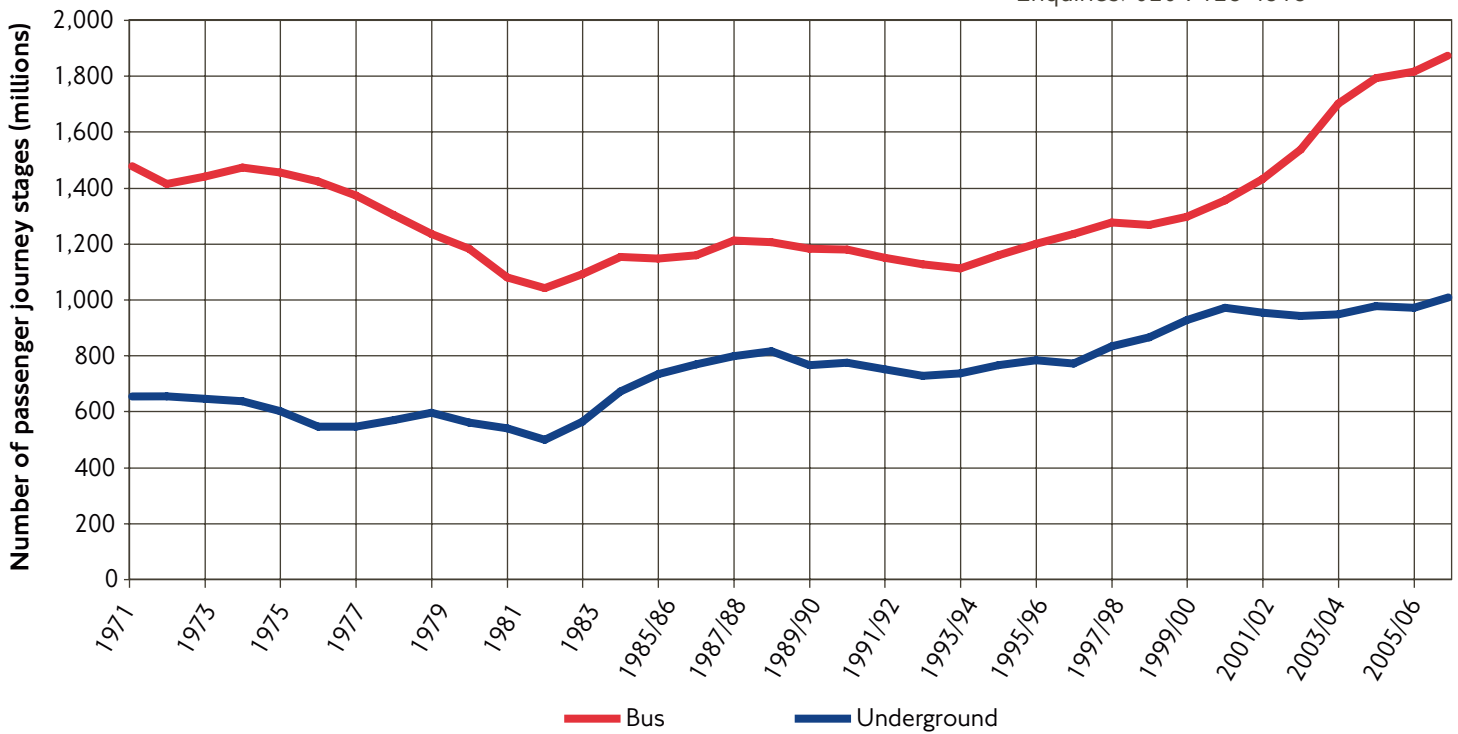
Enquiries: 020 7126 4616



3. Public transport

Chart 3.1.2 Passenger journey stages by bus and Underground

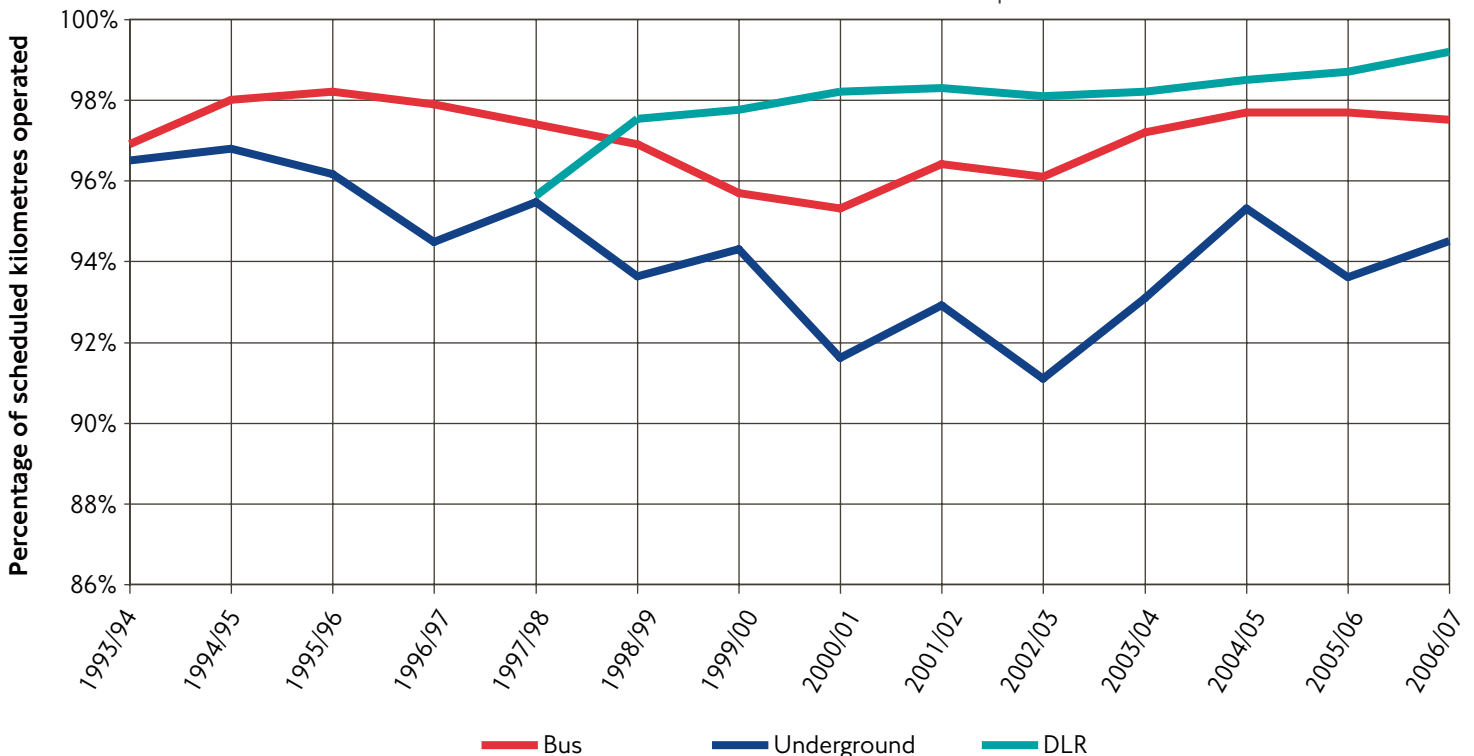
Source: TfL Service Performance Data
Enquiries: 020 7126 4616



The number of bus and Underground passenger journey stages both increased by 4% in 2006/07, with increases in average journey lengths by both modes.

Chart 3.1.3 Percentage of scheduled kilometres operated by bus, Underground and DLR

Source: TfL Service Performance Data, DLR
Enquiries: 020 7126 4616

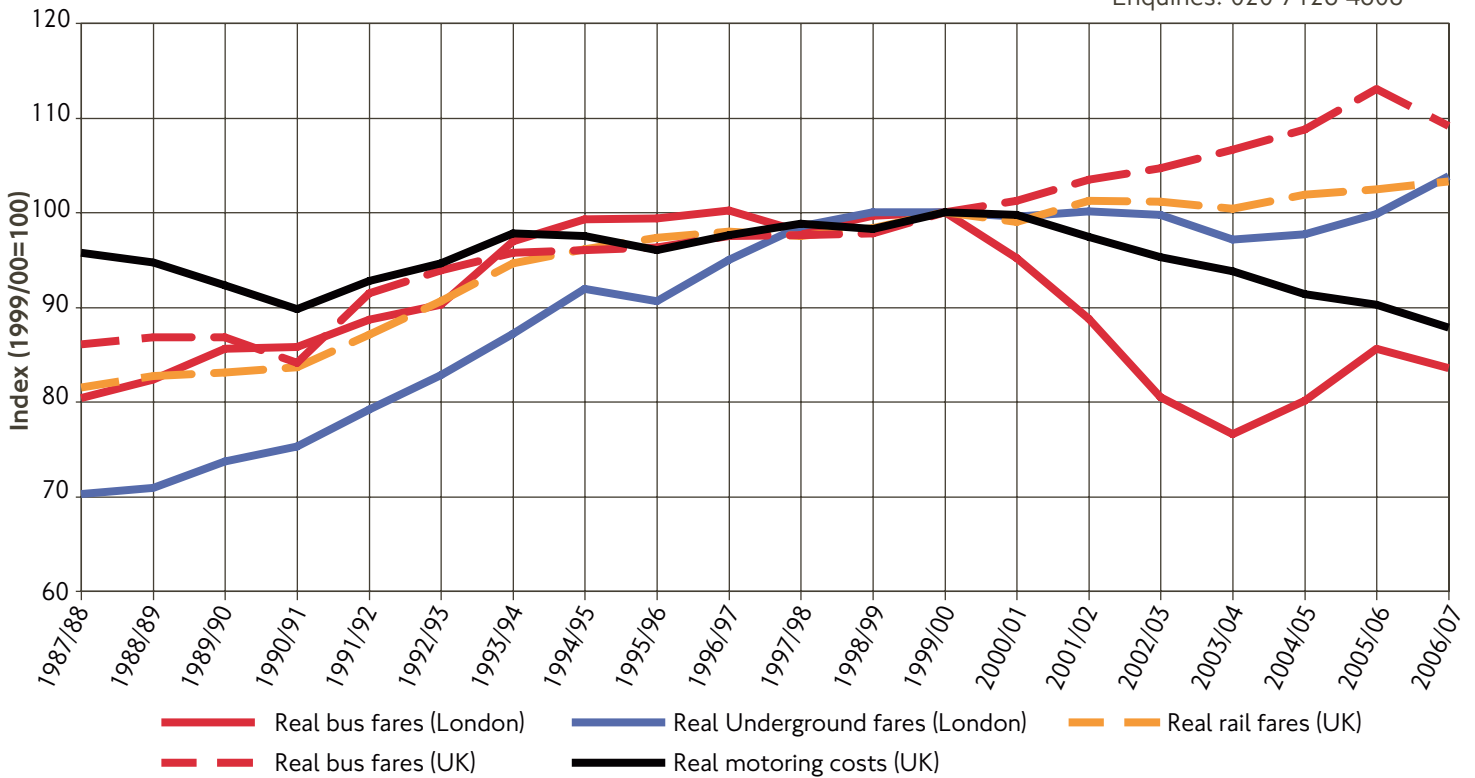


The percentage of scheduled kilometres operated by Underground and DLR both increased in 2006/07, while those operated by bus decreased slightly.

3. Public transport

Chart 3.1.4 Motoring and public transport fares (adjusted for inflation): index (1999/00=100)

Source: Transport for London
Enquiries: 020 7126 4608



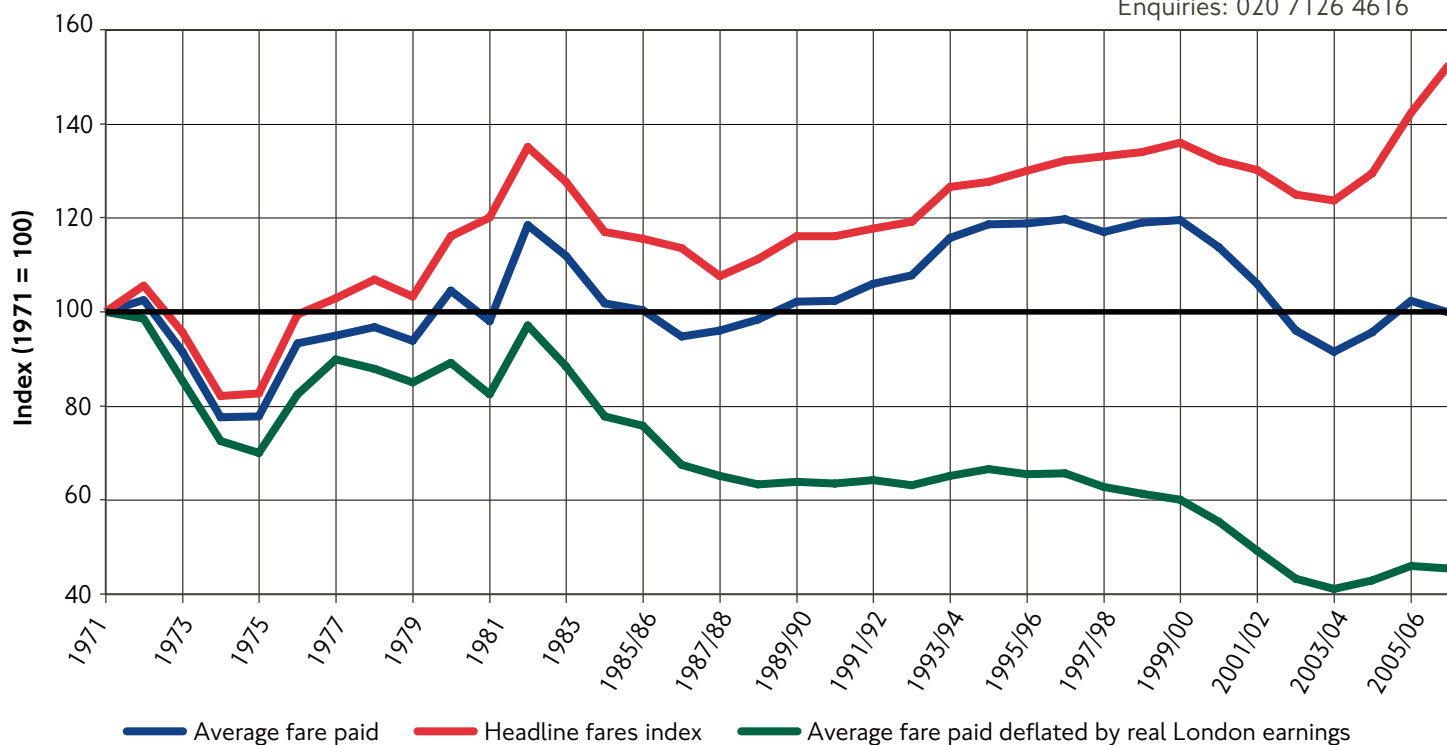
Bus fares in London have resisted the UK trend with fares decreasing since 1999/00. Fares have started to fall again in 2006/07 after rising slightly from the low seen in 2003/04. Underground fares have remained largely unchanged since 1999/00, although fares have been slightly increasing since 2004/05, and are now above the 1999/00 levels. In contrast, motoring costs have decreased steadily year on year since 1999/00 across the UK as a whole.

3. Public transport

3.2. Fares and prices

Chart 3.2.1 Bus fare trends (adjusted for inflation): index (1971=100)

Source: TfL Ticket Sales Data
Enquiries: 020 7126 4616

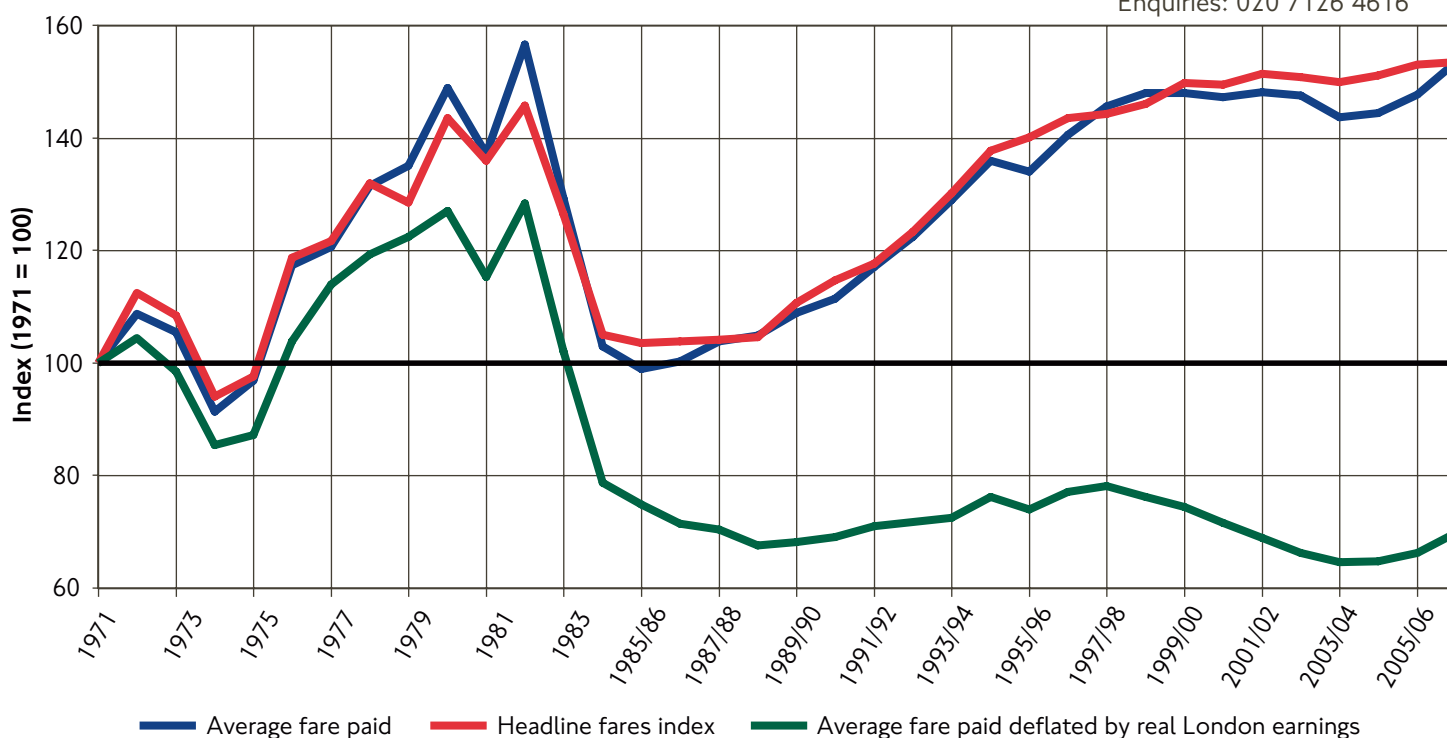


See technical note.

Headline fares increased in 2006/07 as a result of the January 2006 and 2007 fares revisions. However, the average fare paid decreased as a result of increased usage of Oyster cards.

Chart 3.2.2 London Underground fare trends (adjusted for inflation): index (1971=100)

Source: TfL Ticket Sales Data
Enquiries: 020 7126 4616



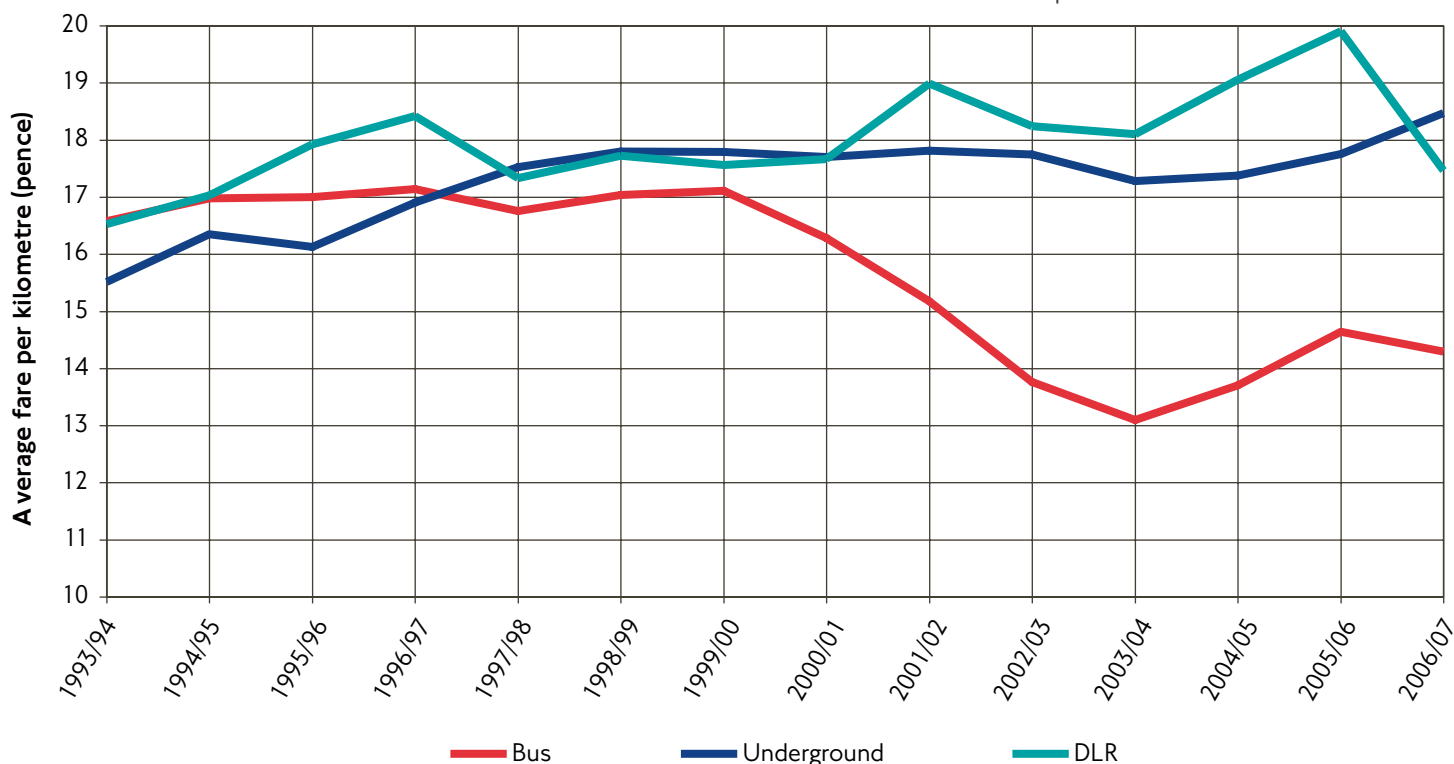
1. After 1983 using financial year data.

Both the Underground average fare paid and headline fares index continued to rise in 2006/07.

3. Public transport

Chart 3.2.3 Average fare per kilometre on bus, Underground and DLR (2006/07 prices)

Source: TfL Service Performance Data
Enquiries: 020 7126 4616



The average fare paid per kilometre by bus fell in 2006/07, to just over 14 pence. This reversed the trend seen in the previous two years. The level is still much lower than in 1999/00, where fares averaged over 17 pence per kilometre. Average Underground fares rose to over 18 pence per kilometre, while DLR fares dropped to below 18 pence per kilometre for the first time since 2000/01.

3. Public transport

3.3. Bus

Table 3.3.1 Bus key trends

Year	Passenger kilometres (m)	Passenger journey stages (m) ¹	Real average fare per passenger kilometre at 2006/07 prices (pence)	Traffic revenue at 2006/07 prices (£m)	Bus kilometres operated (m)	Average number of passengers per bus	Average journey stage length (km)
1991/92	3,996	1,149	15.2	606	299	13.4	3.5
1992/93	3,922	1,127	15.4	606	317	12.4	3.5
1993/94	3,819	1,112	16.6	633	315	12.1	3.4
1994/95	3,912	1,159	17.0	664	319	12.3	3.4
1995/96	4,018	1,198	17.0	683	325	12.4	3.4
1996/97	4,159	1,234	17.1	713	327	12.7	3.4
1997/98	4,350	1,277	16.8	729	336	12.9	3.4
1998/99	4,315	1,267	17.0	735	340	12.7	3.4
1999/00	4,429	1,296	17.1	758	348	12.7	3.4
2000/01	4,709	1,354	16.3	767	357	13.2	3.5
2001/02	5,128	1,430	15.2	778	373	13.7	3.6
2002/03	5,734	1,536	13.8	789	397	14.4	3.7
2003/04	6,431	1,702	13.1	842	437	14.7	3.8
2004/05	6,755	1,793	13.7	926	450	15.0	3.8
2005/06	6,653	1,816	14.6	974	454	14.7	3.7
2006/07	7,014	1,880	14.3	1,003	458	15.3	3.7

Source: TfL Service Performance Data

Enquiries: 020 7126 4616

1. Due to better data collection methods, estimates of bus passenger journey stages for 2006/07 will be revised next year.

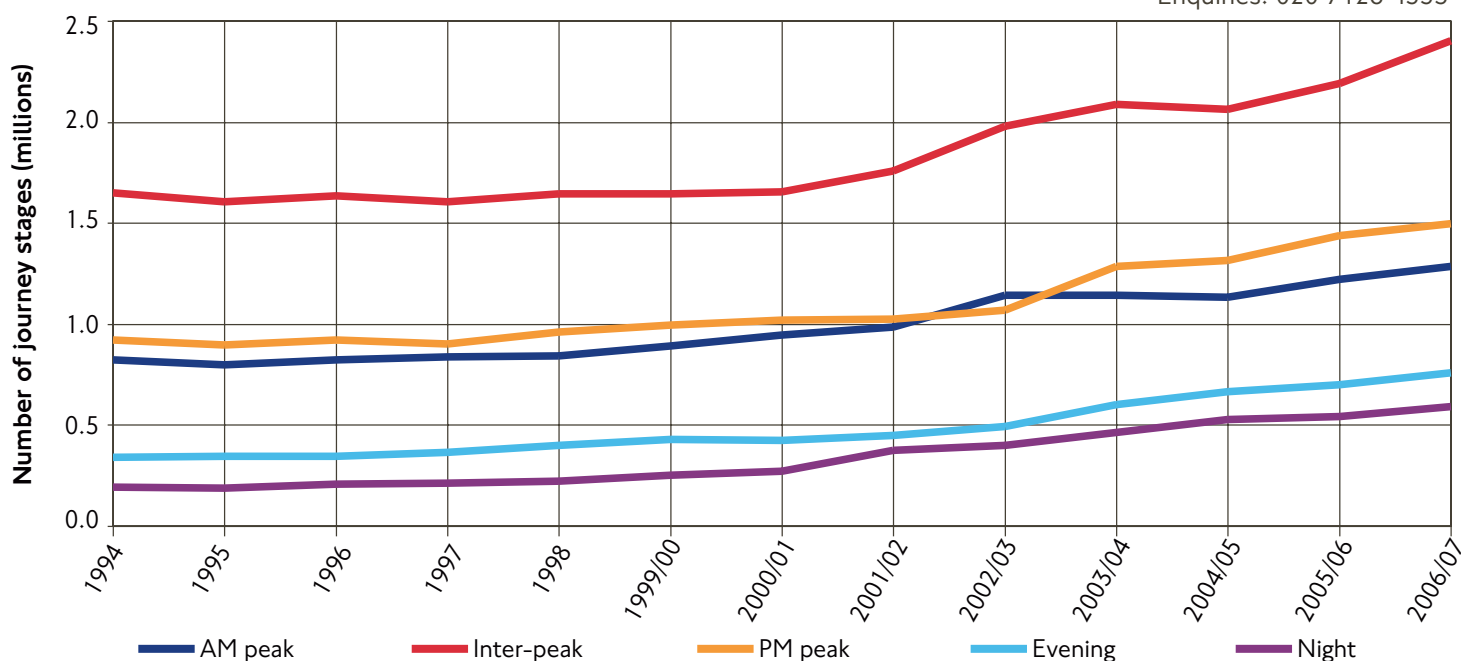
The new estimates are based on Oyster validation records, and will include journey stages made by people with staff passes and police warrants. The effect of these changes is to increase the 2006/07 estimate to 2.1 billion journey stages.

