



London Travel Report 2005

Introduction

The London Travel Report is an annual compendium of statistics relating to all types of travel in London. The information in this report is a compilation of data that are updated every year to give a picture of variations in travel in London over time, and data that are updated less frequently, but which are useful context for the yearly data.

The data are obtained from a wide range of sources. Many are drawn from Transport for London's own continuous programme of research and surveys. Others are provided by the Department for Transport, the Office for National Statistics, the Office of Rail Regulation, the Port of London Authority and the Civil Aviation Authority. The sources used to compile each table and chart are detailed beneath the table. We have included a glossary at the back of the document, which contains an explanation of any acronyms and symbols used, as well as a short description of the surveys.

This edition of the report includes a new 'Technical notes' section which provides additional information to assist in the interpretation of specific results. The section (on page 51) is organised by table/chart number and is referenced in the report by 'See technical note' in the commentary beneath the relevant table/chart.

We hope you find that this report presents an informative summary of travel in London. However, to keep the report to a manageable size, we have had to be selective in what we have included. In many cases more detailed versions of the tables presented in this report are available online at: www.tfl.gov.uk/londontravelreport

For queries relating to the specific data in an individual table or chart, please phone the enquiries number provided next to that table or chart.

If you would like a printed copy a limited number are available and can be obtained by calling GTPP Business Support – 020 7126 4289. (A charge may be made to commercial organisations to cover printing costs).

For any general queries about this publication please call Henry Burroughs – 020 7126 4608.

Transport for London would welcome your comments on the report and any suggestions on how it might be improved in future editions.

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Contents

	Page
Key findings	1
1. Travel patterns in London	2
1.1. Daily travel	2
1.2. Travel by area of London	4
1.3. Within-day variations	7
1.4. Morning peak travel into central London	7
1.5. London residents' travel	9
1.6. Commuting	10
1.7. Household expenditure on travel and transport	13
2. Public transport	14
2.1. Overview	14
2.2. Fares and prices	15
2.3. Bus	17
2.4. Underground	19
2.5. Rail	22
2.6. DLR	23
2.7. Croydon Tramlink	24
2.8. Taxis	25
2.9. Coach travel – Victoria Coach Station	26
2.10. River services	26
2.11. Dial-a-Ride	27
2.12. Taxicard	27
3. Private transport	28
3.1. Traffic	28
3.2. Speeds	30
3.3. Car ownership	32
3.4. Vehicle registrations	33
3.5. Cycling	34
3.6. Walking	35
3.7. Congestion charging	36

4. Freight	38
4.1. Road freight	38
4.2. Water freight	39
4.3. Air freight	39
5. Casualties	40
5.1. Road casualties	40
5.2. Underground casualties	41
6. Population	42
6.1. Resident population	42
6.2. Working population	43
6.3. Overseas visitors	45
7. Environment	46
7.1. Emissions	46
8. Accessibility	47
Glossary	48
Technical notes	51
Key facts	53
London's passenger rail network map – central London	54