Although there was an increase in both passenger kilometres and average number of passengers per bus since 2005/06, the average fare per passenger kilometre decreased. This decrease was a result of an increased use of Oyster cards on bus journeys.

Chart 3.3.1 Weekday bus journey stages by time period

Source: GLBPS

Enquiries: 020 7126 4553



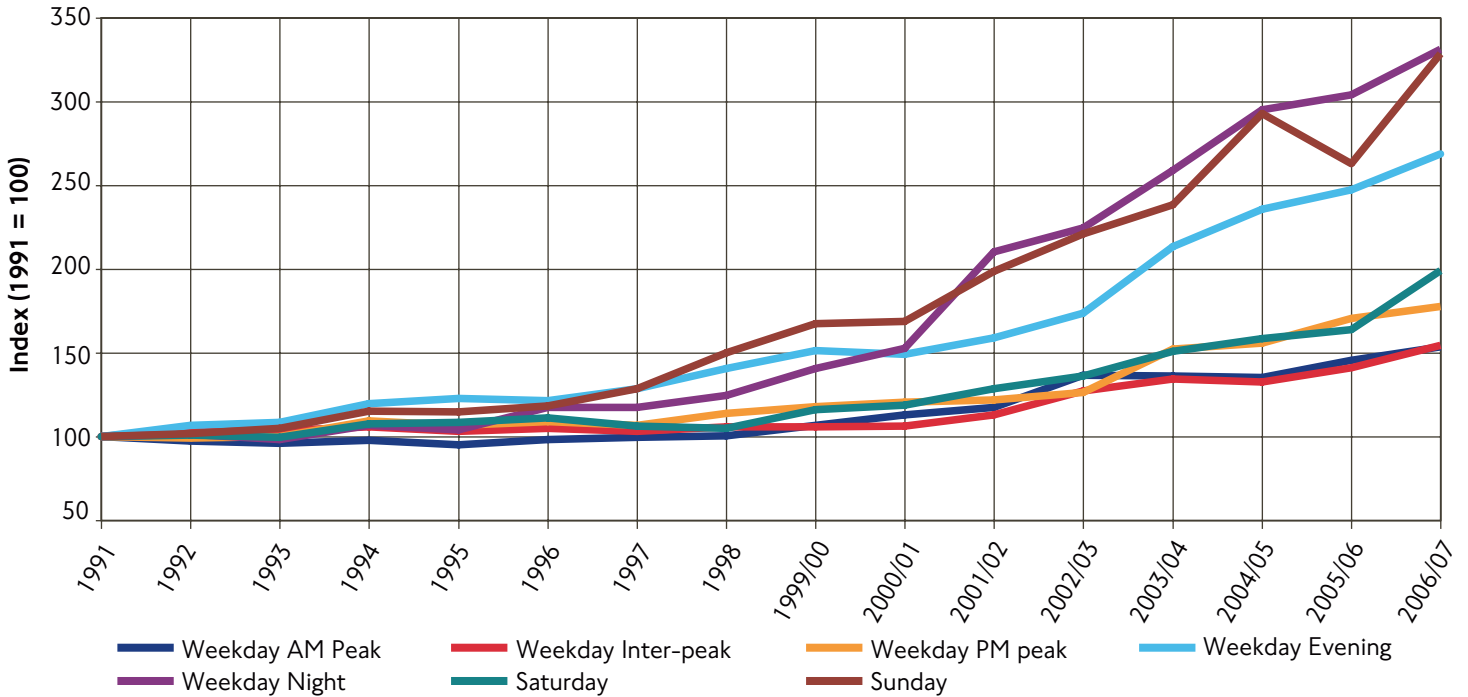
1. After 1998 using financial year GLBPS data.

See technical note.

3. Public transport

Chart 3.3.2 Weekday bus journey stages by time period: index (1991=100)

Source: GLBPS
Enquiries: 020 7126 4553



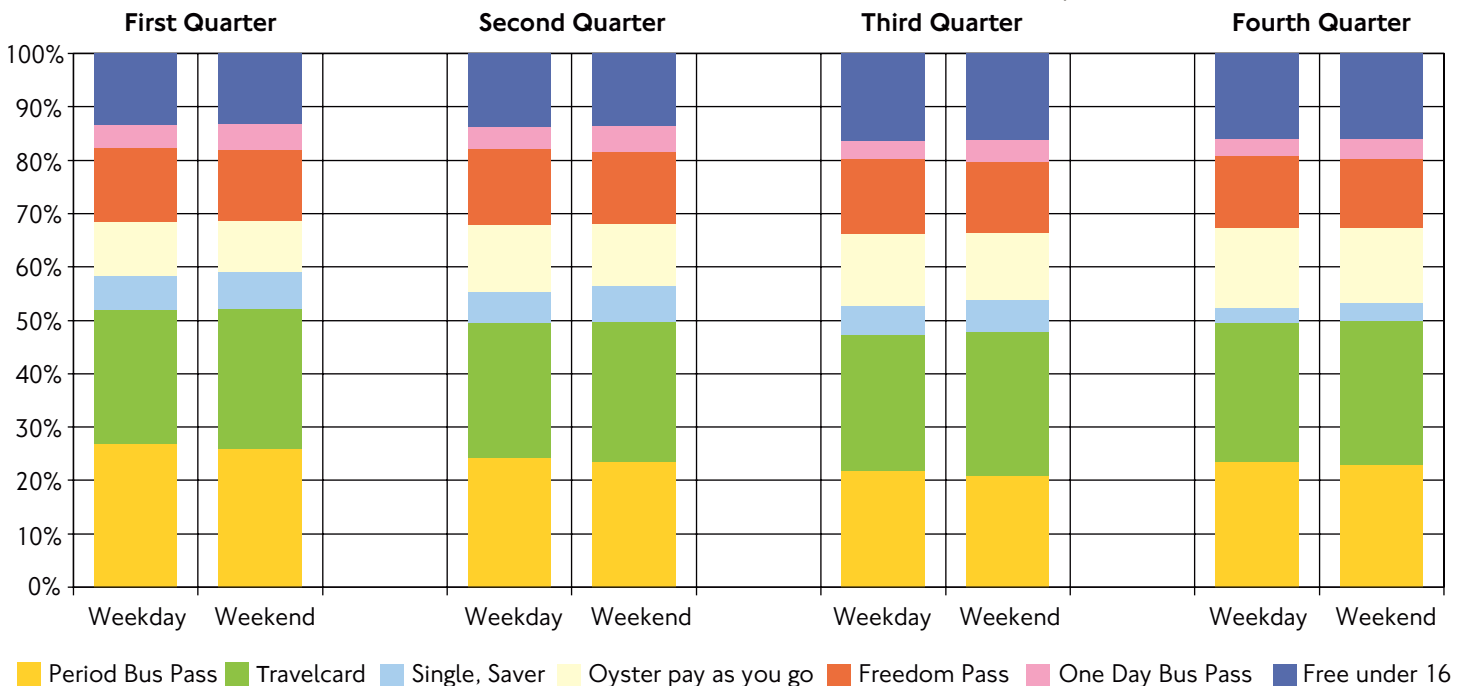
1. After 1998 using financial year GLBPS data.

See technical note.

As in 2005/06 all time periods showed an increase in the number of journey stages (on average by 6%). Night bus usage increased by 14% in 2006/07. Weekend journey stages also increased, especially on Sundays.

Chart 3.3.3 Weekend and weekday bus journey stages by ticket type (2006/07)

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

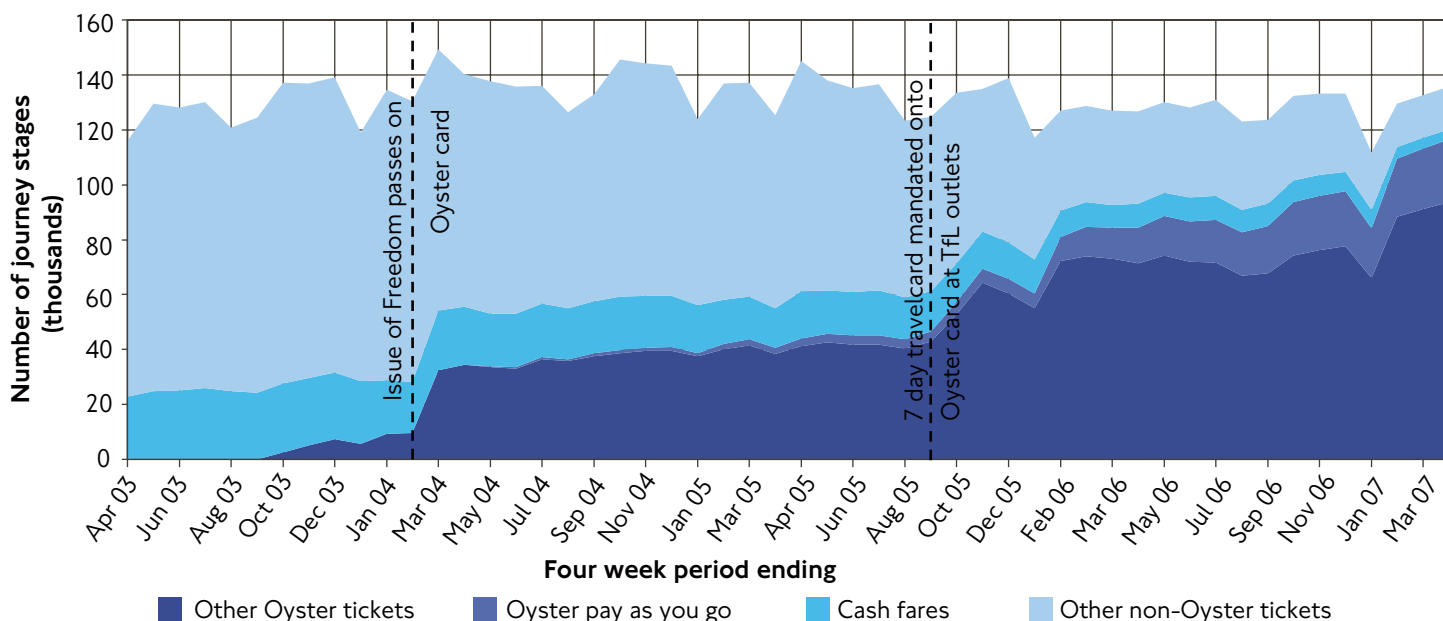


The mix of tickets used for bus travel was very similar at the weekend to that during the week in 2006/07. Oyster card pay as you go usage continued to increase rapidly throughout 2006/07, changing from 10% in weekdays in the first quarter to 15% in the fourth quarter. Conversely, use of cash based tickets continued to decline throughout the year. These include singles, savers and one day bus passes. All other ticket types are available on Oyster.

3. Public transport

Chart 3.3.4 Use of Oyster card for bus travel

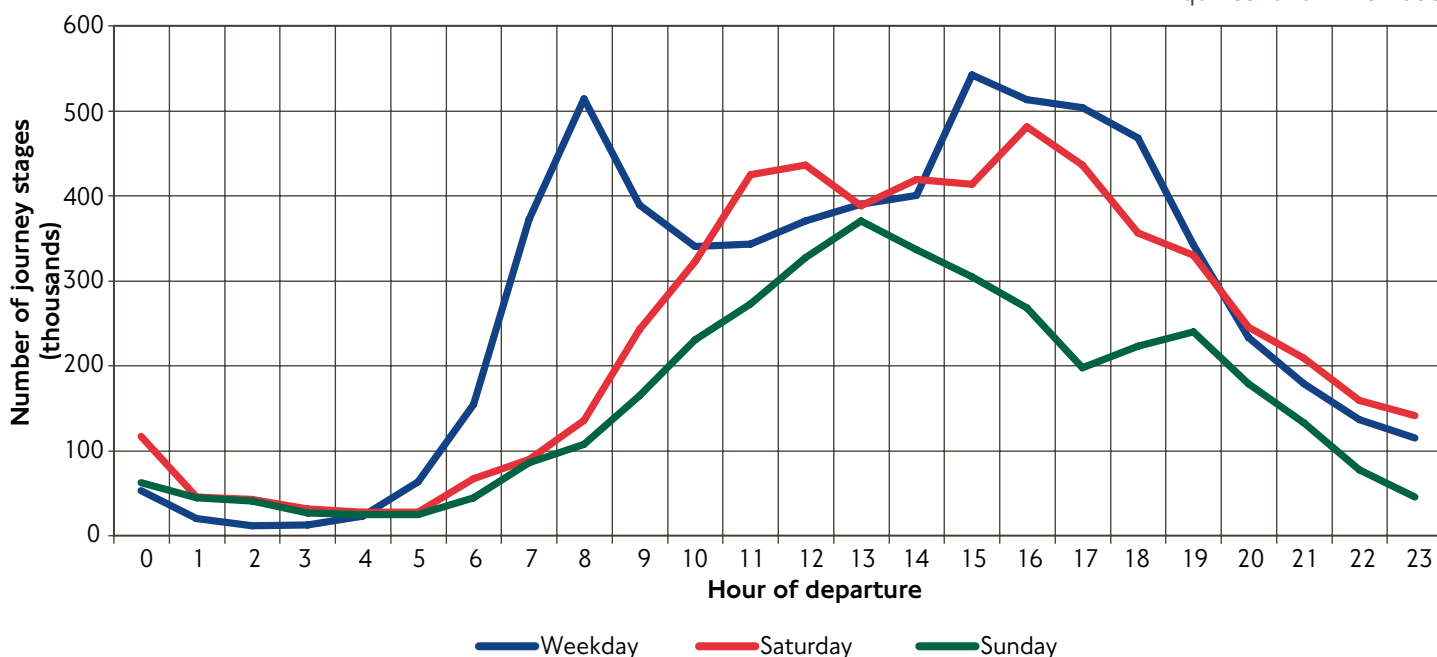
Source: Oyster card usage records, TFL Ticket Sales Data and GLBPS Enquiries: 020 7126 4616



The Oyster card was introduced in September 2003 for use on bus, Underground, DLR and trams. Freedom Passes for free travel by elderly and disabled people were transferred to Oyster card in 2004 and Travelcards in September 2005. From January 2006 Oyster card pay as you go fares were cheaper than cash fares for the same journeys. Since its introduction, Oyster card use has increased with a steady monthly growth and accounted for 85% of all bus journeys by March 2007. Cash fares and other ticket types decreased by more than 50% between March 2006 and March 2007, pay as you go usage increased by 96% and other Oyster card ticket types by 25% in the same period.

Chart 3.3.5 Weekday and weekend bus journey stages by hour of departure (2006/07)

Source: GLBPS Enquiries: 020 7126 4553



Weekday and weekend bus usage show distinctive hourly profiles, with weekdays showing two distinct peaks, one in the morning around 8am, and one between 3-6pm. On a Saturday a flatter profile is seen, with the largest demand during the daytime between 11am and 5pm. On Sundays, the demand is lower than on other days, with a peak at about 1pm.

3. Public transport

Table 3.3.2 Bus service reliability

Year	Percentage of scheduled kilometres			High frequency services ¹		Low frequency services ²
	Operated	Lost due to traffic congestion	Lost due to other causes	Average wait time (minutes)		Percentage of timetabled services on time ³
				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
2006/07	97.5	1.9	0.6	5.5	1.1	78.1
<i>Percentage change</i>						
1 year	•	•	•	-2%	0%	•
10 years	•	•	•	-14%	-40%	•

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.

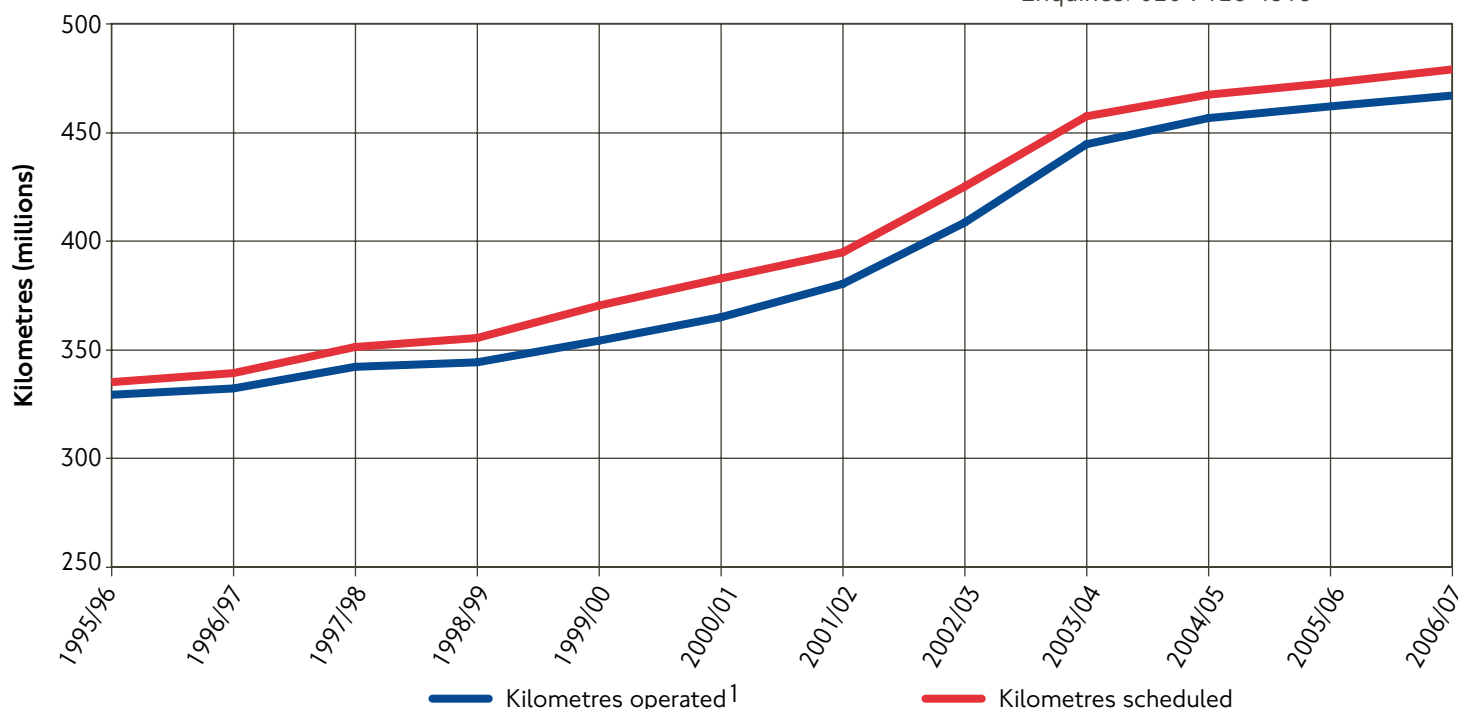
3. Buses are defined as on time if departing between 2.5 minutes before and 5 minutes after their scheduled departure times.

Bus service reliability maintained a very similar level in 2006/07 to that seen the previous year. There was a slight increase in bus kilometres lost to traffic congestion, although this was still lower than in 2002/03. There was a 2% drop in actual wait times for high frequency services, continuing the declining trend since 2000/01.

Chart 3.3.6 Scheduled and operated kilometres by bus

Source: TfL Service Performance Data

Enquiries: 020 7126 4616



1. Deducting scheduled kilometres lost due to traffic congestion.

3. Public transport

3.4. Underground

Table 3.4.1 London Underground key trends

Year	Passenger kilometres (m)	Passenger journey stages (m)	Real average fare per passenger kilometre at 2006/07 prices (pence)	Traffic revenue at 2006/07 prices (£m)	Train kilometres operated (m)	Average journey stage length (km)
1991/92	5,895	751	14.1	830	53.0	7.8
1992/93	5,758	728	14.7	848	53.0	7.9
1993/94	5,814	735	15.5	902	53.0	7.9
1994/95	6,051	764	16.3	989	55.0	7.9
1995/96	6,337	784	16.1	1,022	57.0	8.1
1996/97	6,153	772	16.9	1,040	59.0	8.0
1997/98	6,479	832	17.5	1,135	62.0	7.8
1998/99	6,716	866	17.8	1,195	61.2	7.8
1999/00	7,171	927	17.8	1,276	63.1	7.7
2000/01	7,470	970	17.7	1,322	63.8	7.7
2001/02	7,451	953	17.8	1,327	65.4	7.8
2002/03	7,367	942	17.7	1,307	65.4	7.8
2003/04	7,340	948	17.3	1,268	67.7	7.7
2004/05	7,606	976	17.4	1,321	69.5	7.8
2005/06 ¹	7,586	971	17.8	1,347	68.5	7.8
2006/07	7,665	1,014	18.5	1,417	69.8	7.6

Source: TfL Service Performance Data

Enquiries: 020 7126 4616

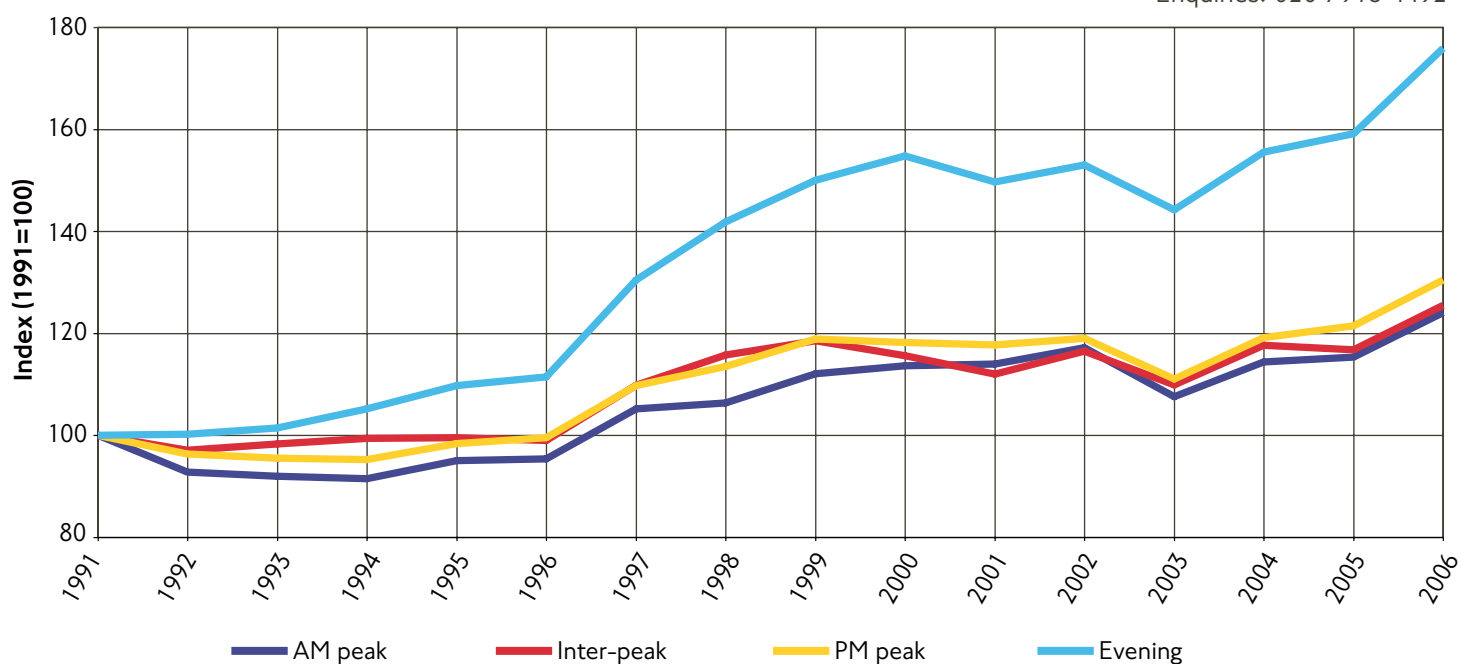
1. The revenue for 2005/06 includes a late Travelcard adjustment.

London Underground passenger kilometres and journey stages increased in 2006/07. Traffic revenue increased by 5%, partly due to the 4% increase in the average fare. Average journey stage length decreased, from 7.8km in 2005/06 to 7.6 in 2006/07.

Chart 3.4.1 Weekday Underground journey stages by time period: index (1991=100)

Source: LUL Entry Counts

Enquiries: 020 7918 4492

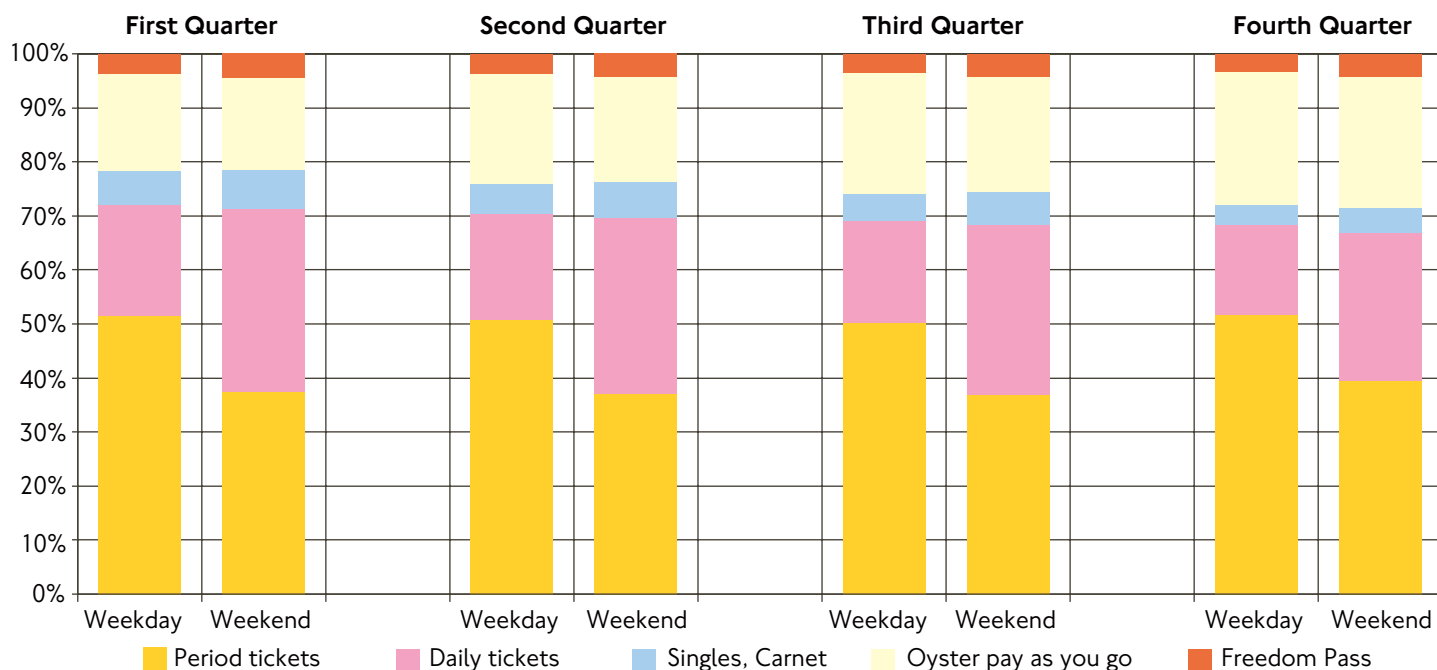


The number of journey stages on the Underground increased for all time periods in 2006 after a relatively flat trend in preceding years. Evening growth continued to far outdo other time periods, with an 11% increase since 2005 compared to an average 7% increase in other time periods.

3. Public transport

Chart 3.4.2 Weekday and weekend Underground journey stages by ticket type (2006/07)

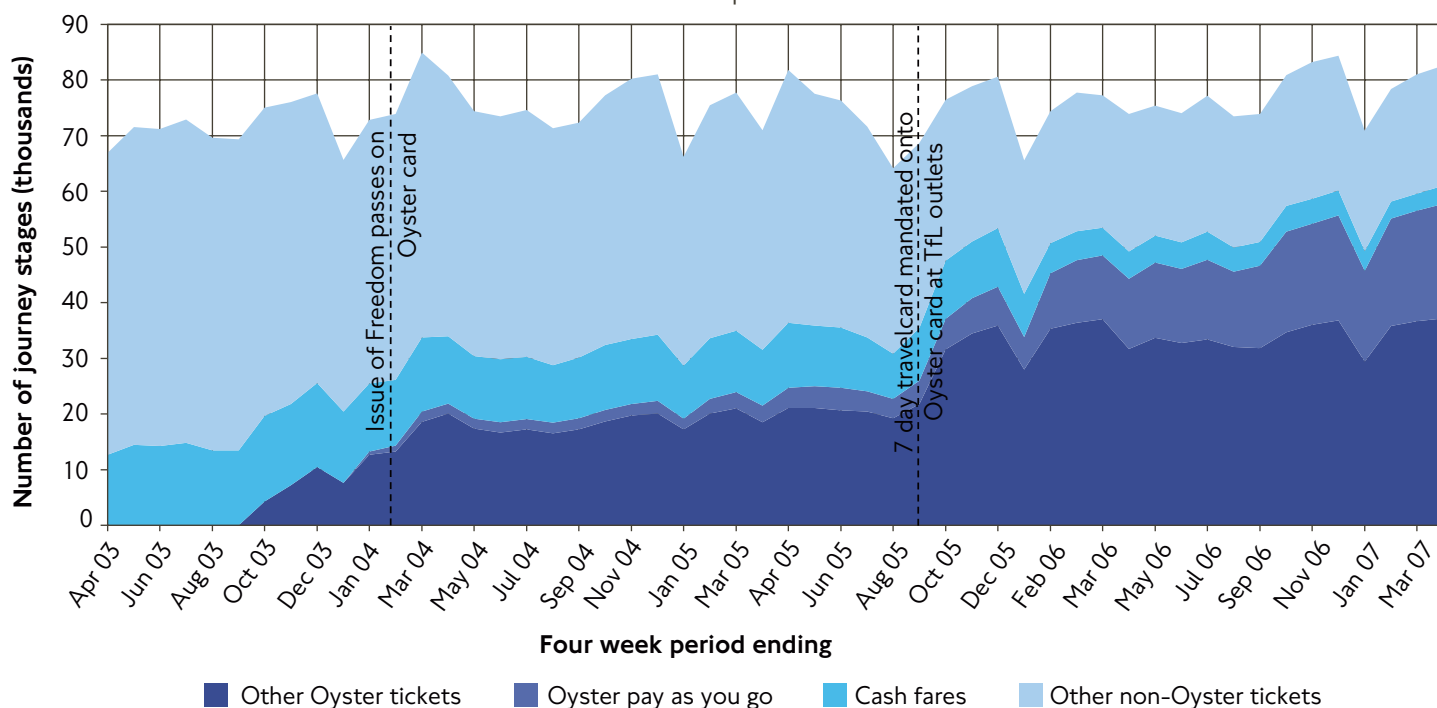
Source: TfL Ticket Sales Data, UUS
Enquiries: 020 7126 4616



The shares of weekday and weekend ticket types for Underground usage did not greatly change between the quarters in 2006/07. The main change was the increased use of Oyster card pay as you go, which rose by more than 10% between the fourth quarter and the fourth quarter of the previous year for both weekday and weekend. Conversely, singles/carnet saw a decrease of around 3% between the first and fourth quarter for both weekday and weekend, on what was already a small percentage share. Daily price capping is available on Oyster, meaning that the total pay as you go fare will be less than the equivalent one day travelcard fare, explaining some of the shift to Oyster.

Chart 3.4.3 Use of Oyster card for Underground travel

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



3. Public transport

The increased use of Oyster cards on the Underground in 2006/07 was similar to that seen for buses; usage of Oyster cards increased by 70% since they were introduced in September 2003.

Cash fares and other non-Oyster ticket types saw a decrease in usage between March 2006 and March 2007. Use of other Oyster card tickets remained similar to that seen in March 2006, while pay as you go use for Underground travel increased by 73% in the same period. In March 2007 Oyster card ticket types (including Freedom passes) accounted for over 60% of all tickets used on the Underground.

Chart 3.4.4 Weekday and weekend Underground journey stages by hour of departure (2005/06)

Source: LUL Entry Counts
Enquiries: 020 7918 4492

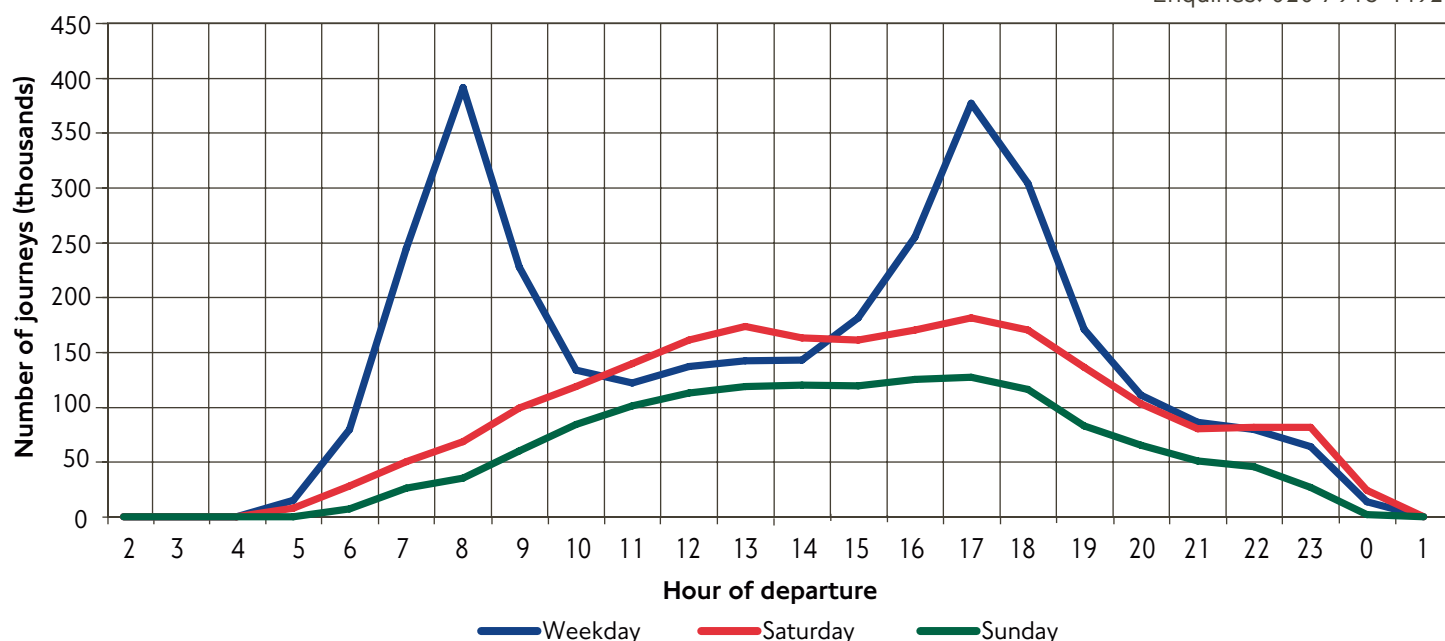


Table 3.4.2 London Underground service reliability

Year	Percentage of scheduled kilometres operated	Excess journey time (minutes) ¹
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	7.1
1999/00	94.3	7.5
2000/01	91.6	8.6
2001/02	92.9	8.1
2002/03	91.1	9.7
2003/04	93.1	7.4
2004/05	95.3	7.2
2005/06	93.6	7.5
2006/07	94.5	8.1

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, weighted based on how customers value time. Data not collected prior to 1998/99.

See technical note.

The percentage of scheduled kilometres operated increased in 2006/07 after the decrease in 2005/06 following the terrorist attacks in July 2005. However, the 2006/07 figure is still lower than that seen in 2004/05. Excess journey time increased by 0.6 minutes, continuing the trend seen over the previous two years.

3. Public transport

Chart 3.4.5 Scheduled and operated kilometres by Underground

Source: TfL Service Performance Data
Enquiries: 020 7126 4616

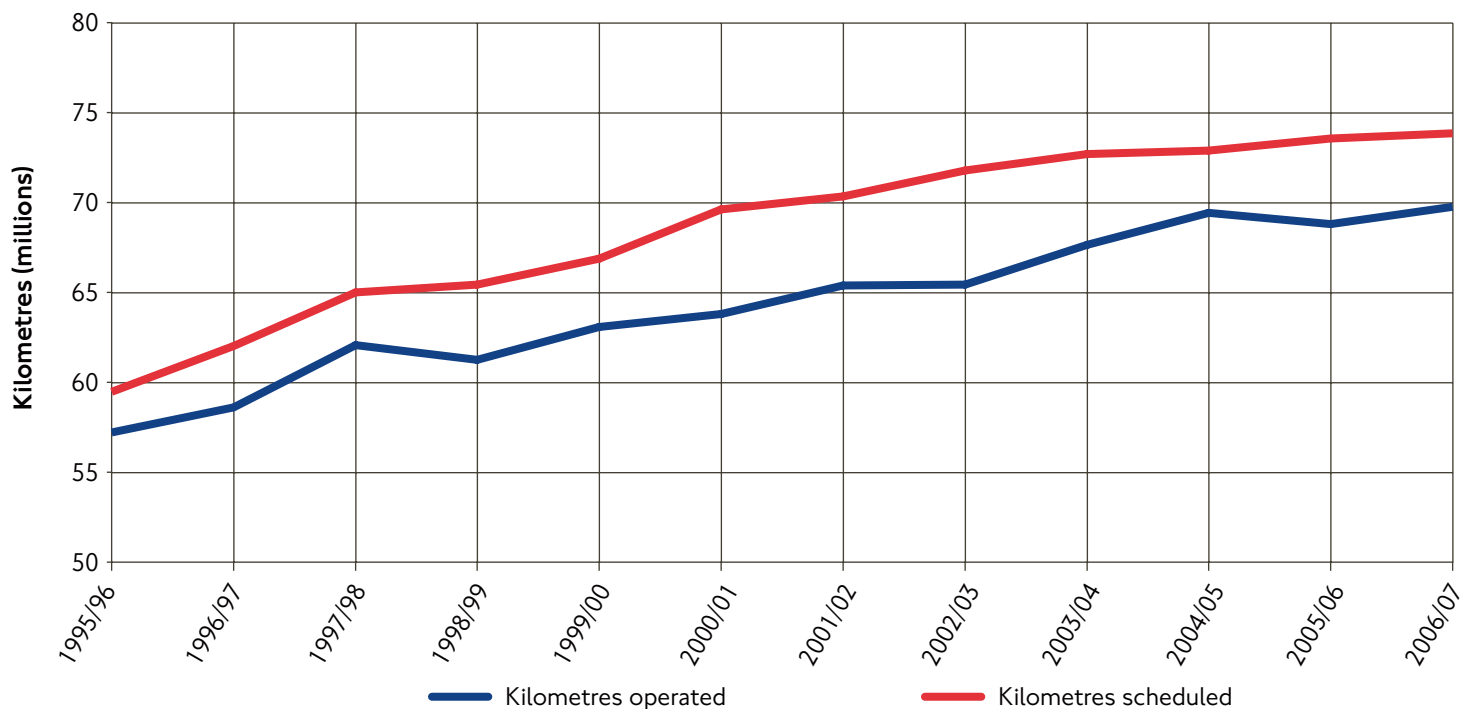
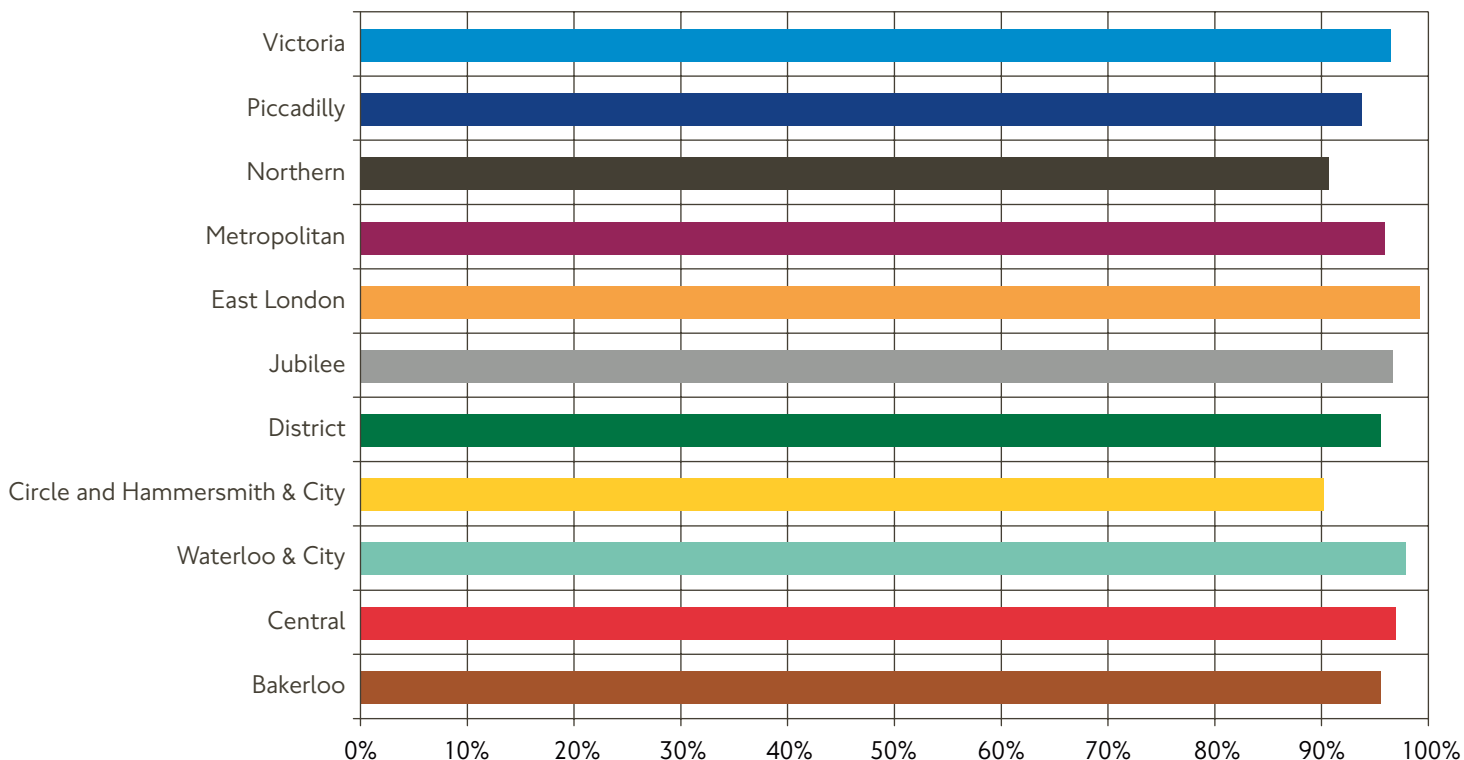


Chart 3.4.6 London Underground service reliability by line (2006/07)

Source: Transport for London
Enquiries: 020 7918 3439



Service reliability on London Underground is defined as the percentage of scheduled kilometres operated. The East London line was the most reliable in 2006/07 at 99.1%, followed by the Waterloo & City line (97.7%). The Circle and Hammersmith & City lines operated the lowest percentage of scheduled kilometres (90.1%), followed by the Northern line (90.6%).

3. Public transport

3.5. Rail

Table 3.5.1 National Rail passenger trips in London

Millions				
Year	All trips	Within London	To/from London	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
2005/06	503	232	271	46.1

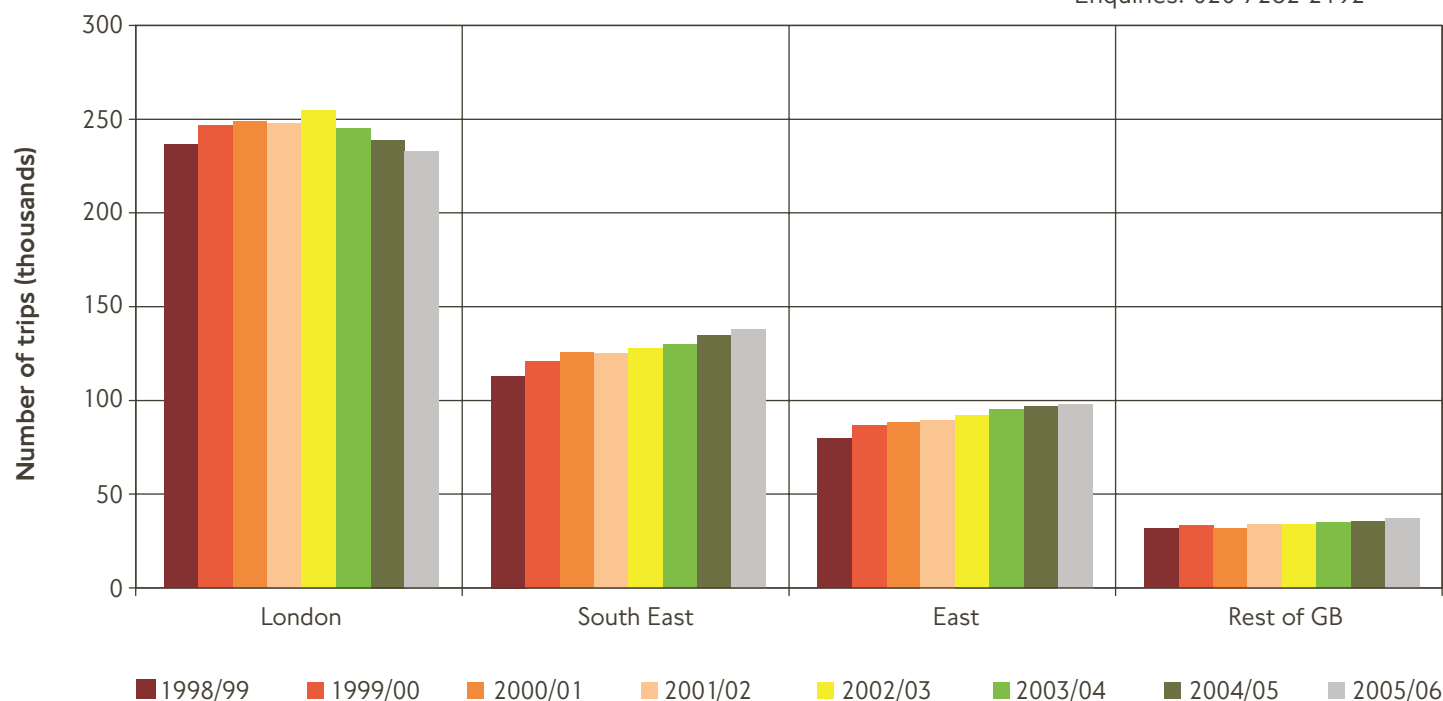
Source: Office of Rail Regulation

Enquiries: 020 7282 2192

See technical note.

Chart 3.5.1 National Rail trips to/from London by region of origin/destination

Source: Office of Rail Regulation
Enquiries: 020 7282 2192

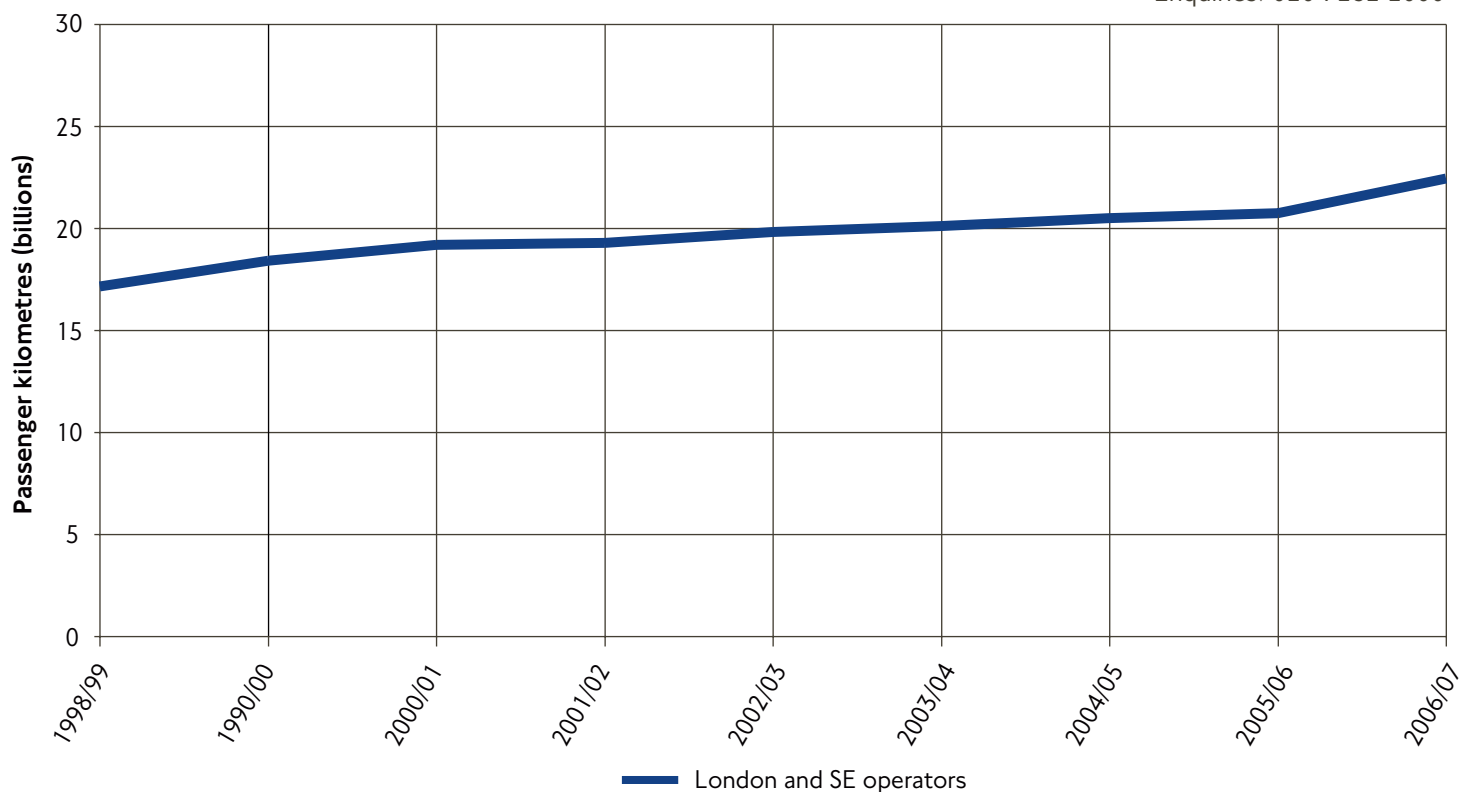


The South East and East have seen the highest increases in National Rail trips to and from London; the South East by 18% and East by 19%. However, trips within London have decreased by nearly 9% since the peak in 2002/03.

3. Public transport

Chart 3.5.2 London and the South East operators passenger kilometres

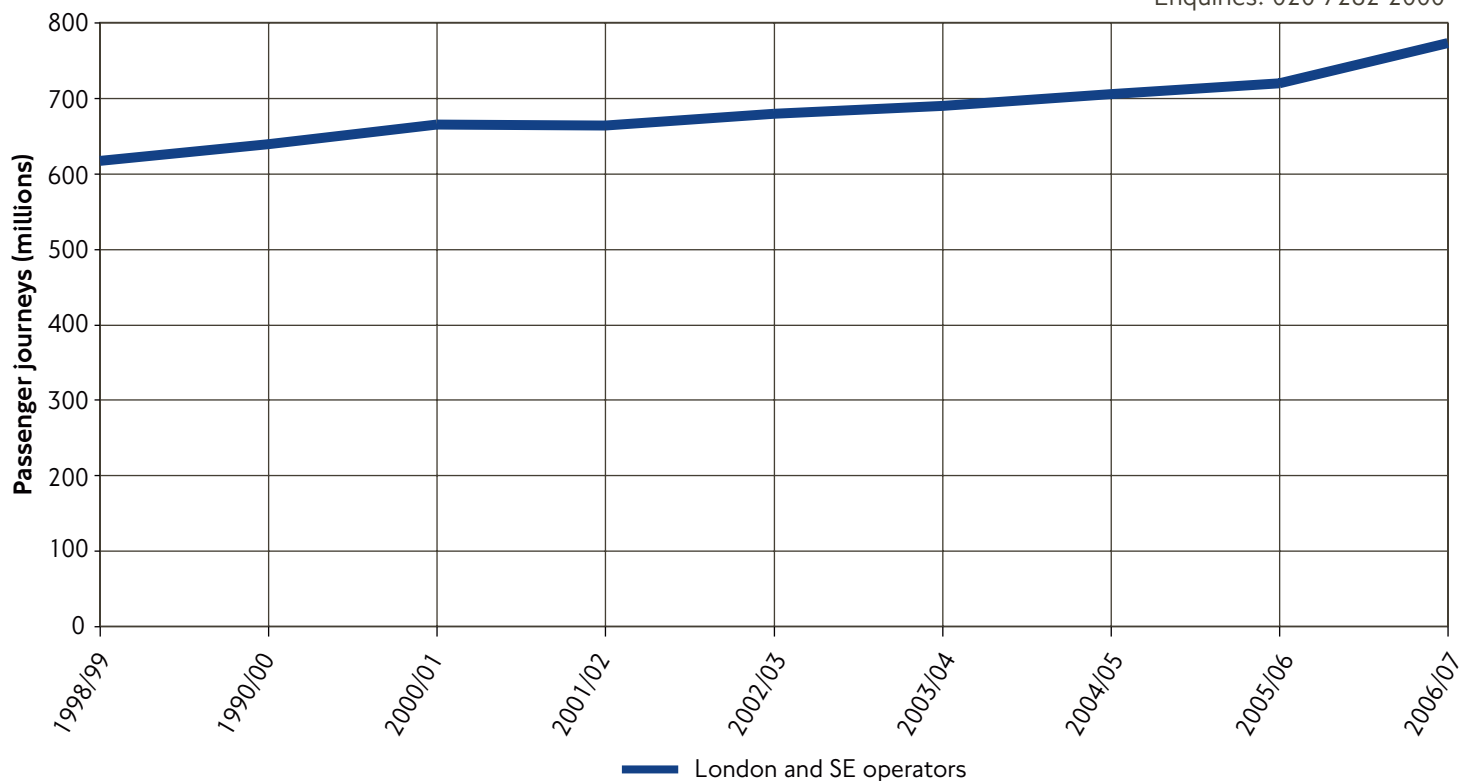
Source: ORR
Enquiries: 020 7282 2000



Passenger kilometres by rail in London and the South East continued the general increasing trend seen in previous years. An increase of 8% was seen in 2006/07, with 22.4 billion passenger kilometres travelled.