Key findings

- On an average day in 2004, there were just over 27 million journeys in London, of which 42% were made by car, 18% by bus, 10% by Underground, 5% by rail, 2% by cycle and 21% by walking.
- Public transport accounted for 36% of journeys in 2004. The share of journeys by public transport has steadily increased from 33% in 2000, reflecting the 15% growth in the number of public transport journeys over the same period.
- The number of journeys by private transport grew at a much slower rate, just over 1% since 2000, less than the almost 3% growth in population.
- Bus continued to be the fastest growing mode of travel. The year-on-year growth in bus journeys recorded in 2004/05 was 5%, lower than the 11% growth in 2003/04, but higher than levels seen throughout the 1990s.
- Nearly half of all London residents' trips were within outer London and two thirds either started or ended in this area.
- Oyster, TfL's smartcard ticketing system, was launched in 2003. In 2004, 27% weekday Underground journeys were made using an Oyster card, including a fifth of journeys paid for as single fares and almost half of all period tickets. On buses, 18% of weekday journeys were paid for using an Oyster card.
- In Autumn 2004, on an average weekday 1.04 million people entered central London during the morning peak (7am to 10 am). This was 1% higher than the previous year, but lower than recorded between 1998 and 2002. The proportion of people entering central London by public transport remained unchanged at 88% with some increase in bus and Underground and a slight decrease in rail.
- Road traffic in London remained almost constant overall since 1999, with a slight reduction in total traffic for major roads (motorways and principal roads) and an increase on minor roads.
- Car traffic entering the central London Congestion Charging Zone showed no significant change in 2004, after dropping by around 33% in 2003 after the introduction of the congestion charge in February of that year.
- Road traffic speeds in London have been decreasing since the late 1990s, except in the central area where they increased following the introduction of congestion charging.
- The number of casualties on London roads decreased by 10% in 2004, compared with a decrease of 3% in Great Britain as a whole. The number killed or seriously injured was 4.2 thousand, 20% less than in 2003. Slightly injured casualties amounted to 30.4 thousand, a decrease of 9 per cent.

1. Travel patterns in London

1.1. Daily travel

Table 1.1.1 Daily average number of journeys

										Millions
Year	Rail ⁵	Underground	DLR	Bus	Taxi	Car	Motor cycle	Bicycle	Walk	All modes
1993	1.4	2.0	–	3.1	0.2	10.5	0.2	0.3	5.2	22.8
1994	1.4	2.1	–	3.1	0.2	10.6	0.2	0.3	5.2	23.2
1995	1.5	2.1	–	3.3	0.2	10.6	0.2	0.3	5.2	23.3
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	2.3	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	25.4
2001	1.8	2.6	0.1	3.9	0.2	11.0	0.2	0.3	5.5	25.8
2002	1.9	2.6	0.1	4.1	0.2	11.1	0.2	0.3	5.6	26.2
2003	1.9	2.6	0.1	4.5	0.2	11.0	0.2	0.3	5.6	26.7
2004	1.9	2.7	0.1	4.8	0.2	11.0	0.2	0.4	5.6	27.1

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

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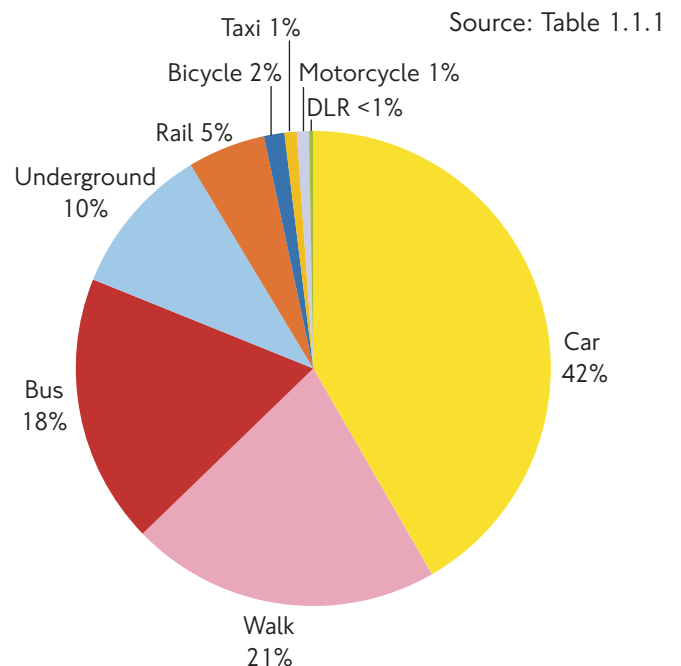
1. A journey is a part of a trip made by a single mode of transport.
2. Bus journeys are counted as starting a new journey each time a new bus is boarded.
3. Underground journeys are counted by station entries and interchanges within stations are ignored.
4. Walks are counted only when they form complete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

There were 27.1 million journeys per day made in London in 2004. The number of journeys has gradually increased over the previous 10 years from just over 23 million journeys a day in 1994.