Chart 3.5.3 London and the South East operators passenger journeys

Source: ORR
Enquiries: 020 7282 2000

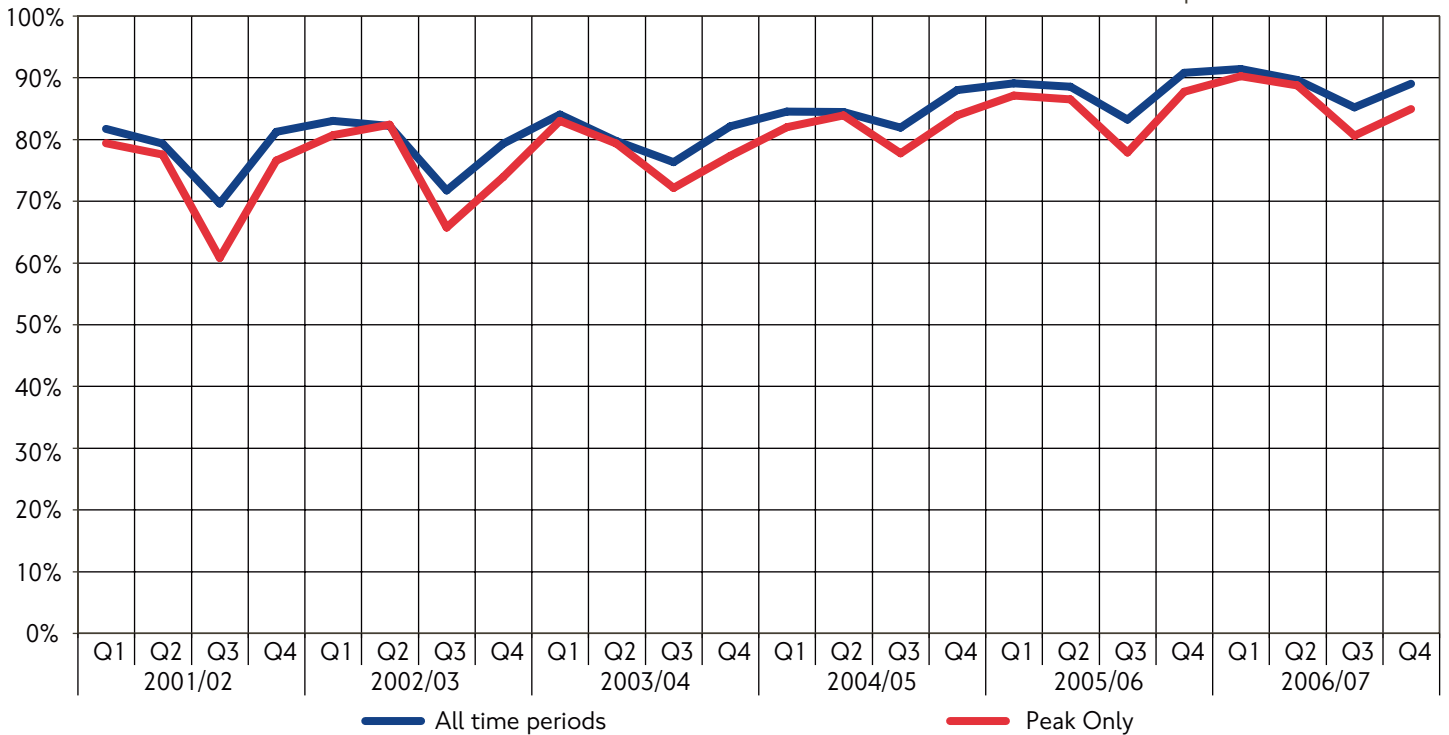


Passenger journeys on London and South East operator services have also shown an increasing trend since 1998/99. 2006/07 saw a particularly sharp increase, with journeys in London and the South East up by 7%.

3. Public transport

Chart 3.5.4 London and the South East operators percentage of trains arriving on time

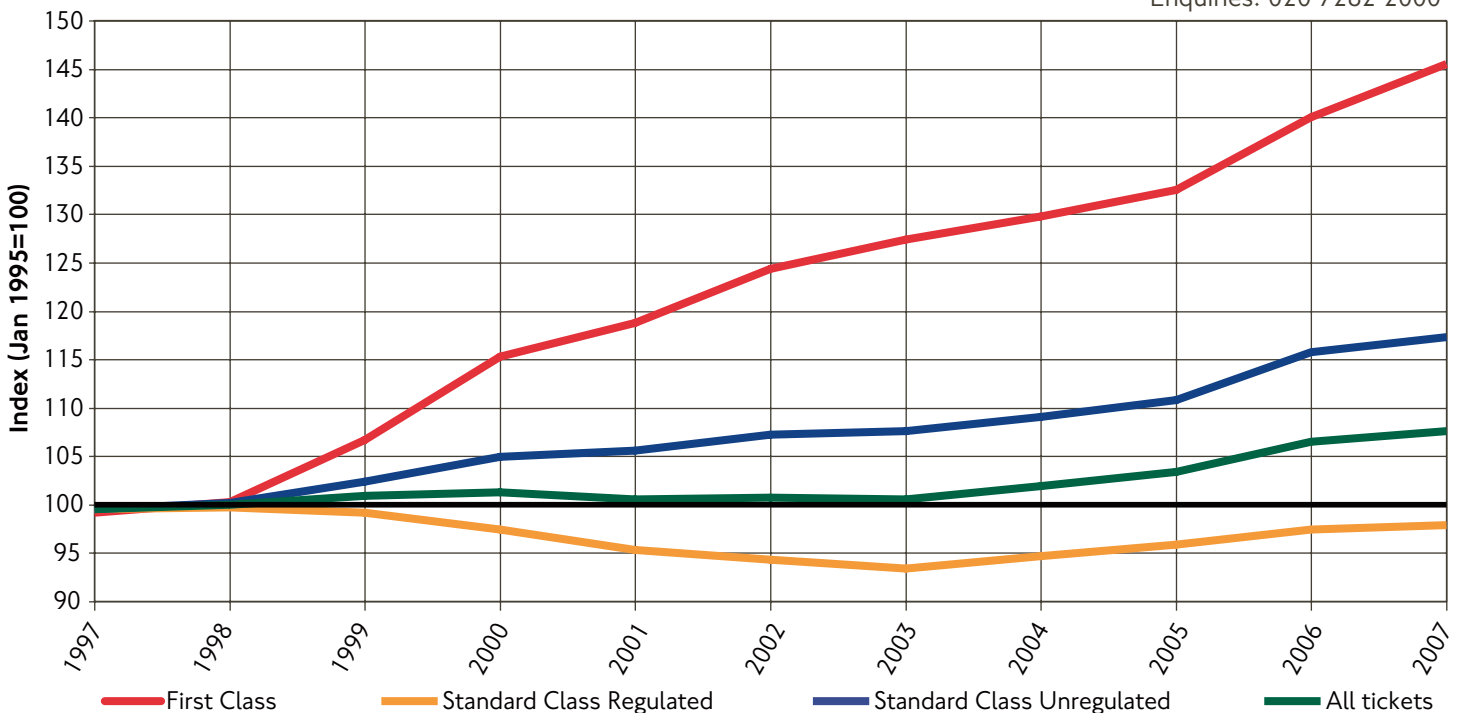
Source: ORR
Enquiries: 020 7282 2000



The percentage of trains arriving on time continued in an annual cycle for both peak and all services, with the highest rates seen in the first quarter (April to June) of each year. The percentage of trains arriving on time was lower in the peak period than over the whole day.

Chart 3.5.5 Rail fare trends (adjusted for inflation) London and the South East operators: index (Jan 1995=100)

Source: ORR
Enquiries: 020 7282 2000



Since 1995, rail fares charged by London and South East operators increased in real terms for both standard (unregulated) and first class tickets while standard class regulated fares, after falling between 1998 and 2003, rose again to reach 2% below the 1995 level in January 2007.

3. Public transport

3.6. Docklands Light Railway

Table 3.6.1 Docklands Light Railway key trends

Year	Passenger kilometres (m)	Passenger journey stages (m)	Average fare per passenger kilometre at 2006/07 prices (pence)	Traffic revenue at 2006/07 prices (£m)	Train kilometres (m)
1987/88	15.4	3.3	17.7	2.7	0.5
1988/89	32.0	6.6	14.4	4.6	0.8
1989/90	37.8	8.5	14.9	5.6	0.7
1990/91	33.0	8.0	14.6	4.8	0.8
1991/92	32.3	7.9	13.8	4.5	1.0
1992/93	32.5	6.9	16.4	5.3	1.1
1993/94	39.4	8.3	16.5	6.5	1.1
1994/95	55.0	11.5	17.0	9.4	1.5
1995/96	70.0	14.5	17.9	12.5	2.0
1996/97	85.6	16.7	18.4	15.8	2.3
1997/98	109.9	21.4	17.3	19.0	2.4
1998/99	138.7	27.6	17.7	24.6	2.5
1999/00	152.2	30.9	17.6	26.7	2.6
2000/01	195.3	38.4	17.7	34.5	2.9
2001/02	206.9	41.3	19.0	39.3	2.9
2002/03	232.0	45.7	18.2	42.3	3.2
2003/04	235.0	48.5	18.1	42.5	3.4
2004/05	242.8	50.1	19.1	46.3	3.3
2005/06	257.4	53.0	19.9	51.2	3.6
2006/07	300.6	61.3	17.5	52.5	4.3

Source: DLR

Enquiries: 020 7363 9611

DLR saw a continued increase in use in 2006/07. Both passenger kilometres and journeys (boardings) continued to rise. At the same time, the average fare paid per passenger kilometre decreased to the lowest level since 1997/98.

Table 3.6.2 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
2006/07	99.2	97.8

Source: DLR

Enquiries: 020 7363 9580

DLR service reliability continued to improve and in 2006/07 was at its highest since monitoring began in 1997/98.

3. Public transport

3.7. Croydon Tramlink

Table 3.7.1 Croydon Tramlink key trends

Year	Passenger kilometres (m)	Passenger journey stages (m)	Average fare per passenger kilometre at 2006/07 prices (pence)	Traffic revenue at 2006/07 prices (£m)	Tram kilometres operated (m)	Average journey stage length (km)
2001/02	97	18.6	13.7	13.3	2.4	5.2
2002/03	100	19.2	13.8	13.7	2.5	5.2
2003/04	103	19.8	13.7	14.1	2.5	5.2
2004/05	113	21.8	14.9	16.9	2.4	5.2
2005/06	117	22.5	15.6	18.3	2.4	5.2
2006/07	127	24.5	14.5	18.5	2.5	5.2

Source: Tramtrack Croydon Limited

Enquiries: 020 8689 3788

1. In 2006/07, passengers under the age of 5 were included for the first time.

Croydon Tramlink services began in 2000/01, with the first full year of operation being 2001/02, and since then a steady rise has been seen in its usage. In 2006/07 the number of passenger kilometres and journey stages increased. The traffic revenue also increased slightly, even though there was a fall in the average fare.

Table 3.7.2 Croydon Tramlink service reliability

Year	Scheduled kilometres (thousands)	Operated kilometres (thousands) ¹	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
2006/07	2.57	2.54	98.7

Source: Tramtrack Croydon Limited

Enquiries: 020 8689 3788

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

The percentage of scheduled kilometres operated by Croydon Tramlink increased in 2006/07 to 98.7%, just below the level achieved in the first 3 years of operation.

3. Public transport

3.8. Taxis

Table 3.8.1 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
2007	21.5	3.1	24.6	21.6	131.3

Source: TfL Public Carriage Office, PCO Licensing Book

Enquiries: 020 7126 7865

See technical note.

2007 saw very little change from 2006, with the number of licensed drivers remaining static, while the number of licensed taxis fell by less than 1%. Fares continued to increase, with real fares almost a third higher than 1994.

Table 3.8.2 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
2007	2.1	44.4	38.0

Source: TfL Public Carriage Office

Enquiries: 020 7126 7865

See technical note.

The number of both licensed private hire vehicles and drivers increased significantly in 2007, by 10% and 22% respectively.

3. Public transport

3.9. Coach travel

Table 3.9.1 Coach travel to and from Victoria Coach Station

Year			Thousands
	Domestic coach departures ¹	International coach departures	Total passenger numbers (millions) ²
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
2006/07	177	11	8.10

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.

Both domestic and international coach departures decreased between 2005/06 and 2006/07, but total passenger numbers increased.

Table 3.9.2 Central London coach movements

	Percentage							
	Summer 2003	Easter 2004	Summer 2004	Easter 2005	Summer 2005	Easter 2006	Summer 2006	Easter 2007
Service type:								
Private Hire	28	24	35	34	33	25	36	30
Scheduled	47	54	52	49	53	57	49	49
Foreign (non-UK registered)	9	15	10	13	11	17	12	20
Other	16	7	3	3	3	2	2	1
All types	100	100	100	100	100	100	100	100
Number of coaches¹	3,391	3,077	3,693	3,221	3,043	2,912	3,266	3,107
Load type:								
Full	27	31	34	38	42	42	48	48
Half full	30	29	24	22	22	20	19	18
Nearly empty	13	13	10	10	10	9	8	7
Empty/out of service	27	26	31	28	25	28	25	26
Not known	3	2	1	1	1	1	–	–
All types	100	100	100	100	100	100	100	100

Source: Central London Coach Survey

Enquiries: 020 7027 9650

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

Coach movements increased in Summer 2006 compared with the previous year, but remain below those seen in 2003 and 2004. The number of non-UK registered coaches continued to increase, and more full coaches, as opposed to half full or nearly empty, were also observed.

3. Public transport

3.10 River services

Table 3.10.1 Tickets sold at London River Services piers

	Thousands							
Piers ¹	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Bankside	4	3	5	45	80	109	114	104
Blackfriars ²	7	25	28	67	13	24	29	••
Embankment	316	357	395	345	310	255	190	216
Festival	11	15	18	9	10	9	6	8
Greenwich	215	177	185	162	197	184	194	209
Millbank	•	•	•	•	59	83	75	93
Tower	274	237	224	235	207	289	272	332
Waterloo ³	61	291	178	272	171	•	•	•
Westminster	725	468	706	634	636	745	721	796
All Piers	1,613	1,574	1,739	1,767	1,682	1,699	1,601	1,759
Percentage change								
1 year	••	-2.4%	10.5%	1.6%	-4.8%	1.0%	-5.7%	9.9%
Thames Clippers ⁴	••	••	••	••	183	367	525	662

Source: TfL London River Services

Enquiries: 020 7941 2405

1. Excludes charter ticket sales.

2. From 2006, Blackfriars is served only by Thames Clippers therefore all passengers at this pier are included in the Thames Clippers total.

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

4. Thames Clippers run under contract to LRS. Passengers have not been counted in LRS pier totals.

See technical note.

The total tickets sold for London River Services increased by 9.9% in 2006/07. The number of boardings of the Thames Clipper service also increased in 2006/07, by 26%.

3. Public transport

3.11. Dial-a-Ride

Table 3.11.1 Dial-a-Ride key trends

Year	Number of journeys (thousands)	Number of buses	Registered passengers (thousands)	Average cost per passenger journey (2006/07 prices) (£)	Total grant (2006/07 prices) (£m)
1990/91	676	160	77	17.27	12.7
1991/92	745	175	82	17.24	14.6
1992/93	750	177	39	19.09	14.9
1993/94	746	193	51	19.78	16.7
1994/95	835	215	61	17.19	17.6
1995/96	961	242	66	14.38	15.1
1996/97	993	244	80	13.40	14.8
1997/98	1,084	245	93	12.50	14.3
1998/99	1,142	262	107	12.28	14.5
1999/00	1,178	287	71	12.25	15.4
2000/01	1,222	292	73	11.90	15.0
2001/02	1,260	302	86	13.25	16.7
2002/03	1,269	317	96	14.06	17.9
2003/04	1,325	316	61	14.65	18.3
2004/05	1,261	316	66	18.12	21.9
2005/06	1,232	336	71	19.85	23.7
2006/07	1,173	342	72	23.42	26.7

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.
3. Additional costs in 2005/06 and 2006/07 were caused by delays to the implementation of a new booking system and central call centre.

See technical note.

The number of journeys on Dial-a-Ride services decreased by nearly 5% in 2006/07. The average cost per passenger journey increased by 18%, due to additional booking staff costs in 2005/06 and 2006/07.

3. Public transport

3.12. Taxicard

Table 3.12.1 Taxicard key trends

Year ¹	Number of journeys (thousands)	Number of members (thousands)	Average cost per vehicle trip at 2006/07 prices (£) ²	User contribution at 2006/07 prices (£) ³	Total joint funding (TfL & Boroughs) at 2006/07 prices (£m) ²
1990/91	756	35	12.90	••	••
1991/92	760	37	12.46	••	••
1992/93	765	45	12.58	••	••
1993/94	702	40	10.17	••	••
1994/95	741	45	10.72	••	••
1995/96	751	44	10.25	••	••
1996/97	553	36	11.38	••	••
1997/98	500	43	11.75	••	••
1998/99	533	45	11.40	••	••
1999/00	501	44	11.73	••	••
2000/01	478	41	12.18	••	••
2001/02	523	39	12.71	4.85	10.25
2002/03	653	44	12.80	4.30	11.74
2003/04	791	50	13.15	4.02	12.19
2004/05	948	63	12.19	2.70	12.99
2005/06	1,118	74	14.24	2.49	13.38
2006/07	1,275	77	13.70	2.28	15.30
Percentage change					
1 year	14%	4%	-4%	-8%	14%
10 years	131%	113%	20%	••	••

Source: Taxicard Survey

Enquiries: 020 7126 1921

- Up to 2003/04 excludes Barnet, Greenwich, Redbridge and Westminster, which operated their own Taxicard scheme. From 2004/05, only Westminster is excluded.
- The average cost per trip comprises the total metered fare, plus an administration fee, before the user's contribution is deducted.
- The user contribution comprises the user's minimum fare, plus any amount on the meter that is in excess of the borough's subsidy. Data available since TfL funding began in 2001.

See technical note.

Both the number of journeys and the number of Taxicard members continued to increase in 2006/07. In ten years, the number of journeys has more than doubled. The average cost per vehicle trip and user contribution both decreased in real terms compared to the previous year. Since TfL funding began in 2001, the number of members increased by 85% and the number of journeys per member by 44%.

Table 3.12.2 Capital Call key trends

Year	Number of journeys (thousands)	Number of members (thousands)	Average cost per vehicle trip at 2006/07 prices (£)	User contribution (2006/07 prices) (£)
2004/05	15.6	3.4	14.65	1.60
2005/06	20.6	5.0	15.13	1.56
2006/07	21.8	6.6	15.83	1.50
Percentage change				
1 year	6%	33%	5%	-4%

Source: Capital Call survey

Enquiries: 020 7126 1921

- The average cost per vehicle trip does not include administration costs.

See technical note.

The numbers of journeys and members for Capital Call continued to increase in 2006/07. The number of members increased by a third in 2006/07, almost doubling the initial membership in 2004/05. The average cost per vehicle trip also increased, although the user contribution decreased by 4% in real terms.

4. Private transport

4.1. Road traffic

Table 4.1.1 London road traffic by road class

Billion vehicle-kilometres

Year	Motorways and trunk roads	Principal roads	Minor roads	All roads London	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 ¹	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
2006	2.2	18.1	12.7	33.0	506.4
Total road length (km)	60	1,720	13,146	14,926	398,350

Source: National Road Traffic survey, DfT

Enquiries: 020 7027 9343

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

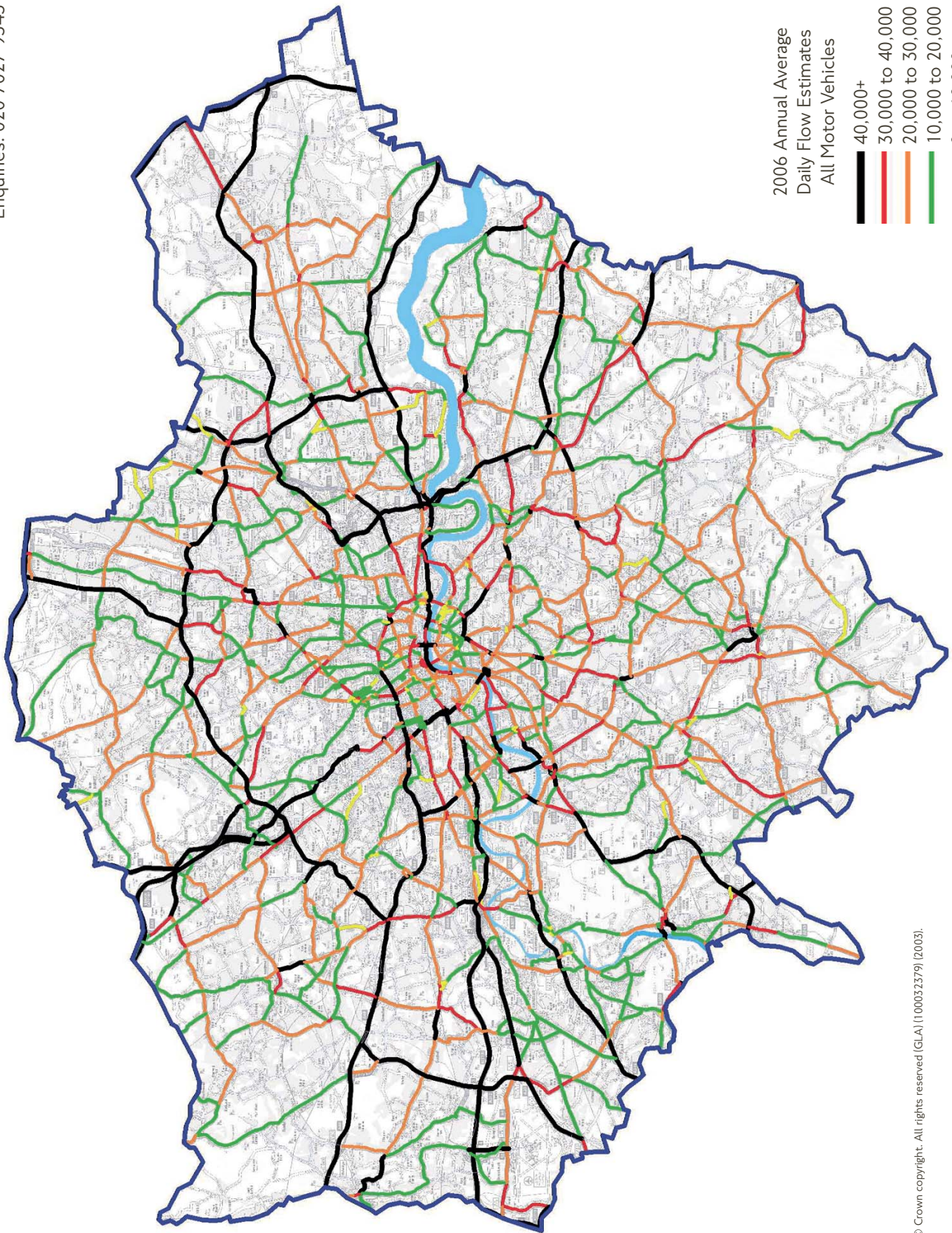
See technical note.

Road traffic in London in 2006 remained at a similar level to that seen in 2005. Levels of road traffic in London have remained static since 1999, with less than 1% growth between then and 2006. In contrast, road traffic in Britain as a whole has increased by over 8% between 1999 and 2006. Traffic on London's motorways increased by 10% in 2006, although levels were no higher than in 2001.

4. Private transport

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

Chart 4.1.1 Annual average daily vehicle flows (2006)



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4. Private transport

Table 4.1.2 London road traffic by vehicle type and road class (2006)

Road class	Million vehicle-kilometres					
	Cars and taxis	Two-wheeled motor vehicles	Buses and coaches	Light vans	Goods vehicles	All motor vehicles
Motorways	1,682	19	15	265	218	2,199
Principal roads	14,455	482	409	2,182	664	18,192
All minor roads	10,261	322	197	1,680	191	12,650
All roads	26,398	823	621	4,126	1,073	33,041

Source: National Road Traffic Survey, DfT

Enquiries: 020 7944 3095

See technical note.

Table 4.1.3 Average daily vehicle flows on major roads in London by vehicle type

Year	Thousand vehicles per day					
	Cars and taxis	Two-wheeled motor vehicles	Buses and coaches	Light vans	Goods vehicles	All motor vehicles
1993	24.8	0.6	0.4	3.1	1.3	30.3
1994	25.2	0.6	0.5	3.2	1.3	30.8
1995	25.1	0.6	0.5	3.4	1.3	30.8
1996	25.3	0.6	0.5	3.3	1.3	31.1
1997	25.4	0.7	0.5	3.4	1.3	31.3
1998	25.4	0.7	0.5	3.3	1.5	31.3
1999	25.8	0.7	0.5	3.5	1.4	31.9
2000	25.6	0.7	0.5	3.5	1.4	31.8
2001	25.5	0.7	0.5	3.6	1.4	31.7
2002	25.2	0.7	0.6	3.4	1.4	31.2
2003	24.7	0.8	0.6	3.7	1.3	31.1
2004	24.5	0.7	0.6	3.5	1.4	30.8
2005	24.4	0.7	0.6	3.6	1.4	30.7
2006	24.8	0.8	0.7	3.8	1.4	31.4

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.

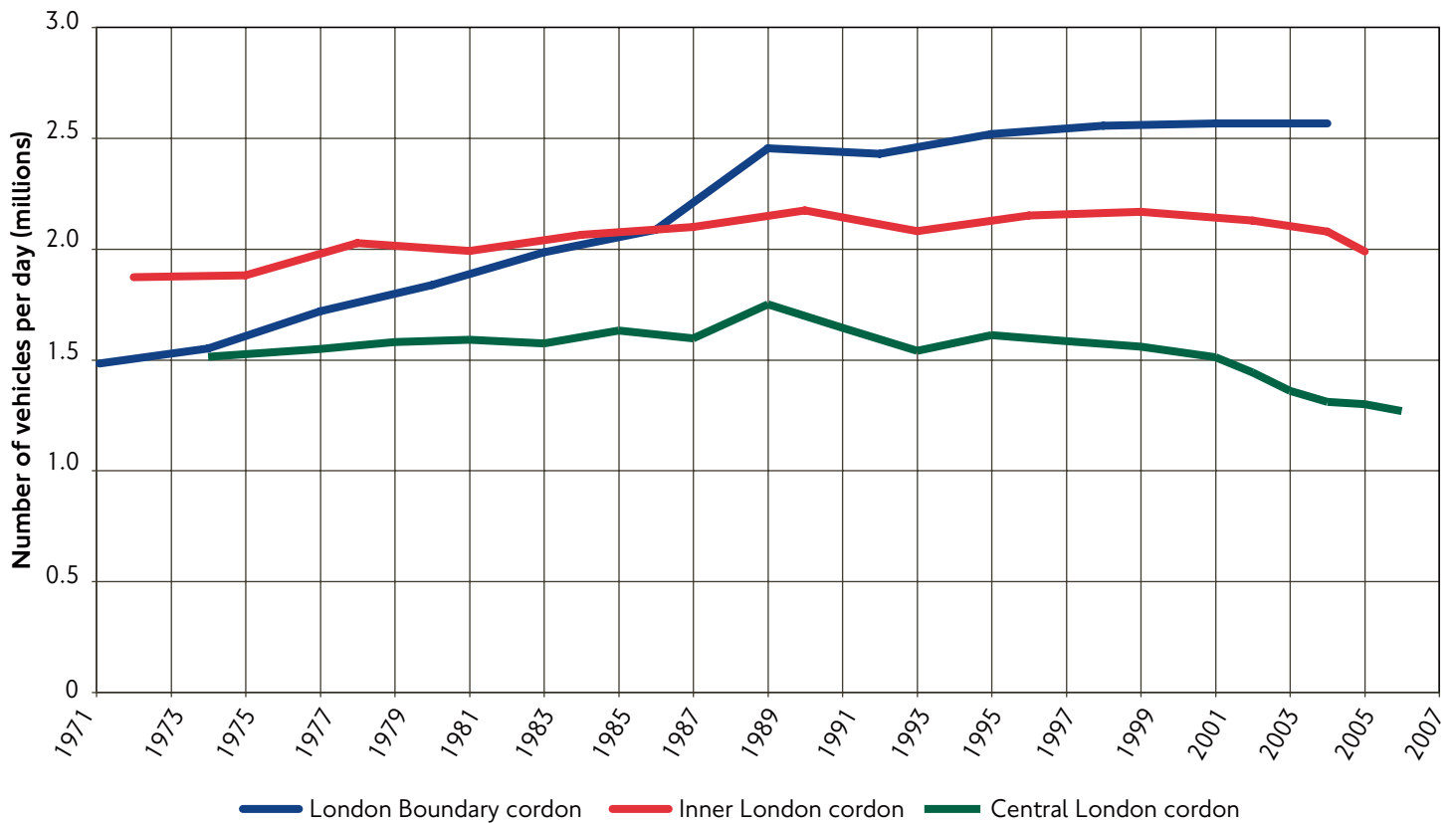
See technical note.

Vehicle flows on major roads in London have remained relatively stable since the start of the century. There was a slight increase in the number of cars and taxis in 2006, which was 2% higher than 2005 levels. The number of motorcycles on London's major roads also increased, by 14%.

4. Private transport

Chart 4.1.2 Cordon crossings – all motor vehicles

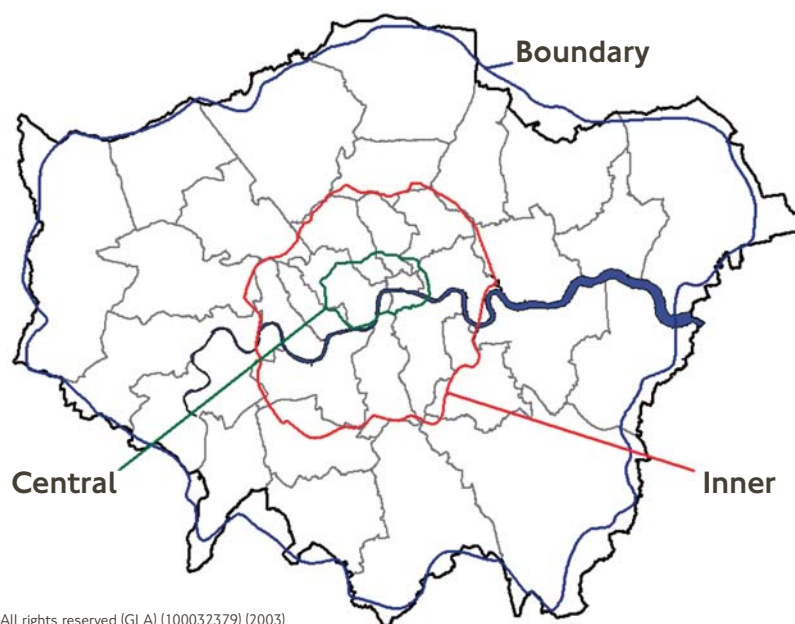
Source: Transport for London
Enquiries: 020 7027 9343



As in previous years, the number of vehicles crossing the central cordon fell in 2006, decreasing by 2%.

Chart 4.1.3 Location of London road traffic cordons

Source: Transport for London
Enquiries: 020 7027 9343



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4. Private transport

4.2. Speeds

Table 4.2.1 Average traffic speeds in Greater London

Year	Greater London				
	Central area	Rest of inner area	All inner	Outer area	All areas
Miles per hour					
Morning peak period					
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
2006-2009	9.3	11.2	10.7	••	••
Daytime off-peak period					
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
2006-2009	9.4	13.7	12.3	••	••
Evening peak period					
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
2006-2009	10.2	12.2	11.7	••	••

Source: TfL Traffic Speed Survey

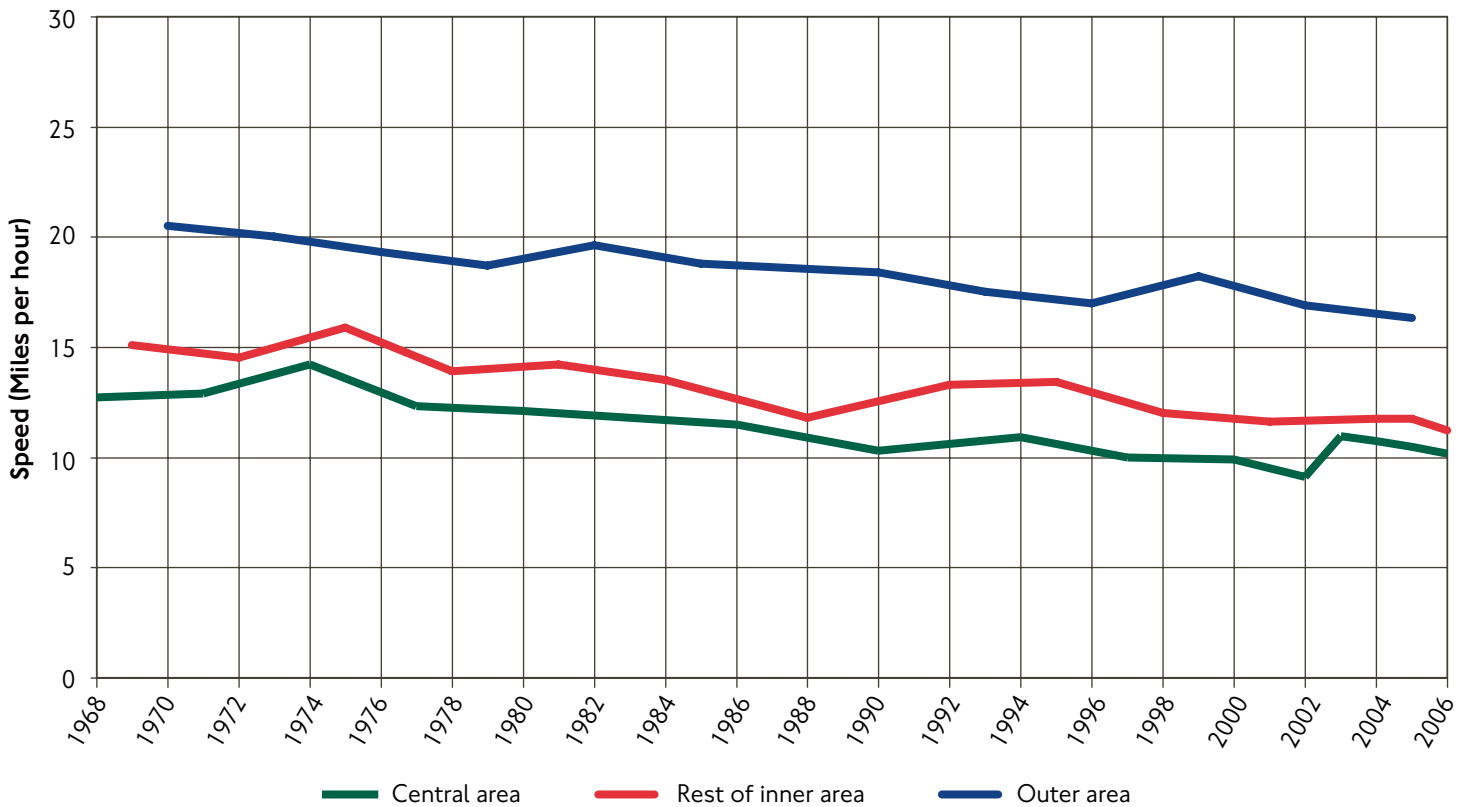
Enquiries: 020 7027 9343

See technical note.

4. Private transport

Chart 4.2.1 London traffic speeds in the morning peak

Source: TfL Traffic Speed Survey
Enquiries: 020 7027 9343

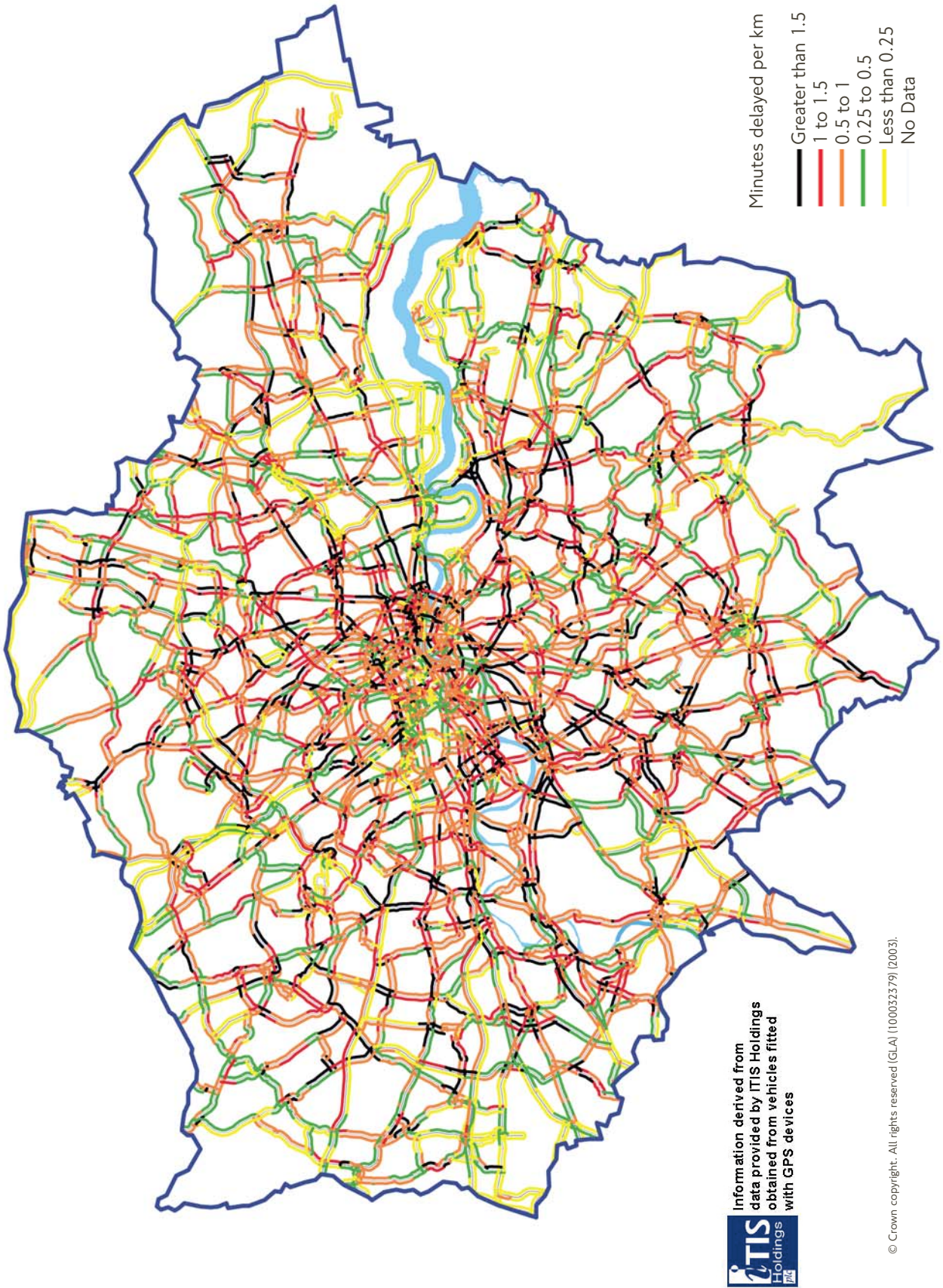


In recent years there has generally been a downward trend in average traffic speeds across London. However, speeds in central London during the morning peak increased from under 10mph in 2002 to 11mph in 2003, as a result of reduced traffic levels following congestion charging. Since 2003, there has been a gradual decline to reach 10.2mph in 2006, just above the 1999 level. Speeds in the rest of inner London and outer London decreased by almost 1mph and 2mph, respectively, over the same period.

4. Private transport

Chart 4.2.2 Morning peak road network congestion (2006)

Source: Road Network Performance Team
Enquiries: 020 7027 9343



4. Private transport

4.3. Car ownership

Table 4.3.1 Car ownership in London and Great Britain by household size (2005-06)

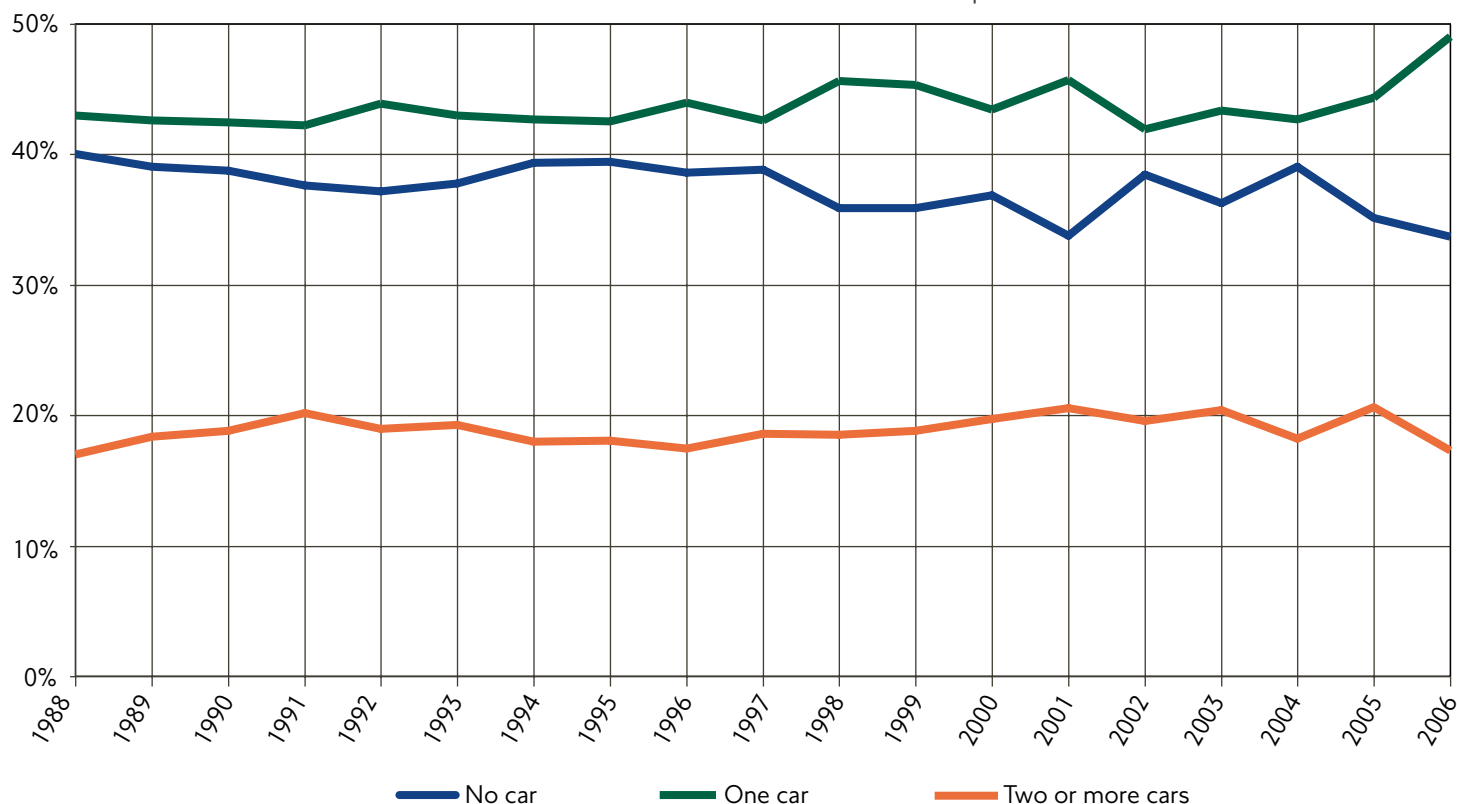
Number of cars	Number of people in household					Percentage
	One	Two	Three	Four or more	All households	Average household size
Greater London						
No car	61	33	32	17	38	1.9
One car	37	51	45	46	44	2.4
Two or more cars	2	17	23	38	17	3.3
All households	100	100	100	100	100	2.4
Rest of Great Britain						
No car	50	14	14	9	23	1.7
One car	47	49	34	33	43	2.2
Two or more cars	3	37	52	58	34	3.1
All households	100	100	100	100	100	2.4
Great Britain						
No car	52	17	16	10	25	1.8
One car	46	49	36	34	43	2.2
Two or more cars	2	34	48	55	32	3.1
All households	100	100	100	100	100	2.4

Source: DfT, National Travel Survey

Enquiries: 020 7944 3097

Chart 4.3.1 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.

The share of London households with no car fell in 2006, from 35% to 34%. Similarly, households with two or more cars also declined, from 21% to 17%. This led to an increase in the share of households with one car, which rose from 44% to 49%.

4. Private transport

4.4. Vehicle registrations

Table 4.4.1 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
2006	2,480	5	719	1,761
<i>Percentage change</i>				
1 year	–	•	–	1%
5 years	4%	•	–	6%

Source: DfT, from DVLA vehicle record

Enquiries: 020 7983 4532

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

See technical note.

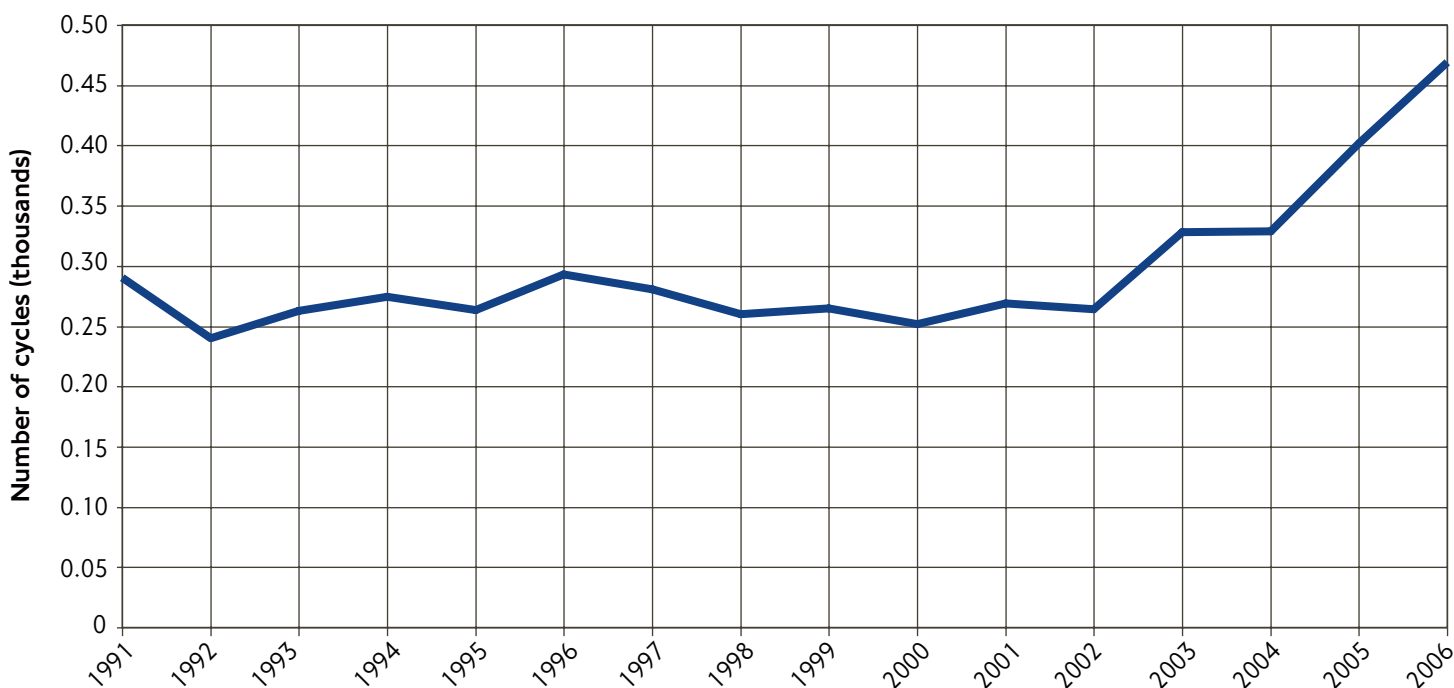
The number of car registrations in London at the end of 2006 continued an upward trend, and was 4% higher than in 2001. This was the net result of a 6% increase in outer London but almost no change in inner London.

4. Private transport

4.5. Cycling

Chart 4.5.1 Average daily cycle flows on major roads in London

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

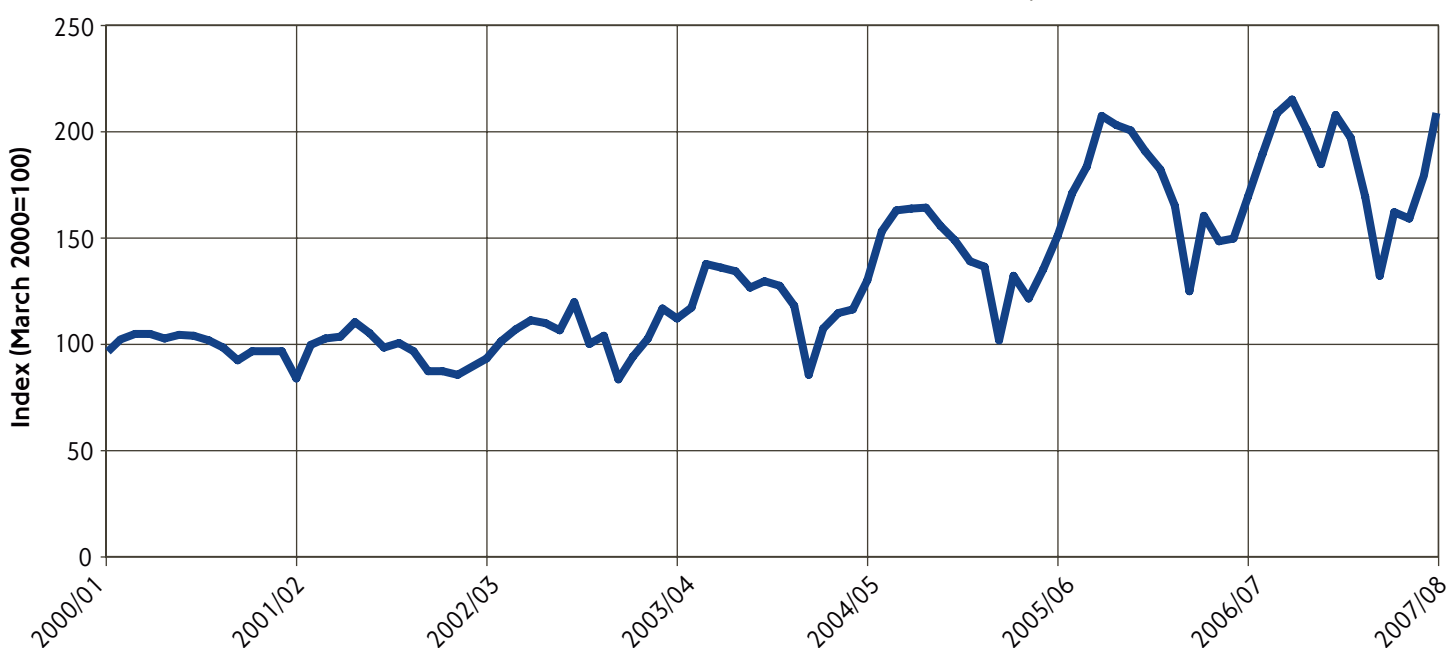


1. Major roads include trunk and principal roads.

Cycle flows on London's major roads continued to increase in 2006, with almost twice as many cycles recorded compared to 2000.

Chart 4.5.2 Cyclist flows on the Transport for London Road Network (TLRN): index (March 2000=100)

Source: TfL Automatic Cycle Counters
Enquiries: 020 7027 9339



The level of cyclists using the TLRN continued to increase in 2006/07, with at times over twice the number of cyclists recorded in March 2000.

4. Private transport

Chart 4.5.3 Cycle trips by age group (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

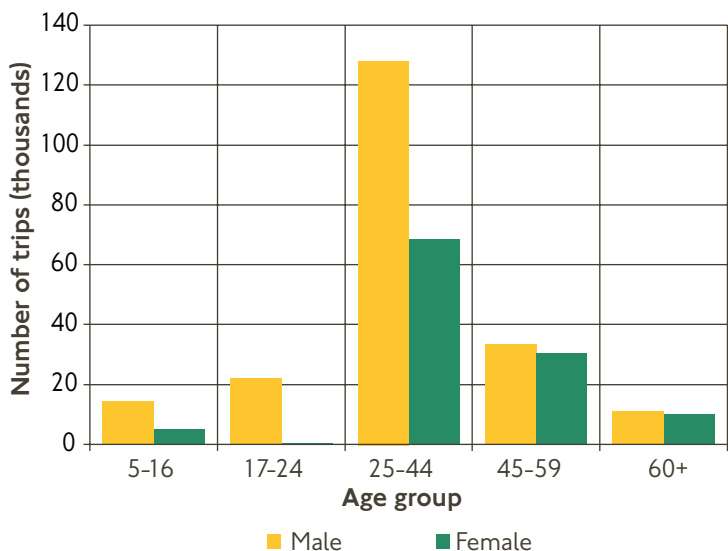
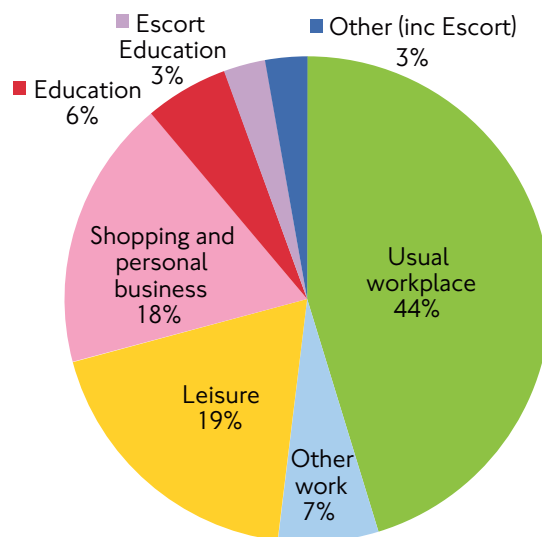


Chart 4.5.4 Cycle trips by purpose (2006/07)

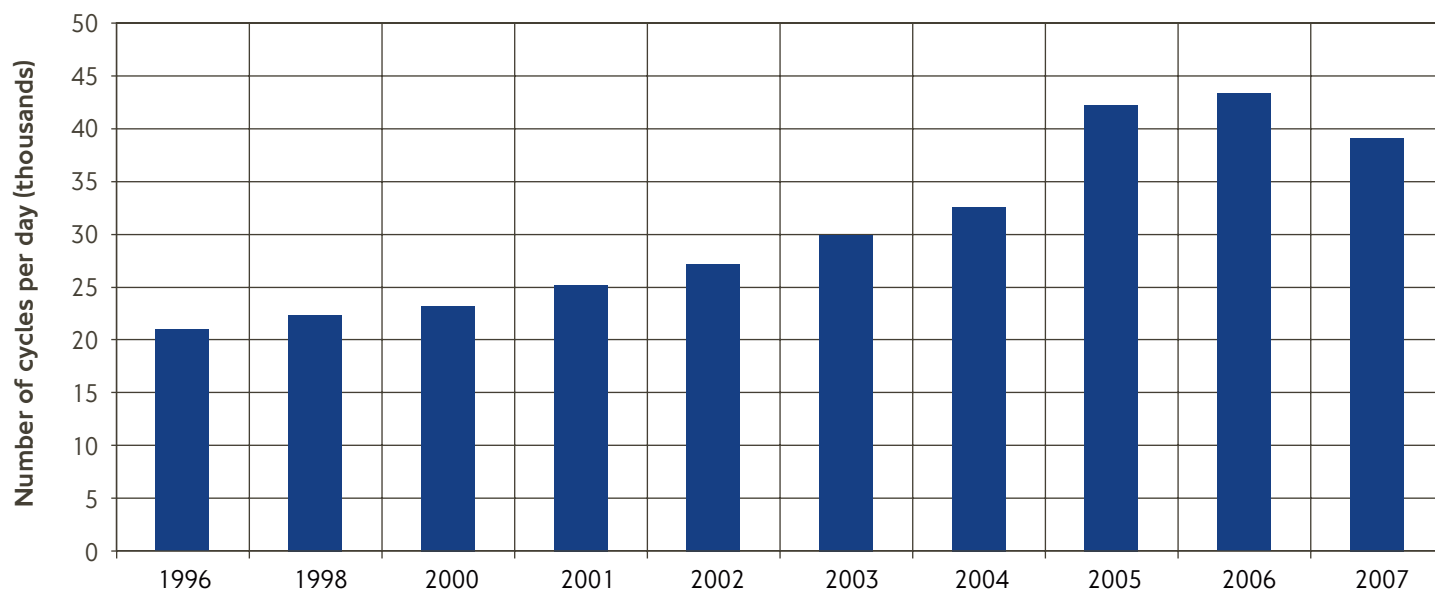
Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608



Across all age groups, men make more cycle trips than women. This is especially apparent in the 25-44 age group, where men made nearly twice as many trips as women. A large proportion of cycle trips (44%) are for commuting purposes, with shopping and leisure trips each accounting for just under 20% of all cycle trips.