These estimates have been derived from the annual estimates of travel by each mode of transport that are presented in chapters 2 and 3 of this report. Since they show the level of travel separately for each mode of transport, they may be used to derive percentage mode shares as shown in chart 1.1.1 below.

Chart 1.1.1 Modal shares of daily journeys in London (2004)

Journeys 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** (or 'trip-stage') is a part of a trip using a single mode of transport. A trip may be made up of several journeys (see also footnotes to Table 1.1.1). The number of trips in London was over 24 million a day in 2004, increasing from under 21 million a day in 1994.



1. Travel patterns in London

Table 1.1.2 Daily average number of trips

Year	Main mode of trip									Millions
	Rail	Underground/ DLR	Bus	Taxi	Car	Motor cycle	Bicycle	Walk	All modes	
1993	1.3	1.4	2.1	0.2	10.2	0.2	0.3	5.2	20.7	
1994	1.3	1.5	2.1	0.2	10.3	0.2	0.3	5.2	21.0	
1995	1.3	1.6	2.2	0.2	10.3	0.2	0.3	5.2	21.2	
1996	1.4	1.5	2.3	0.2	10.4	0.2	0.3	5.2	21.4	
1997	1.5	1.6	2.4	0.2	10.4	0.2	0.3	5.3	21.7	
1998	1.5	1.7	2.4	0.2	10.5	0.2	0.3	5.3	22.0	
1999	1.6	1.8	2.4	0.2	10.7	0.2	0.3	5.4	22.4	
2000	1.7	2.0	2.5	0.2	10.6	0.2	0.3	5.4	22.7	
2001	1.7	2.0	2.6	0.2	10.6	0.2	0.3	5.5	23.0	
2002	1.7	1.9	2.9	0.2	10.7	0.2	0.3	5.6	23.3	
2003	1.8	1.9	3.2	0.2	10.7	0.2	0.3	5.6	23.7	
2004	1.7	2.0	3.4	0.2	10.6	0.2	0.4	5.6	24.1	

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

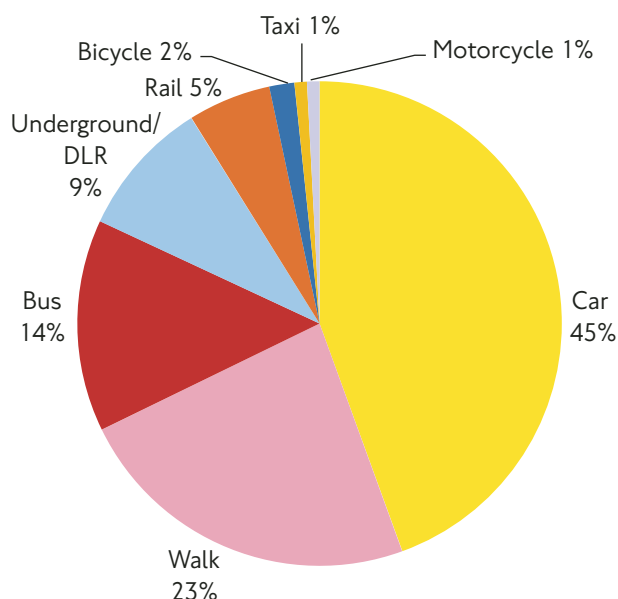
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1. Trips are complete one-way movements from one place to another.
2. Trips may include use of several modes of transport and hence be made up of more than one journey.
3. Trips are classified to the main mode, ie the mode that typically is used for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

For public transport, the percentage share in terms of trips (29.5%) is lower than the share in terms of journeys (34.7%). This is because trips using public transport often include more than one public transport journey, whereas trips by private transport are more often a single journey from door to door. The mode with the greatest difference between the number of trips and journeys is bus, reflecting the important role buses play in providing access to other public transport modes, mainly rail and Underground.