Chart 4.5.5 Cycles crossing the River Thames screenline

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

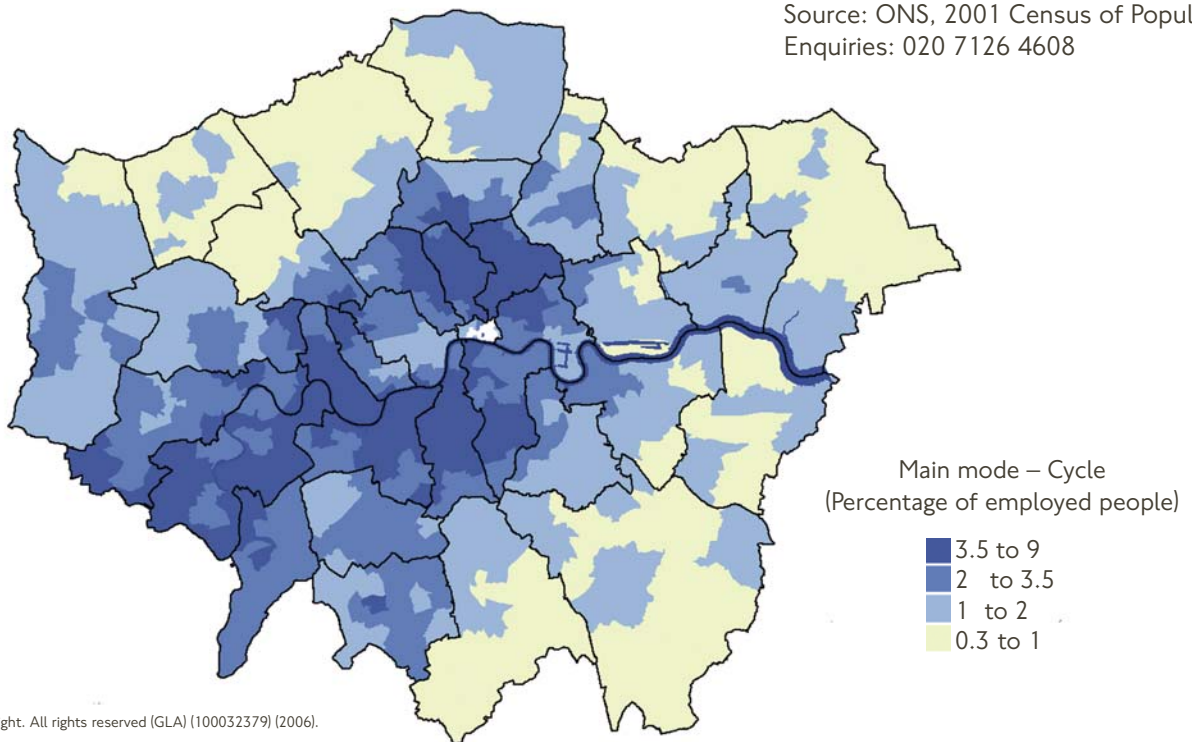


The chart shows the number of cycles crossing the Thames in both directions, based on a single day count at each bridge. Until 2006 there was a steady growth in the number of cycles crossing the River Thames, but a reduction in 2007.

4. Private transport

Chart 4.5.6 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 4608



4.6. Walking

Chart 4.6.1 Walk trips by age group (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

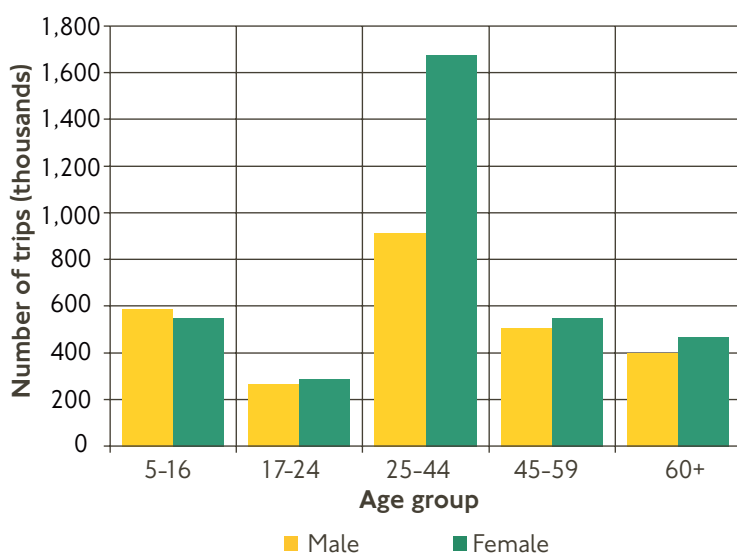
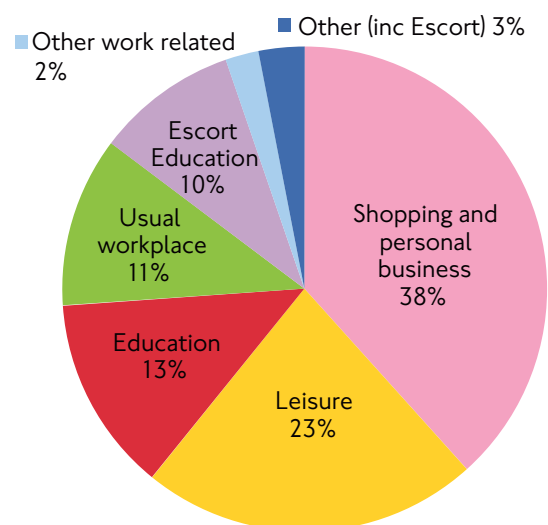


Chart 4.6.2 Walk trips by purpose (2006/07)

Source: LTDS 2006/07 Household Survey
Enquiries: 020 7126 4608

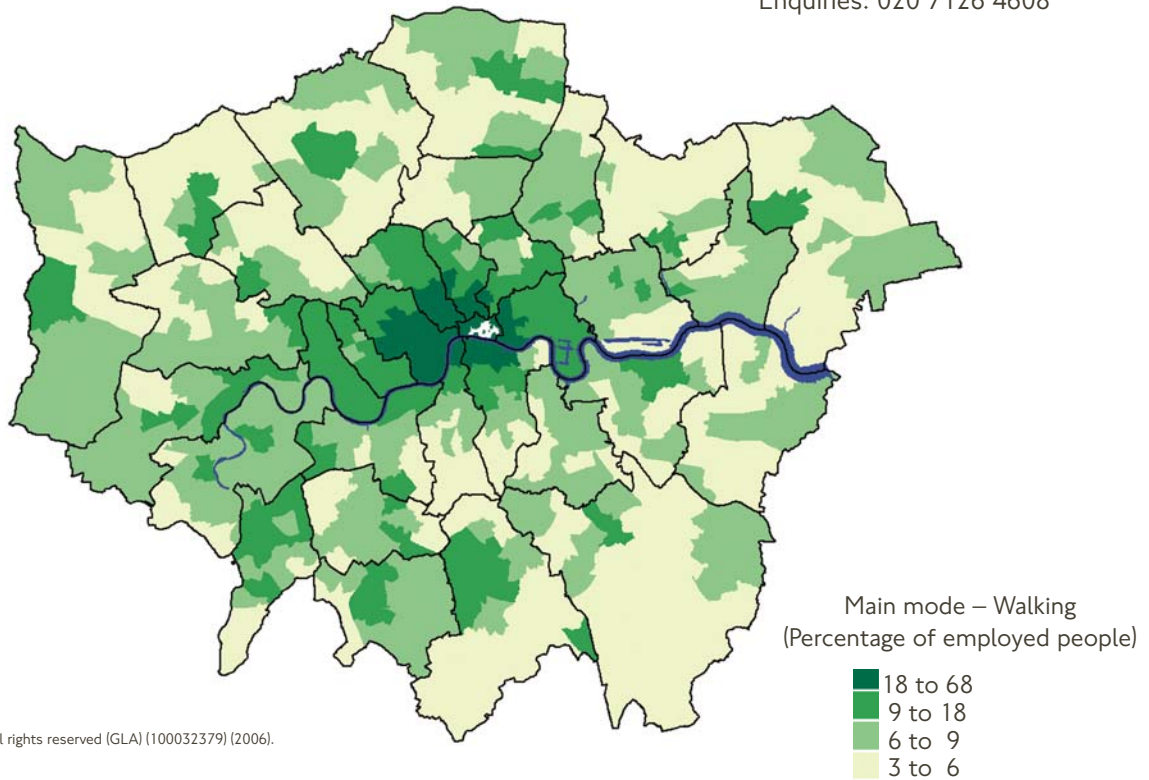


In all age groups except children, women make more walk trips than men. This is especially true for the 25-44 age group, where women make over 80% more walk trips than men. Nearly 40% of all walk trips are for shopping or personal business, with almost a quarter being for leisure purposes. Only 11% of people walk to work.

4. Private transport

Chart 4.6.3 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 4608



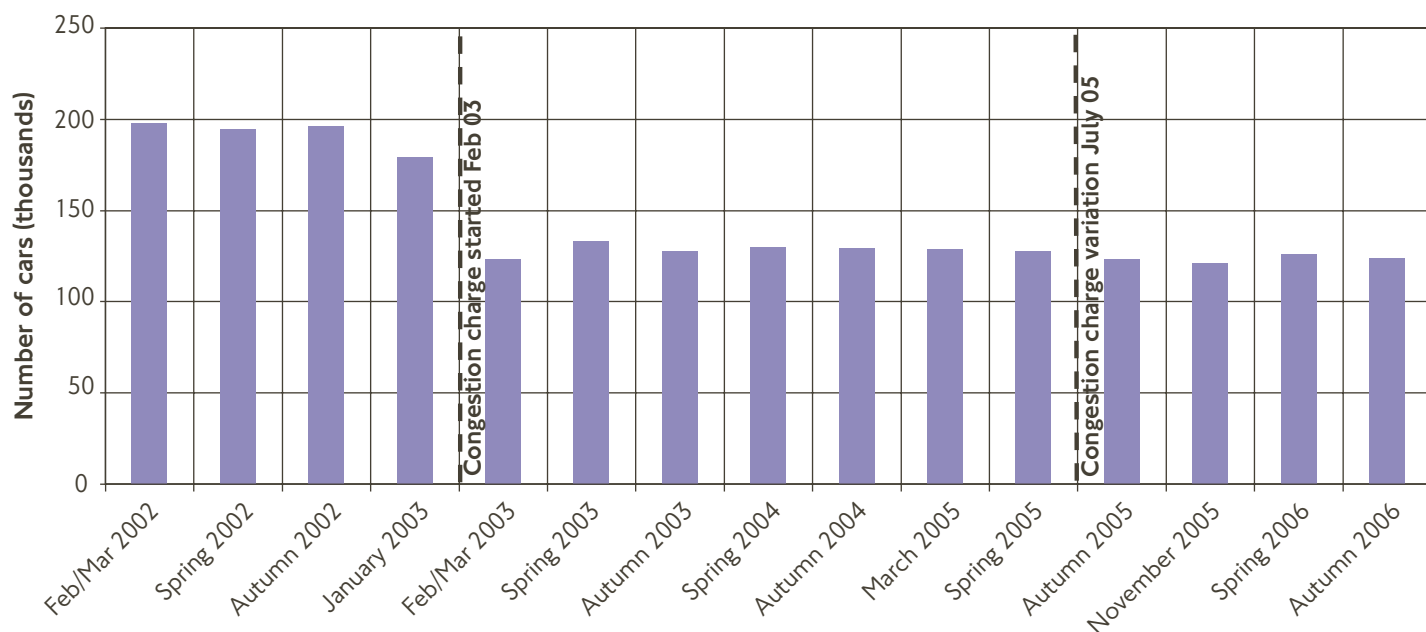
Higher proportions of walking to work are seen in areas where the employment density is high. The map has a similar pattern to chart 7.2.1 and reflects the fact that the vast majority of walks are for short distances.

4. Private transport

4.7. Congestion Charging

Chart 4.7.1 Cars¹ entering the Congestion Charging zone during charging hours

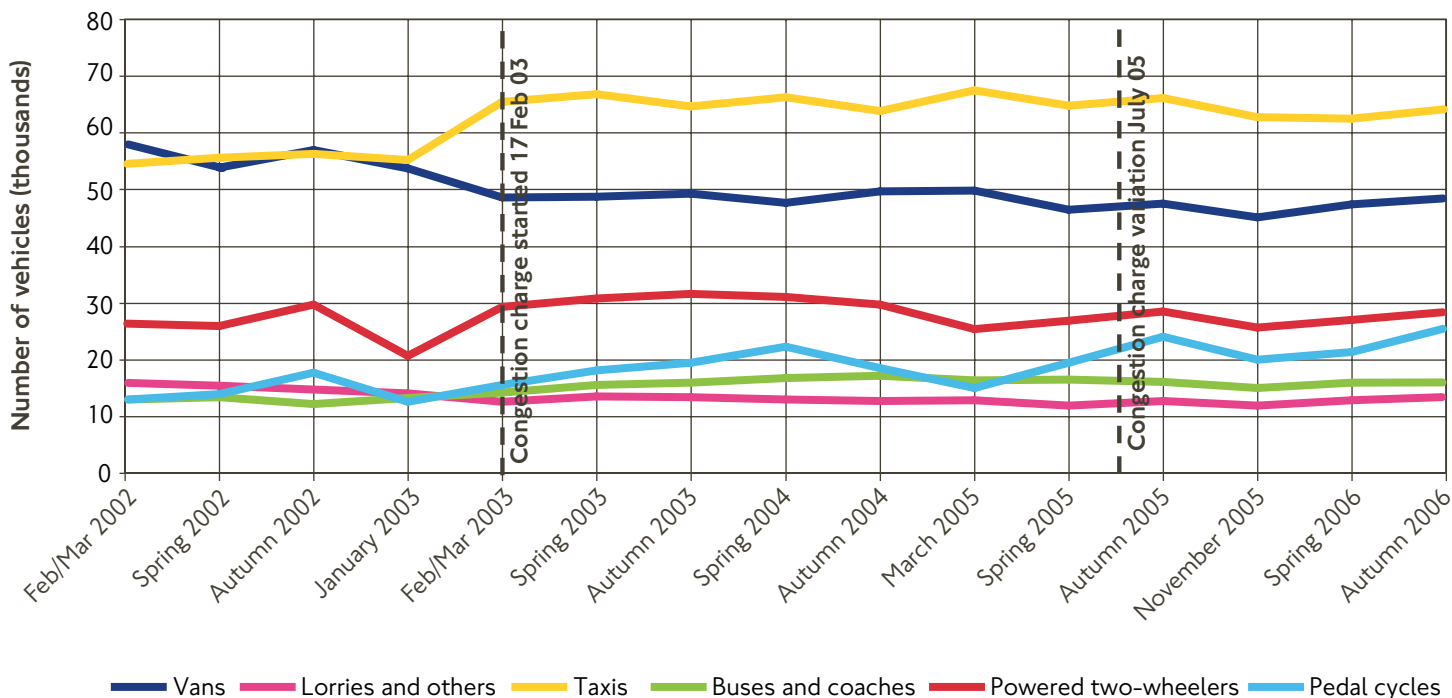
Source: TfL, Congestion Charging
Enquiries: 020 7126 4384



1. Including minicabs.

Chart 4.7.2 Non-car traffic entering the Congestion Charging zone during charging hours

Source: TfL, Congestion Charging
Enquiries: 020 7126 4384

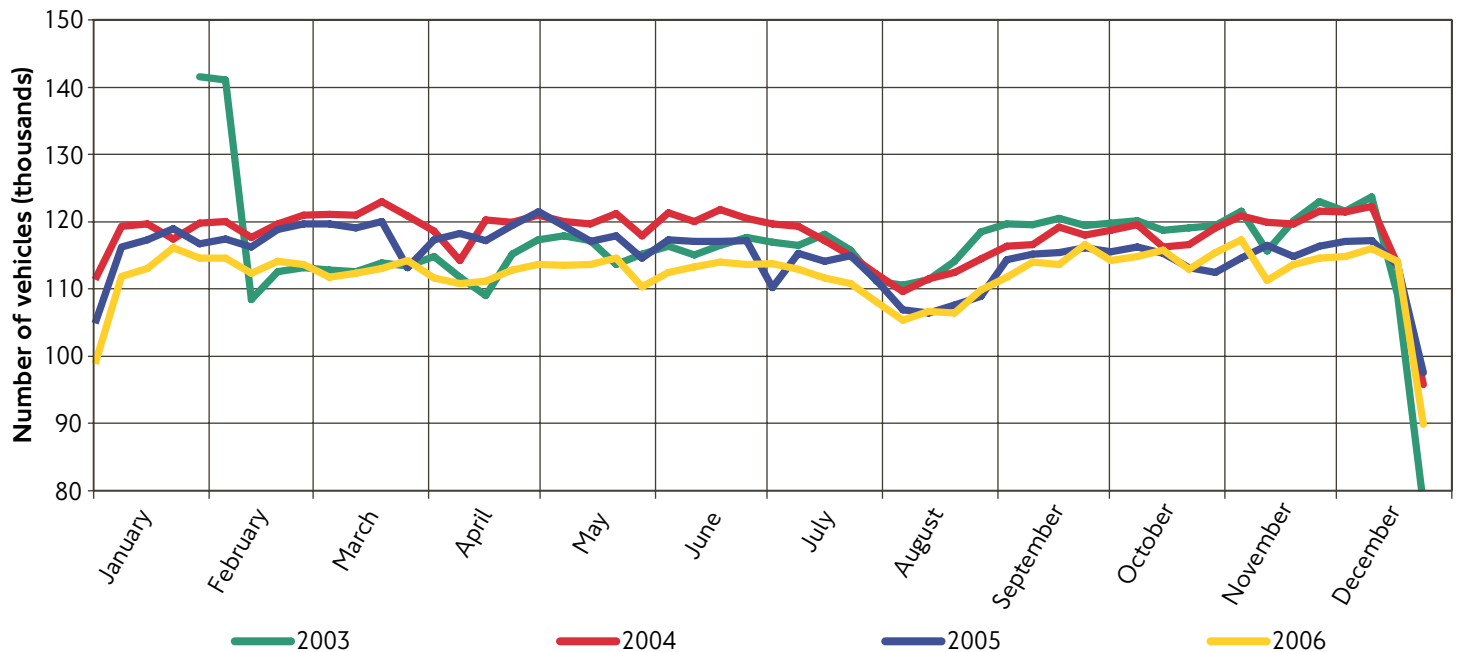


Traffic patterns in and around the central London Congestion Charging zone remained broadly stable during 2006. Traffic entering the zone (vehicles with four or more wheels) was 21% lower than in 2002, the last year before the charge. The number of cars decreased by 36%. Among non-chargeable vehicles, pedal cycles entering the zone were 49% higher than in 2002, licensed taxis 13% higher and buses and coaches 25% higher.

4. Private transport

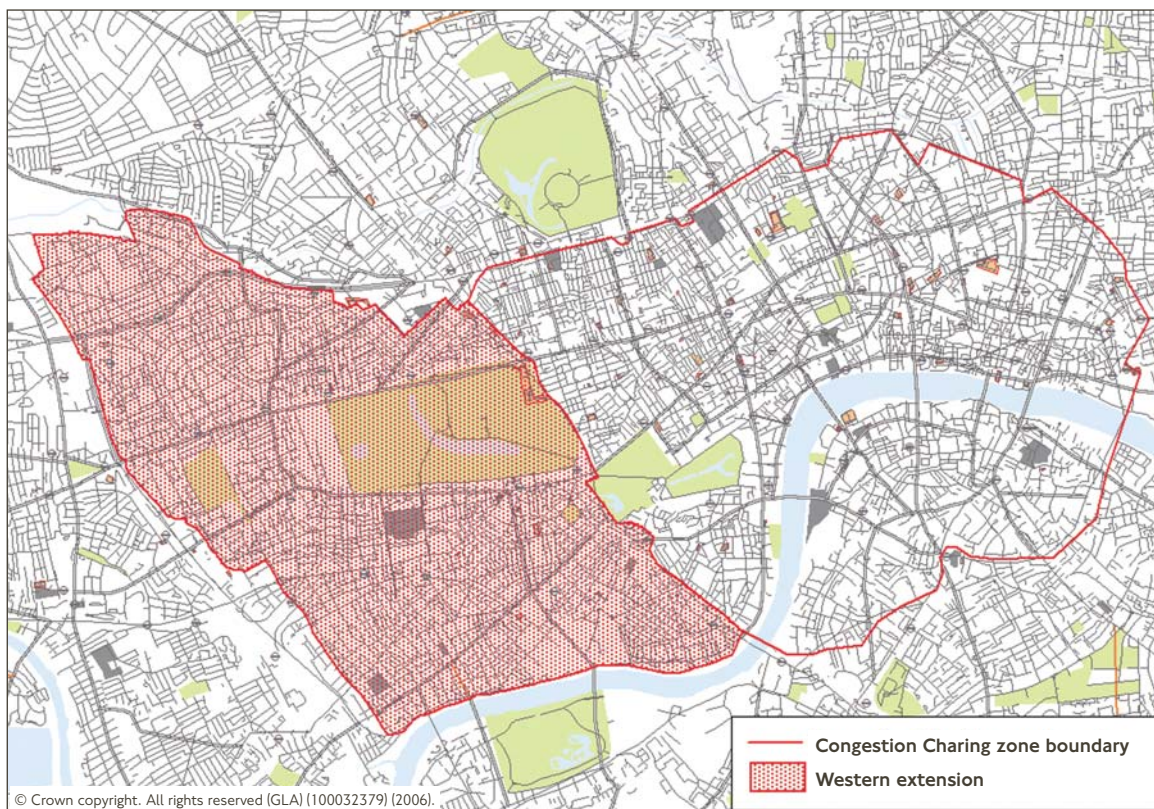
Chart 4.7.3 Average daily charging hours flow across a sample of 16 major roads entering the original Congestion Charging zone

Source: TfL, Congestion Charging Enquiries: 020 7126 4384



In general, traffic flows followed the same seasonal pattern every year. Flows in 2006 appear to be lower throughout most of the year than the previous three years.

Chart 4.7.4 Central London Congestion Charging zone boundary



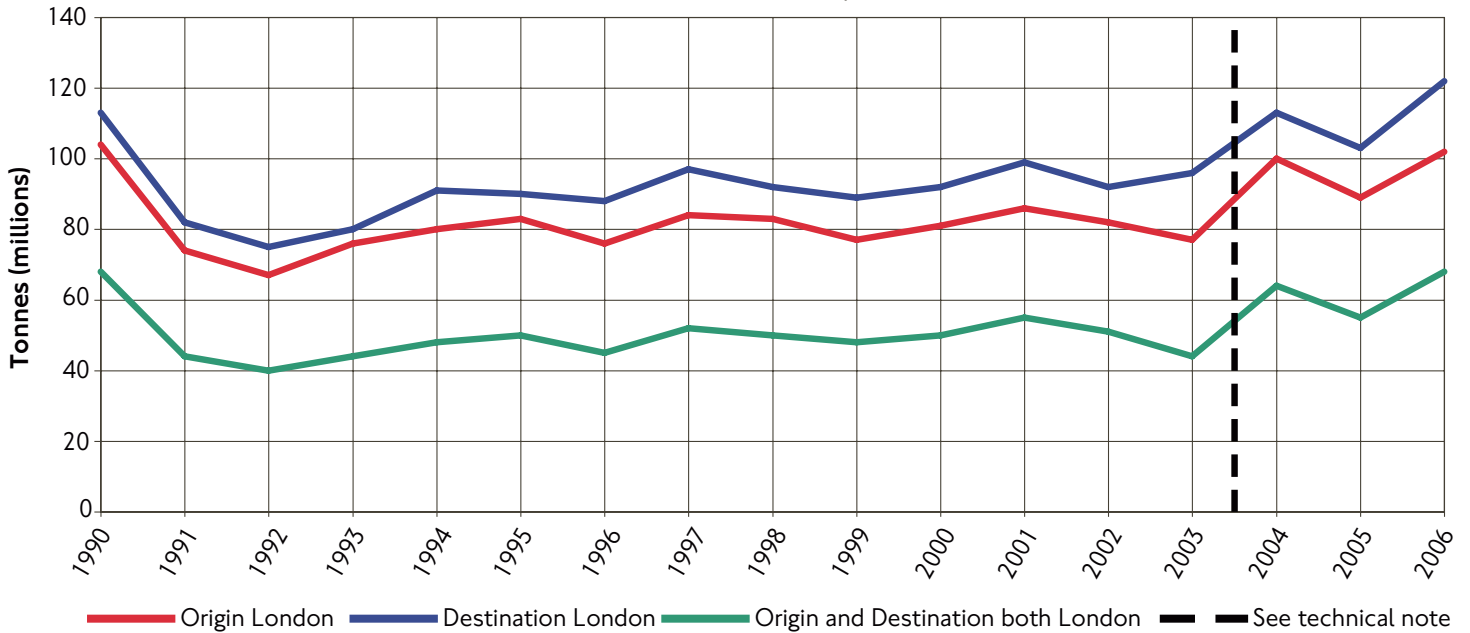
On 19 February 2007, the Central London Congestion Charging Scheme was extended westwards. The hours of operation also changed in February 2007, with the scheme now operating between 7am and 6pm on weekdays. This does not affect any of the charts in this chapter.

5. Freight

5.1. Road freight

Chart 5.1.1 London road freight lifted

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



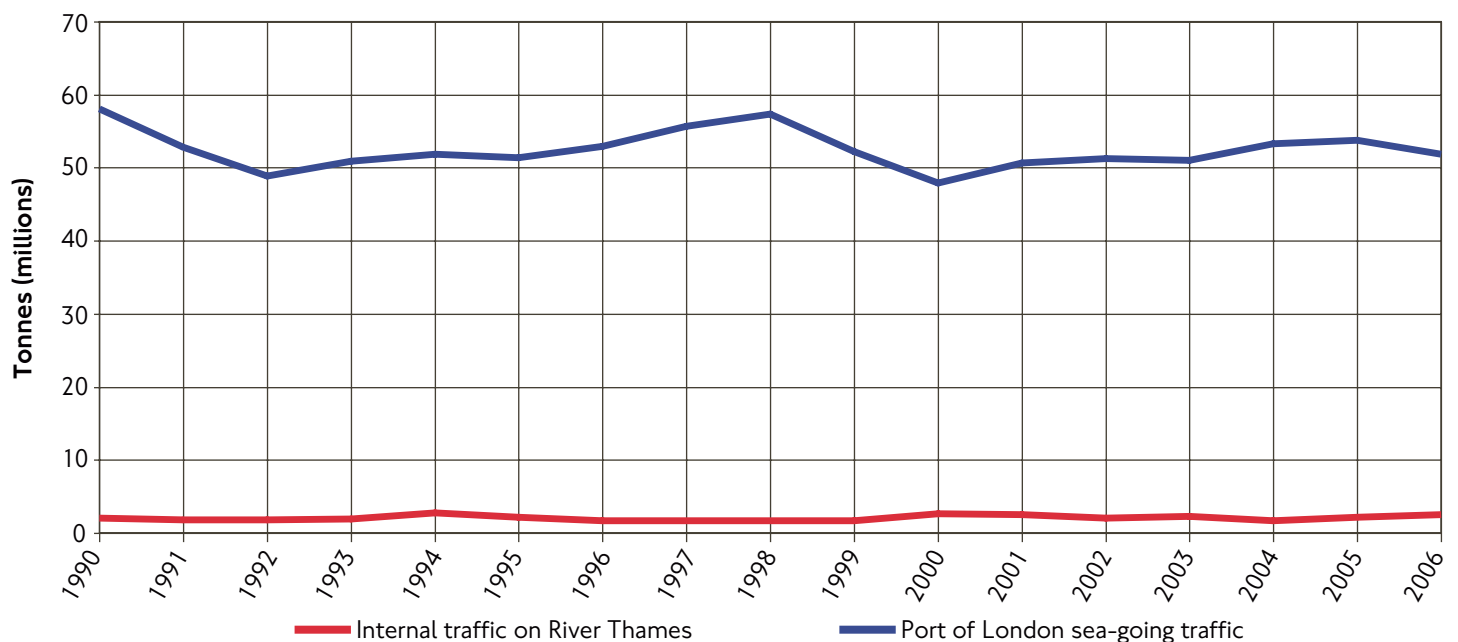
See technical note.

Road freight lifted increased in 2006 after 2005's fall, with levels higher than any time since 1990. 68 million tonnes were moved within London, with a further 54 million tonnes coming into London from outside, and 34 million tonnes originating in London with destinations outside London. In total, 156 million tonnes of goods were lifted by road.

5.2. Water freight

Chart 5.2.1 London water freight lifted

Source: Port of London Authority Enquiries: 020 7743 7900



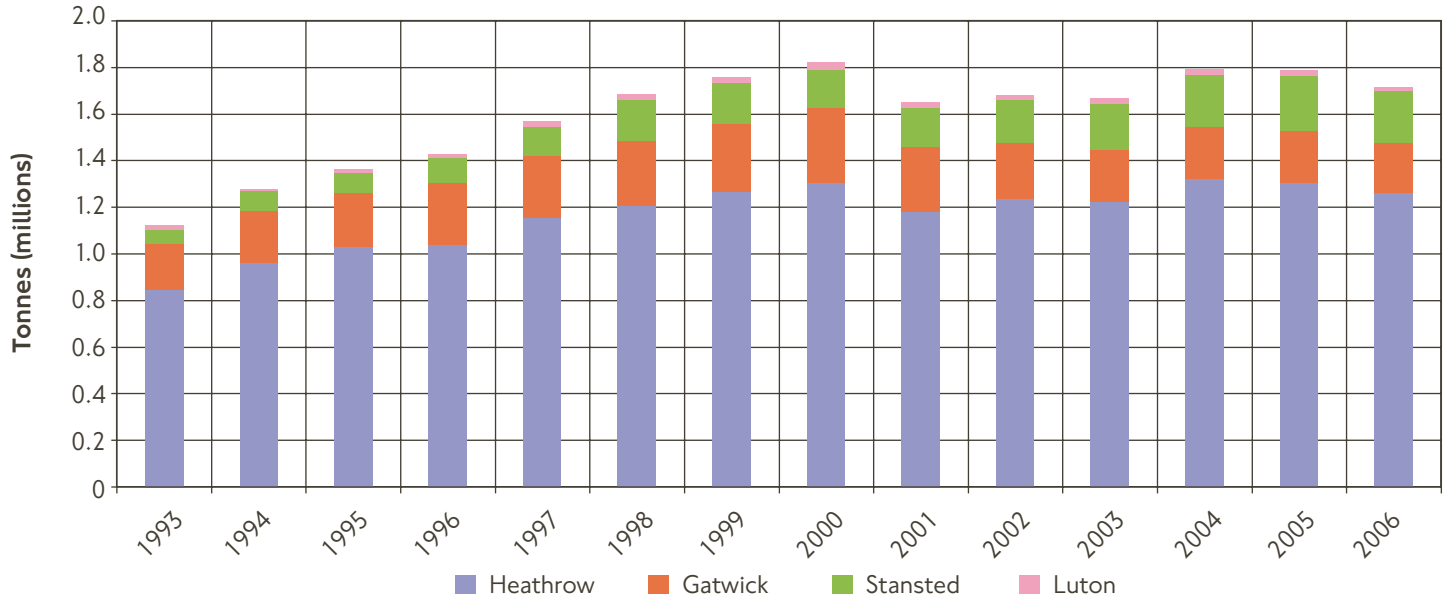
Internal traffic remained at a similar level to 2005, with 2.5 million tonnes lifted. Port of London sea-going traffic dropped to 51.9 million tonnes after two years of growth.

5. Freight

5.3. Air freight

Chart 5.3.1 London air freight lifted

Source: Civil Aviation Authority
Enquiries: 020 7453 6258



The tonnage of air freight lifted decreased by 4% in 2006 after having remained stable in 2005. Heathrow has the highest volume of freight lifted (74%), while Gatwick has continued to lift about 0.22 million tonnes a year since 2003. On the other hand, freight lifted at Stansted airport has increased steadily, from 0.06 million tonnes in 1993 to 0.22 million tonnes in 2006.

6. Casualties

6.1. Road casualties

Table 6.1.1 Road casualties in Greater London and Great Britain by type

Year	Killed		Seriously Injured		Slightly Injured		All casualties		Index
	London	GB	London	GB	London	GB	London	GB	
1994-1998 average	100	100	100	100	100	100	100	100	
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	
2006	93	89	58	65	66	83	65	81	
2006 number of casualties	231	3,172	3,715	28,673	25,864	226,559	29,810	258,404	

Source: TfL London Road Safety Unit

DfT Transport Statistics Bulletin. Road Casualties in Great Britain Main Results: 2006

1. Index based on 1994-1998 average.

Enquiries: 020 7027 9332

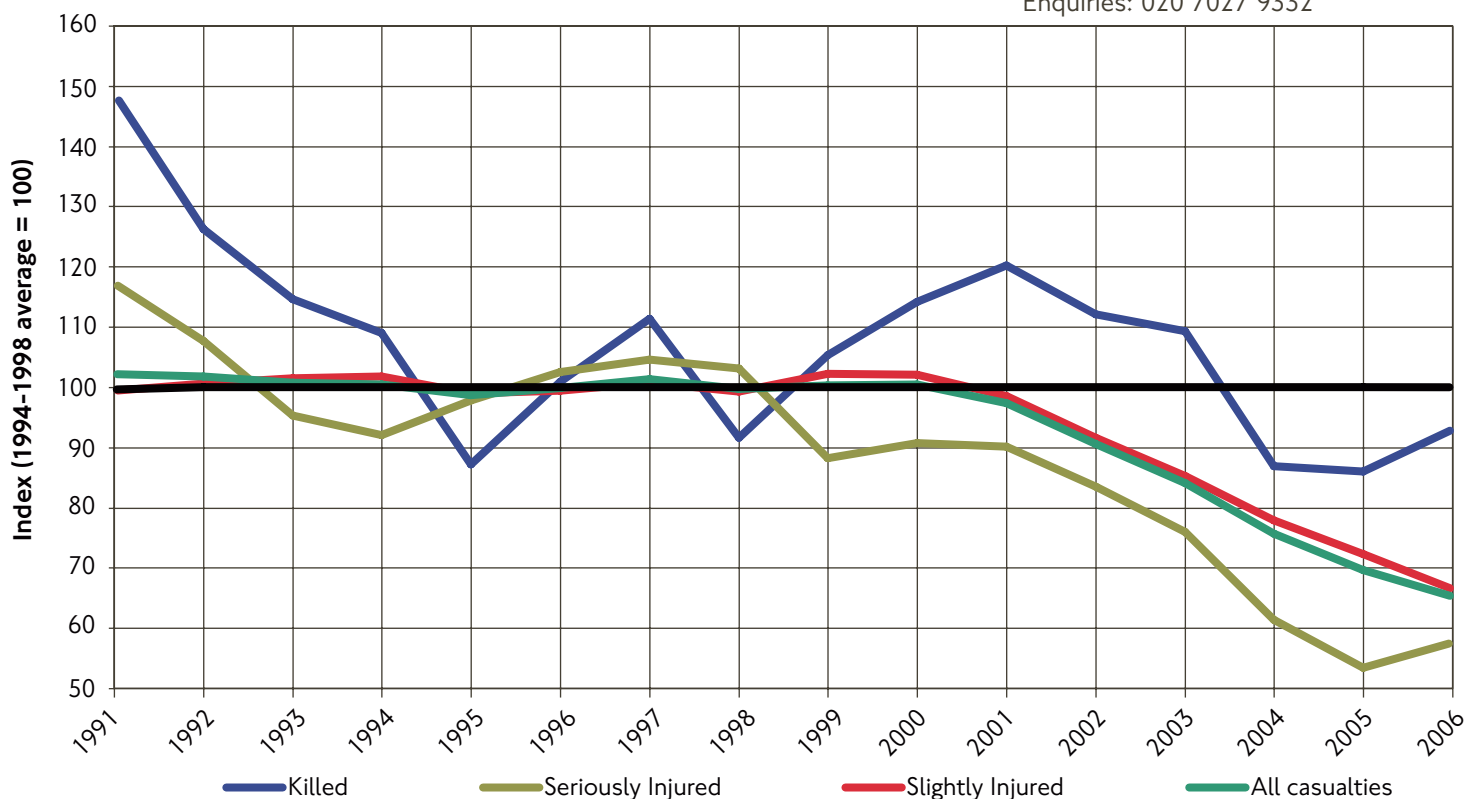
www.dft.gov.uk

Overall, the number of casualties in London continued to decrease in 2006 due to a drop in the number with slight injuries.

Chart 6.1.1 Road casualties in Greater London by type

Source: TfL, London Road Safety Unit

Enquiries: 020 7027 9332

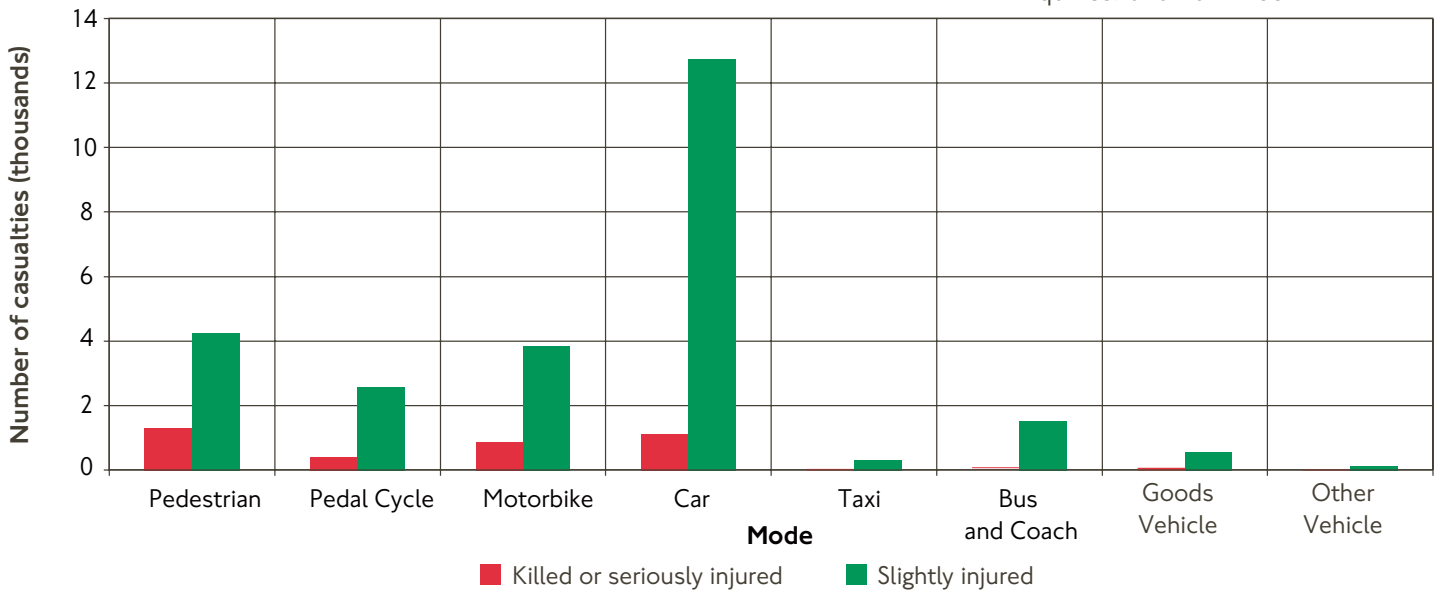


In 2006, the number of people killed on roads in London was 231. The numbers of people seriously injured and slightly injured in 2006 were 3,715 and 25,864 respectively.

6. Casualties

Chart 6.1.2 Total road casualties by type and mode (2006)

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

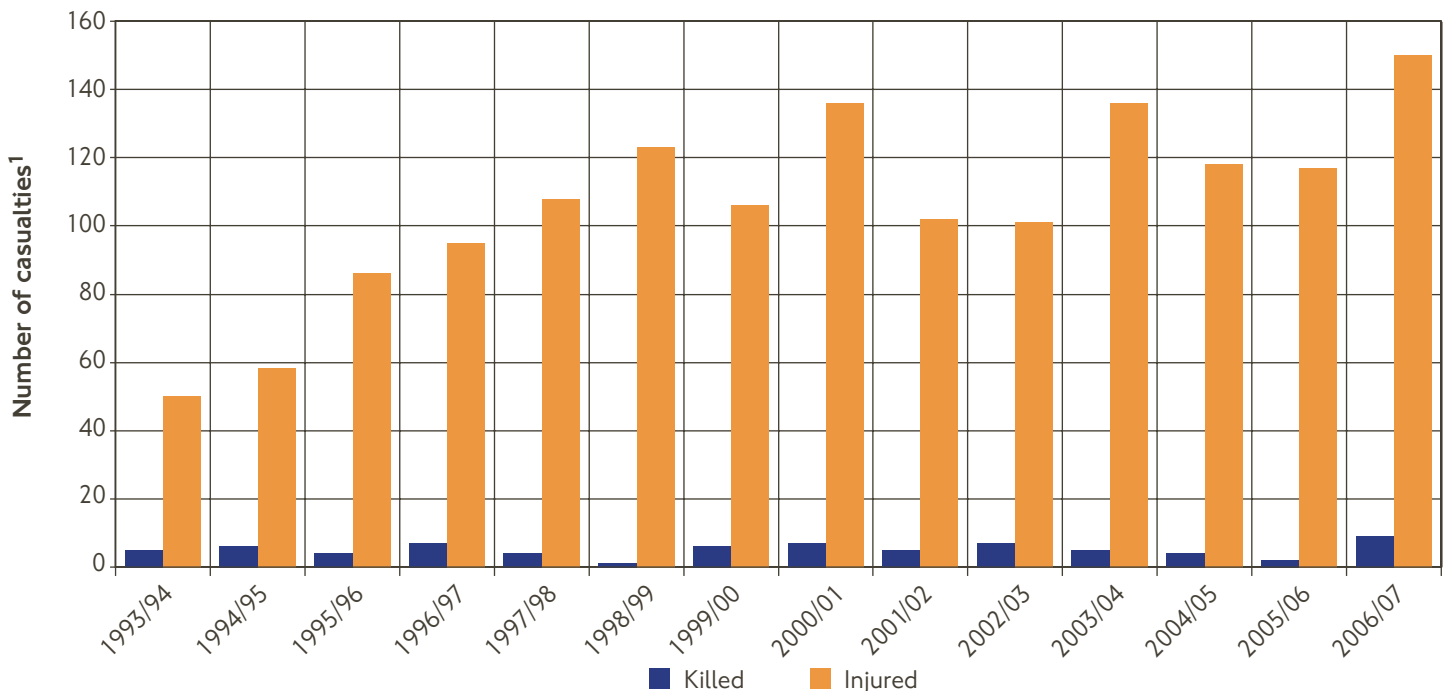


While most people involved in collisions were in cars, the great majority of these people had only a slight injury. On the other hand, pedestrians, cyclists and motorcyclists were more likely to be killed or seriously injured when involved in collisions.

6.2. Underground casualties

Chart 6.2.1 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.

In 2006/07, the number of injuries and deaths on the Underground increased compared to previous years. The number of deaths was higher than previous years at 9 people, and the number of injuries was also high at 150, compared to 117 in 2005/06.

7. Population

7.1. Resident population of London

Table 7.1.1 Resident population

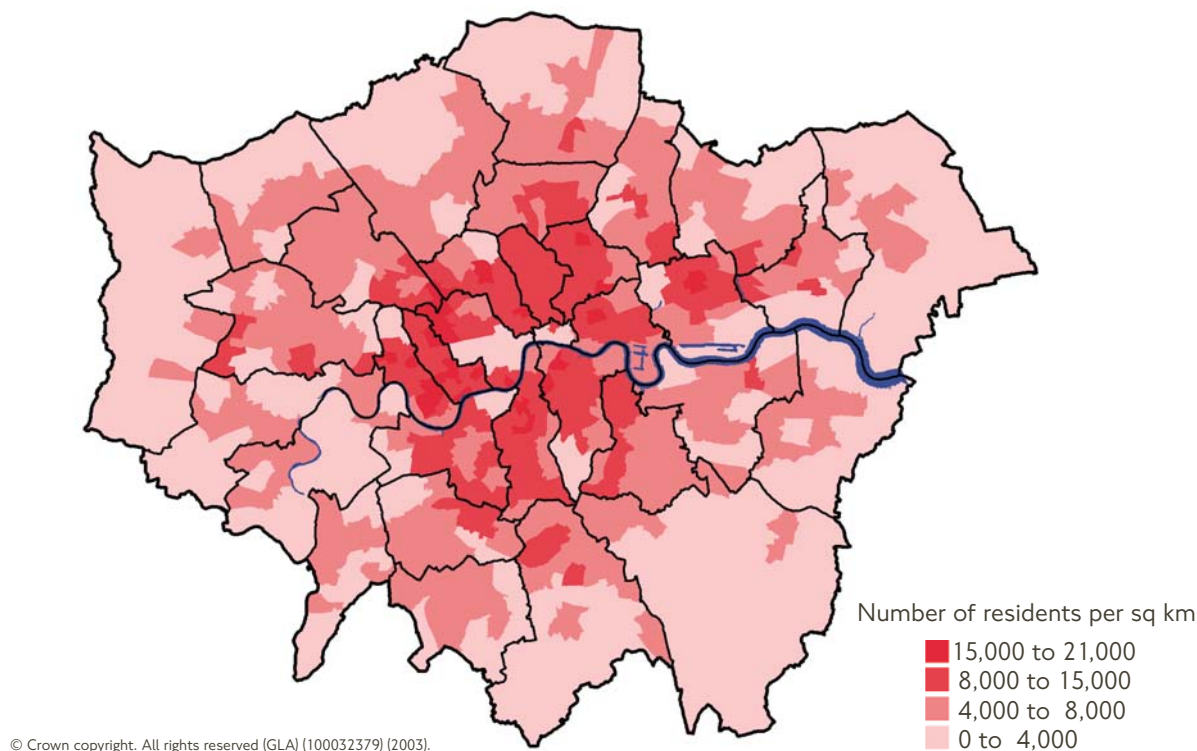
Year	Greater London				All ages		
	0-14	15-64	65 and over	All ages	Inner London	Outer London	Great Britain
Thousands							
Estimates							
1971	1,598	4,922	1,010	7,529	3,060	4,470	54,388
1981	1,245	4,513	1,048	6,806	2,550	4,255	54,815
1991	1,266	4,600	964	6,829	2,599	4,230	55,831
1996	1,360	4,686	929	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	5,104	895	7,362	2,886	4,475	57,627
2003	1,356	5,116	892	7,364	2,891	4,473	57,855
2004	1,351	5,150	888	7,389	2,907	4,482	58,136
2005	1,355	5,214	887	7,456	2,944	4,512	58,514
2006	1,360	5,269	884	7,512	2,973	4,539	58,846
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%
2001-2006	-1%	4%	-2%	3%	4%	2%	3%

Source: ONS Mid-year estimates (2002-06 revised Aug 2007)

Enquiries: 013 2981 3318

Chart 7.1.1 Population density (2001)

Source: ONS, 2001 Census of Population
Enquiries: 020 7126 4608



7. Population

7.2. Working population

Table 7.2.1 Working population

Thousands			
Year ¹	Employee jobs in Greater London	Self-employed ²	All jobs
1992	3,352	453	3,805
1993	3,307	449	3,756
1994	3,365	535	3,900
1995	3,458	499	3,957
1996	3,425	520	3,945
1997	3,562	512	4,074
1998	3,695	544	4,239
1999	3,897	513	4,410
2000	4,041	547	4,588
2001	4,046	536	4,582
2002	3,940	548	4,488
2003	3,920	637	4,557
2004	3,910	589	4,499
2005	3,987	617	4,604
2006	4,034	636	4,670
<i>Percentage change</i>			
1 year	1%	3%	1%
10 years	18%	22%	18%

Source: ONS, Annual Business Inquiry

Enquiries: 016 3381 2318

1. September estimates of the workforce in employment.

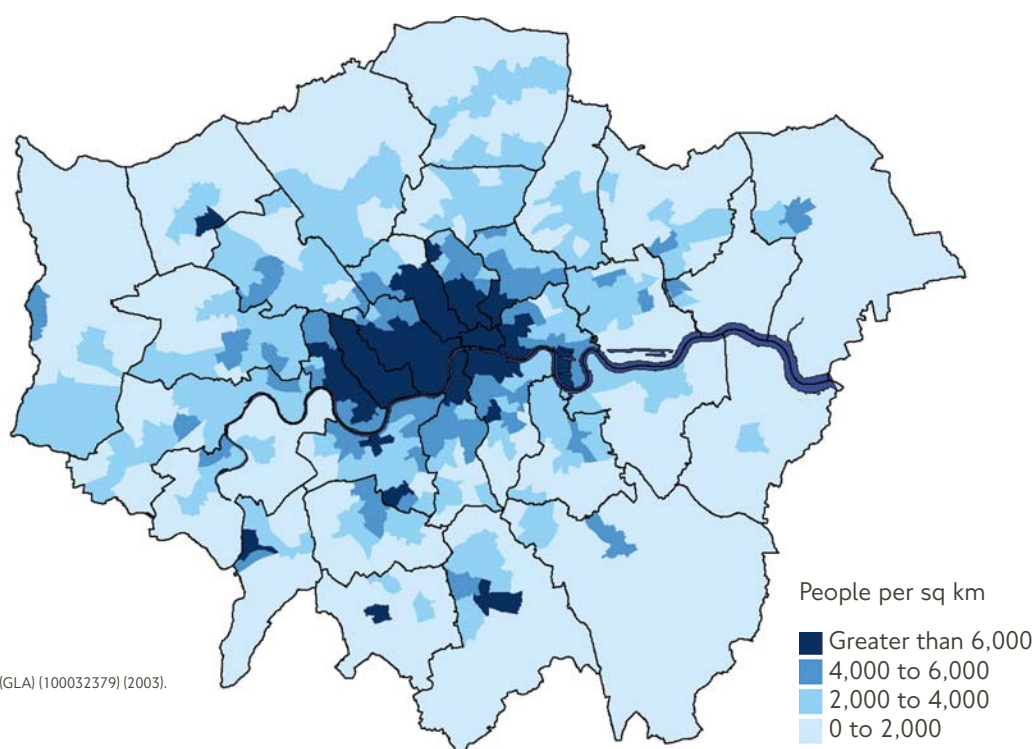
2. From 1997, self-employed includes those on work-related government supported training schemes without a contract of employment.

The number of jobs in London increased by 1% in 2006. Self-employed jobs rose faster than employees in employment, with a 3% increase to 636,000, accounting for 14% of all jobs in 2006.

Chart 7.2.1 Employment density (2001)

Source: ONS, 2001 Census of Population

Enquiries: 020 7126 4608



7. Population

Table 7.2.2 Commuters to and from Greater London

Year	In-commuters ¹	Out-commuters ²
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
2007	767	321

Source: Labour Force Survey (ONS) – Spring sample

Enquiries: 020 7126 4608

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

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

The number of people commuting into Greater London continued to increase in 2007, continuing the trend that started in 2004. After a large rise in 2006, the number of London residents commuting out of London fell slightly in 2007.

7. Population

7.3. Visitors

Table 7.3.1 Visitors to London key trends

Year	Number of visitors (millions)	Average number of nights spent	Average spending at 2005 prices (£)
Domestic visitors			
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
2006	11.0	2.2	207
Overseas visitors			
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
2006	15.6	6.5	502

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

1. Excludes day visits.

Enquiries: 0208 563 3320

www.visitbritain.com/research

See technical note.

Table 7.3.2 London visits by purpose

Purpose	Millions						
	2000	2001	2002	2003	2004	2005	2006
Domestic visitors							
Holiday	9.0	8.2	7.9	6.8	6.1	4.9	5.5
Business	3.8	3.9	3.9	3.6	3.1	3.2	3.0
Visiting friends or relatives	5.0	4.6	3.8	3.5	3.1	2.4	2.1
Study	–	–	–	–	–	–	–
Other	0.7	0.3	0.5	0.4	0.5	0.3	0.4
All domestic	18.5	17.0	16.1	14.3	12.8	10.8	11.0
Overseas visitors							
Holiday	6.2	4.8	4.9	4.9	5.9	5.9	6.5
Business	3.1	2.8	2.8	2.7	2.9	3.2	3.7
Visiting friends or relatives	2.5	2.6	2.7	2.8	3.2	3.4	3.7
Study	0.2	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	1.5
All overseas	13.1	11.4	11.7	11.6	13.4	13.9	15.6

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

1. Excludes day visits.

Enquiries: 0208 563 3320

www.visitbritain.com/research

The numbers of both domestic and overseas visitors increased in 2006. This is a marked change for domestic visitors as between 2000 and 2005 the number of visitors decreased.