Chart 1.1.2 Percentages of daily trips in London by main mode (2004)

Source: Table 1.1.2

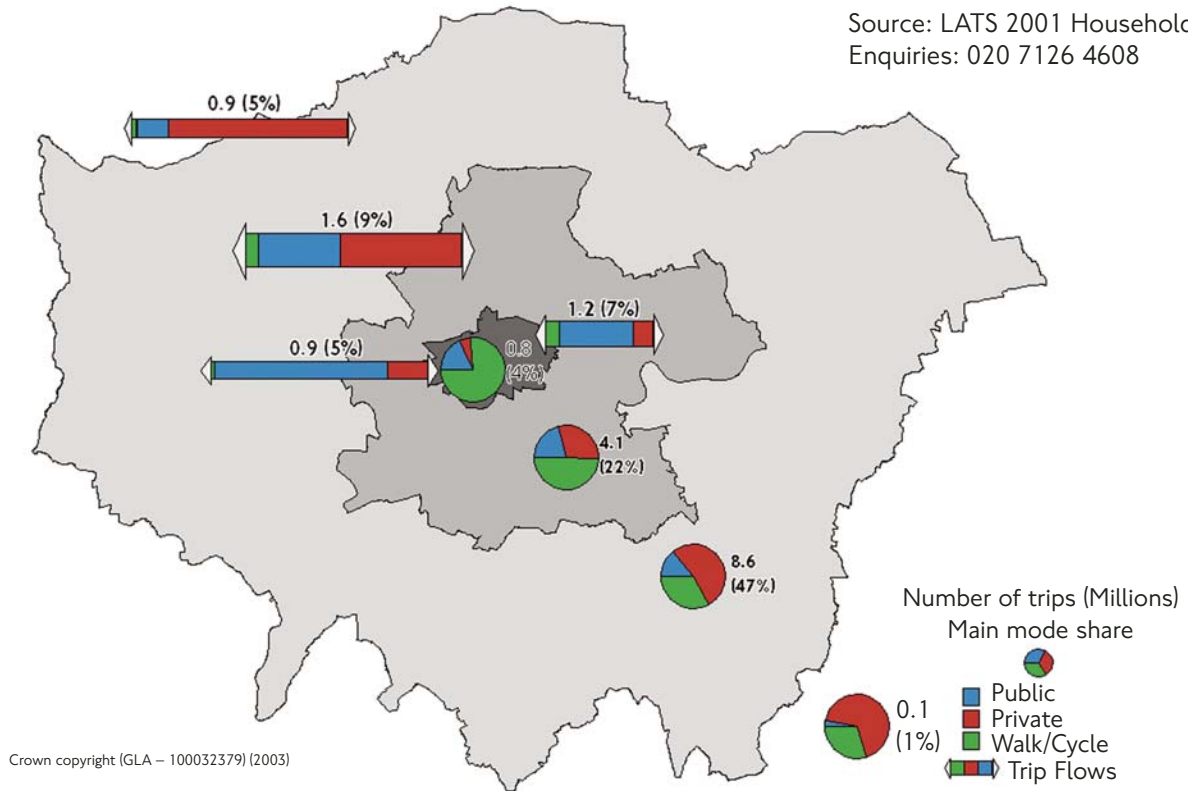


1. Travel patterns in London

1.2. Travel by area of London

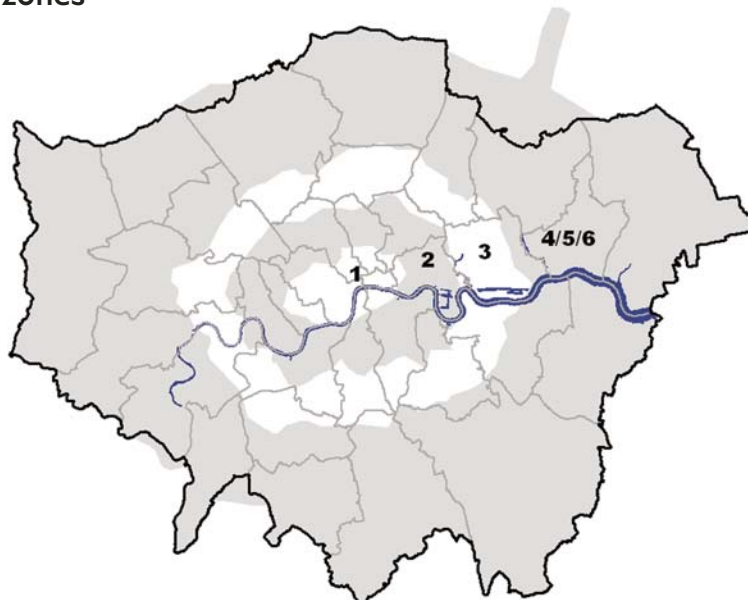
Chart 1.2.1 Number and main mode share of residents' trips between central, inner and outer London areas (2001)