7. Population

Table 7.3.3 Overseas visitors to London by region of origin

	Millions						
Region	2000	2001	2002	2003	2004	2005	2006
Europe	6.9	6.2	6.3	6.9	8.0	8.3	9.7
North America	3.3	2.8	2.8	2.6	2.8	2.7	3.0
Asia	0.9	0.8	0.7	0.7	0.8	0.8	0.9
Australia and New Zealand	0.6	0.5	0.5	0.6	0.6	0.7	0.7
Africa	0.5	0.4	0.4	0.4	0.5	0.3	0.5
Middle East	0.5	0.4	0.4	0.3	0.4	0.3	0.4
Latin America	0.2	0.2	0.2	0.2	0.2	0.1	0.2
South East Asia	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Caribbean	0.1	0.1	0.1	0.1	0.1	0.1	0.1
International Visitors Total	13.2	11.5	11.6	11.7	13.4	13.5	15.6
Domestic Visitors Total	18.5	16.9	16.1	14.3	12.8	10.8	11.0

Source: International Passenger Survey, ONS

Enquiries: 020 7533 5765

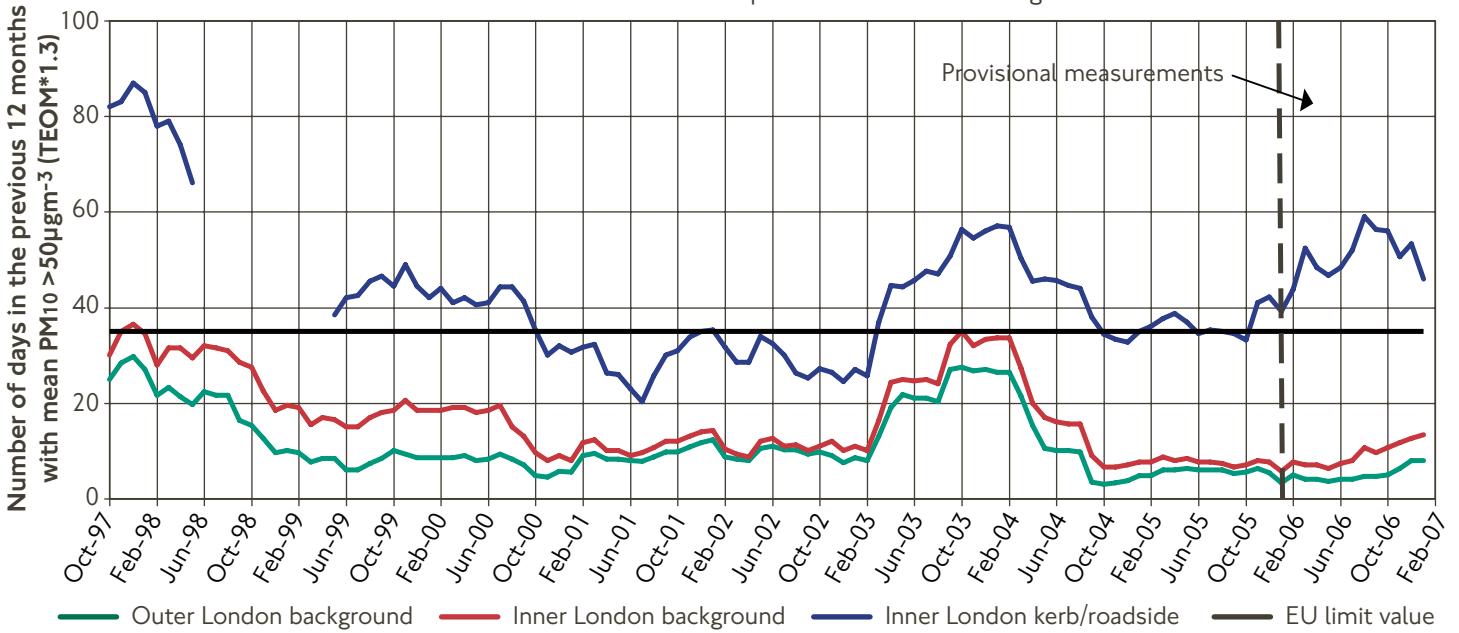
The number of international visitors to London increased by 16% in 2006. As usual, the majority of visitors came from Europe (62%), followed by North America (19%) and Asia (6%). The largest increase was seen in visitors from Africa, which saw an increase of two-thirds over 2005.

8. Environment

8.1. Air Quality

Chart 8.1.1 Annual number of days when PM₁₀ exceeded 50µg_m⁻³ (TEOM*1.3)

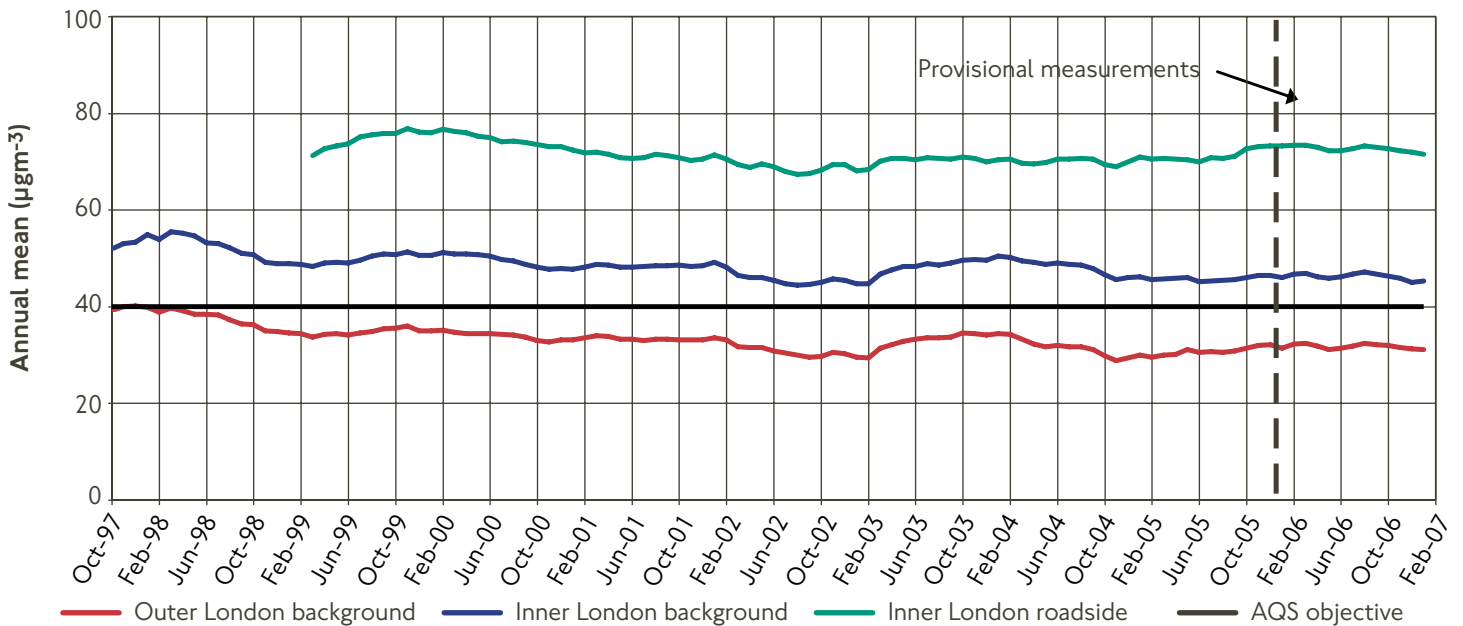
Source: London Air Quality Network and King's College London
Enquiries: www.londonair.org.uk



The Air Quality Strategy (AQS) has an incident-based objective of 50µg_m⁻³, measured as a daily mean not to be exceeded on more than 35 days per year (EU Limit Value). Following disappointing results due to unfavourable weather conditions in 2003, the number of days when PM₁₀ levels exceeded 50µg_m⁻³ showed improvement at background sites during 2004 and 2005. However, measurements for Inner London roadside and kerbside sites have not returned to their pre 2003 levels and continue to exceed the Air Quality Strategy Objective/ EU Limit Value.

Chart 8.1.2 Annual mean Nitrogen Dioxide (NO₂) levels

Source: London Air Quality Network and King's College London
Enquiries: www.londonair.org.uk

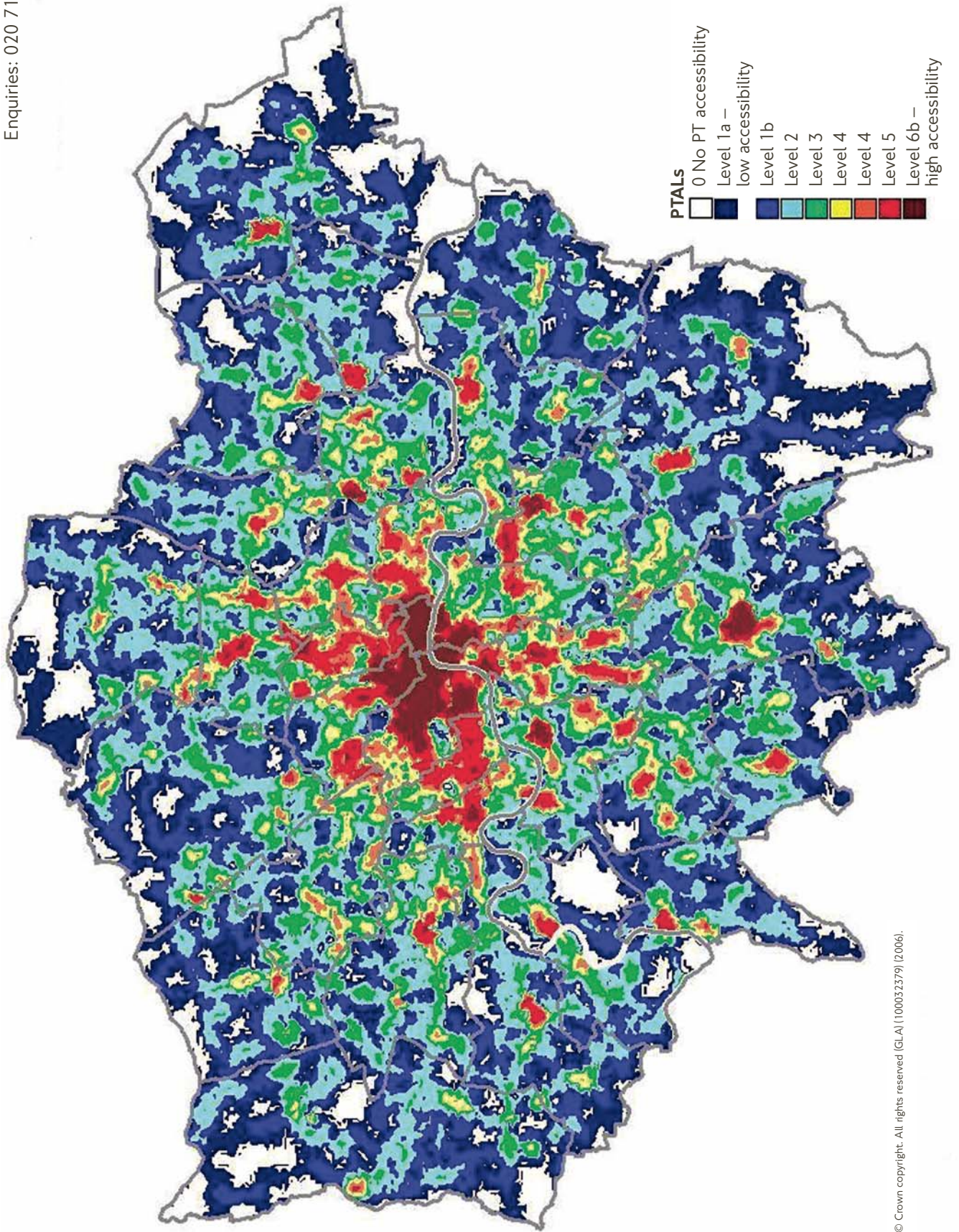


The AQS stipulates an annual mean NO₂ objective of 21 ppb (40µg_m⁻³). The annual mean NO₂ objective has been exceeded consistently in both Inner London background and roadside, while in Outer London background the annual mean NO₂ objective has been achieved since 1998.

9. Accessibility

Source: Transport for London
Enquiries: 020 7126 2849

Chart 9.1.1 Public Transport accessibility (2006)



10. Air passengers

10.1. Terminal passengers

Table 10.1.1 Terminal passengers by London area airport

Year	Millions					
	Heathrow	Gatwick	Stansted	Luton	London City	All London area 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
2006	67.3	34.1	23.7	9.4	2.4	136.9

Source: Civil Aviation Authority

Enquiries: 020 7453 6258

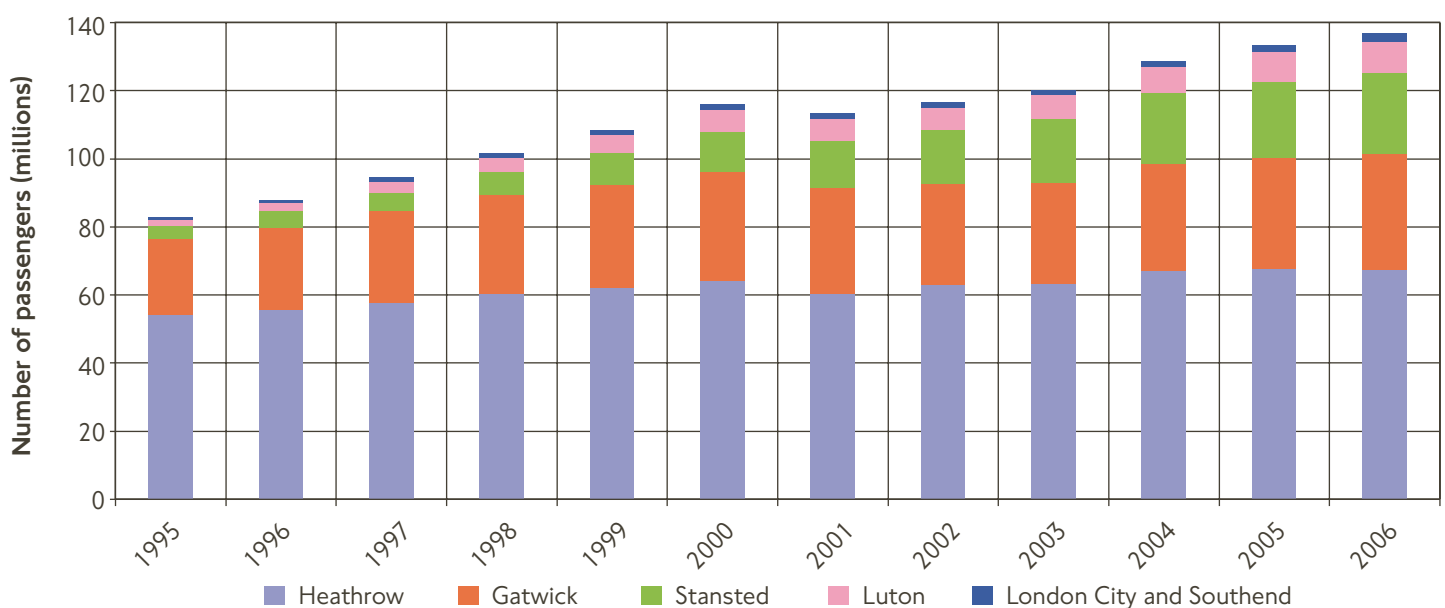
See technical note.

The total number of passengers travelling through London area airports has shown a consistent upward trend, apart from a dip in 2001 following the terrorist attacks in the USA. All airports except Heathrow (which accounts for half of all passengers) showed an increase in 2006. In the 11 years to 2006, Stansted has shown the highest growth with an extra 20 million passengers, accounting for 37% of the total growth at London airports.

London City airport saw a 20% rise of passengers using the airport compared with 2005 and over three times as many passengers as in 1995.

Chart 10.1.1 Terminal passengers by London area airport

Source: Civil Aviation Authority
Enquiries: 020 7453 6258



10. Air passengers

Table 10.1.2 Terminal passengers by origin and London area airport (2006)

	Millions					
Country of origin	Heathrow	Gatwick	Stansted	Luton	London City	All London area airports
Western Europe – EU	22.9	17.1	17.2	5.8	1.2	64.2
Western Europe – Other	3.4	1.9	1.2	0.6	0.5	7.7
Eastern Europe – Other	1.2	0.4	–	0.1	–	1.7
Eastern Europe – EU	1.2	1.1	2.3	1.3	–	5.9
North Africa	0.7	1.4	–	0.1	–	2.2
Southern Africa	1.6	0.2	–	–	–	1.8
West Africa	0.6	0.3	–	–	–	0.9
United States of America	11.3	3.9	0.1	–	–	15.3
Canada	2.5	0.6	–	–	–	3.0
Caribbean	0.4	1.2	–	–	–	1.6
Indian Sub-continent	2.8	0.1	–	–	–	3.0
Middle East	3.3	0.8	–	–	–	4.0
Near East	0.9	–	0.1	–	–	1.0
Far East	5.9	–	–	–	–	5.9
Australasia	1.4	–	–	–	–	1.4
Other countries	1.4	0.9	0.1	–	–	2.3
Total international passengers	61.3	30.0	21.0	7.9	1.7	122.0
Total domestic passengers	6.0	4.1	2.7	1.5	0.6	14.9
Total passengers	67.3	34.1	23.7	9.4	2.4	136.9

Source: Civil Aviation Authority
1. Excludes transit passengers.

Enquiries: 020 7453 6258
www.caa.co.uk

See technical note.

The majority of passengers arriving at London area airports were from EU countries (53%). Passengers from the USA were the second most significant group, comprising 13% of all passengers. Just over a third of all international passengers at Heathrow were from the EU, compared to over 70% of all international passengers travelling to Stansted, Luton and London City airports.

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 (excluding the Western Extension), 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 and the London Travel Demand Survey (LTDS).

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) purpose

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.

Glossary

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 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 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 4.1).

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.

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

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 the Office for National Statistics website (www.statistics.gov.uk).

Headline Fares Index: tracks the change in the Gross Yield, ie the direct effect of a fares revision assuming passengers would buy the same ticket but at the 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 in Gross Yield, 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.

Glossary

PTAL

Public Transport Accessibility Level (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, eg bus stops, stations) within a catchment area; the number of different services (eg bus routes, train services) operating at the SAPs; and levels of service (ie 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 '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.

Sources

CAPC Central Area Peak Count: 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 7am 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 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. 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, interchange trips between the two rail modes that do not start or end in the Isle of Dogs and wholly internal trips, 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.

LTDS London Travel Demand Survey: Annual sample survey of 8,000 randomly selected households in London and the surrounding area. The survey design and methodology are similar to the LATS 2001 Household Survey.

LFS Labour Force Survey: ONS quarterly sample survey with a rolling sample of approximately 57,000 households in Great Britain, a major source of information on participation in 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/pgr/statistics/datatablespublications/roadstraffic/traffic/rtstatistics/>

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 1.1.1 and **Chart 1.1.1** Estimates of the number of journey stages are derived from the annual totals for each mode and refer to all journeys to, from or within Greater London on an average day (including weekends and public holidays) in each year. For Underground, DLR and bus (including tram) these annual totals are the TfL estimates reported in chapter 3. Rail is similarly derived from the ORR annual estimates. The series for road traffic (car, taxi, motorcycle and bicycle) are derived by TfL, based on trends shown by the DfT road traffic series (tables 4.1.1 and 4.1.3). Walks are estimated from the ONS population estimates (table 7.1.1) and the walk trip rates reported in TfL's household interview surveys (LATS and LTDS): they relate to walk-only trips by London residents.

Table 1.1.2 shows the equivalent numbers of trips corresponding to the journey stages in table 1.1.1. A trip may be made up of several journey stages using different modes. Conversion factors from stages to trips have been derived from the detailed data on the composition of trips collected in LATS and LTDS. Trips are classified by main mode according to the hierarchy of modes shown in the table.

Table 1.3.1 and **Chart 1.3.1** Estimates are derived from counts of vehicle occupants on each road entering central London. The cordon is situated outside the inner ring road and encloses an area slightly larger than the Central London Congestion Charging zone (excluding the Western Extension).

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 2.4.1 The number of residents' journey stages reported is derived from the 2006/07 LTDS, expanded to residents of Greater London. Results are not comparable with the total average journey stages per day derived from modal sources reported in other tables.

Chart 3.2.1 Real London earnings are London earnings deflated by the RPI.

Chart 3.3.1 and **Chart 3.3.2** These data comes from ticket sales, and therefore do not include journey stages made without a ticket or with staff passes and police warrants.

Table 3.4.2 Excess journey times have been revised and are different to those in the London Travel Report 2006. They are now weighted to take into account how customers value time, as the measure of performance.

To calculate excess journey time, each journey is broken down into its constituent parts namely access from station entrance to platform, ticket queuing and purchase time, platform wait time, on train time, platform to platform interchange and egress from platform to station exit. Each component has a 'perfect' or 'scheduled' value which states how long a particular journey would take if everything went as planned. Actual journey times are measured and then compared to the schedule, the difference being the measure of lateness – referred to as excess journey time. Each journey time component has a Value of Time weighting associated with it, which vary according to how the customers perceive the activity. For example, a perceived time weight of 2 is applied to platform wait time, as customers regard waiting as unattractive. Note that results presented in previous years' reports have not reflected these Value of Time weightings.

Table 3.5.1 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 3.8.1 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.

Table 3.8.2 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.

Technical notes

Table 3.9.1 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 (ie VCS and all London mainline stations) express bus service, which had four departures per hour for most of the day.

Table 3.10.1 2004/05 was the first financial year in which Thames Clippers were under contract to London River Services.

Table 3.11.1 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 3.12.1 The Taxicard scheme provides subsidised door-to-door transport for people with serious mobility impairment who 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 trips per year, with no membership fee, no waiting lists to join Taxicard and all boroughs using an agreed set of eligibility criteria.

Table 3.12.2 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 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 4.1.1 and **Table 4.1.2** 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 4.1.1** and **Table 4.1.2**. The traffic for each year relates to the public road network in place in that year. Thus growth over time is mainly due to changes in vehicle flows but also take account of changes in network length.

Table 4.1.3 The average vehicle flow on a section of the road network is the mean flow (number of vehicles) across the network. It is calculated as the total traffic (vehicle kilometres) on the network divided by the road length (kilometres).

Table 4.2.1 Traffic speed surveys are carried out on a 3-year cycle in central, inner and outer London, supplemented by more frequent surveys in central London since the introduction of Congestion Charging (shown in chart 4.2.1). The data are collected by a car moving at the prevailing speed of the traffic.

Chart 4.3.1 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 2006 are provisional.

Table 4.4.1 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.

Technical notes

Chart 5.1.1 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 7.1.1 ONS is undertaking a substantial and long term programme of work to improve the population statistics it produces. This work highlighted several improvements to methodology that could be made immediately. These improvements have impacted principally on the distribution of the national population to local areas. The new methods have been used in making population estimates for 2006 and have resulted in revised estimates for the years 2002 to 2005.

Table 7.3.1 and **Table 7.3.2** 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. This means that data from 2005 should not be compared to previous years.

Table 10.1.1 and **Table 10.1.2** 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.

Counts of terminal passengers do not include transit passengers, ie passengers arriving and departing on the same aircraft which is transiting the airport.

Key facts

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

Road lengths	Miles	Km	Road lengths	Miles	Km
Motorways	37	60	All London roads	9,274	14,926
Principal roads	1,069	1,720	of which TfL Road Network	360	580
Minor roads	8,168	13,146			

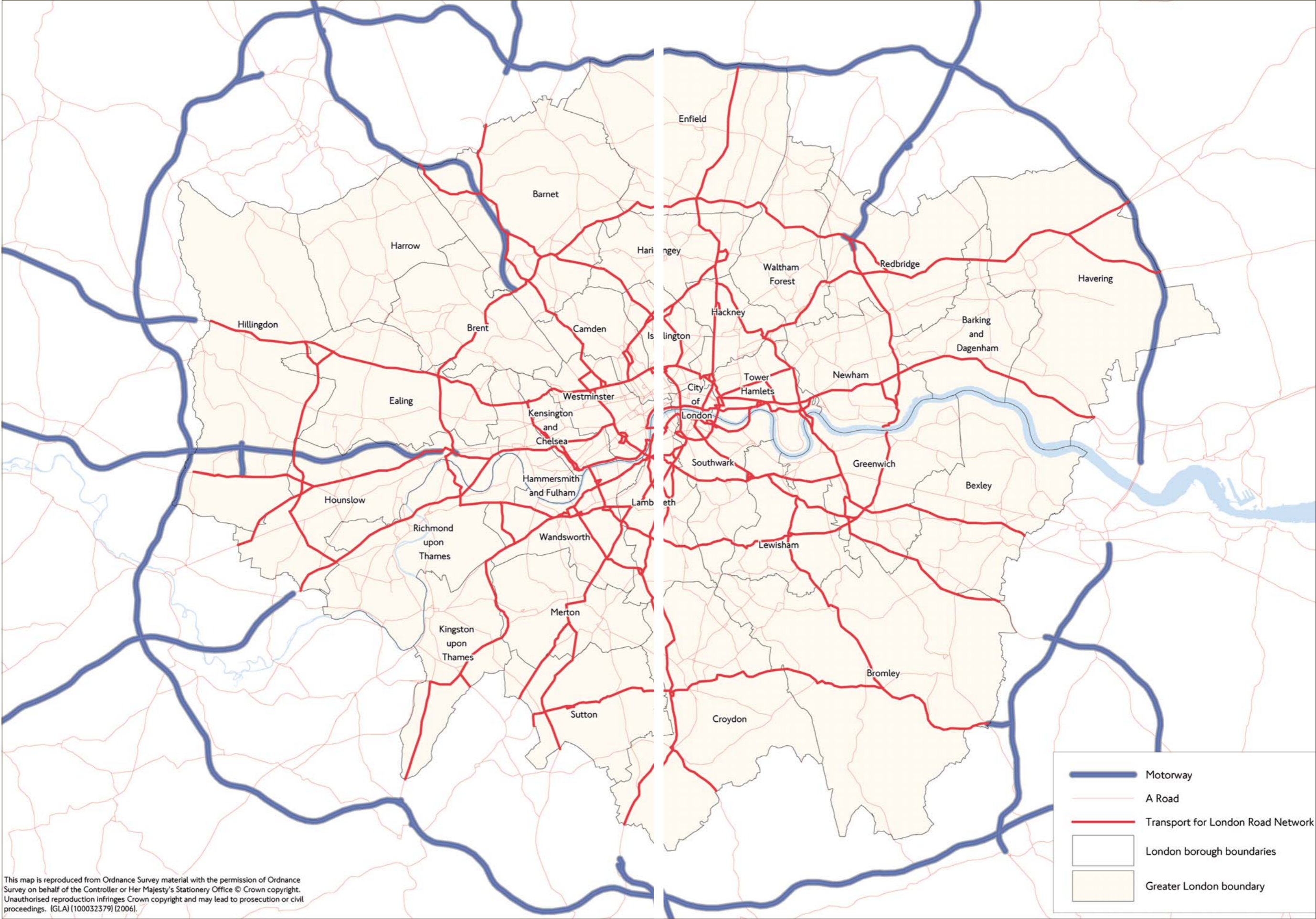
Rail networks	Stations served	Route length	
		Miles	Km
Rail (within Greater London)	321	490	788
London Underground	275	253	408
Docklands Light Railway	34	18	29

Tram network	Stations served	Route length	
		Miles	Km
Croydon Tramlink	38	18.5	28

London's passenger rail network – central London



London's major road network



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