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

Chart 1.2.2 Map of fare zones



1. Travel patterns in London

Table 1.2.1 Spatial distribution of bus journeys by fare zone (2004/05)

Fare zone	Percentage			
	Zone 1	Zone 2	Zone 3	Zone 4/5/6
Zone 1	12	•	•	•
Zone 2	11	19	•	•
Zone 3	2	5	15	•
Zone 4/5/6	–	1	7	29

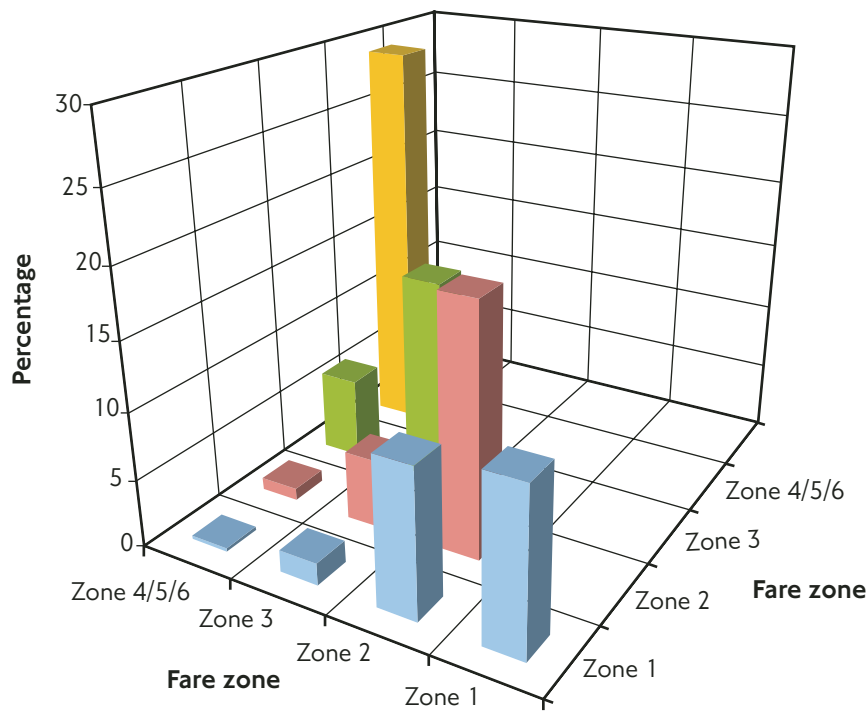
Source: GLBPS

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Chart 1.2.3 Spatial distribution of bus journeys by fare zone (2004/05)

Source: GLBPS

Enquiries: 020 7126 4553



As in 2003/04, three quarters of 2004/05 bus journeys were made within a single fare zone, the largest proportion of which was within zones 4/5/6. This reflects the coverage of bus services right across London, and the significance of bus for orbital trips as well as those into and within central London.

1. Travel patterns in London

Table 1.2.2 Spatial distribution of Underground journeys by fare zone (2002/03)

Fare zone	Percentage			
	Zone 1	Zone 2	Zone 3	Zone 4/5/6
Zone 1	33	•	•	•
Zone 2	24	5	•	•
Zone 3	15	5	1	•
Zone 4/5/6	10	3	2	1

Source: UUS

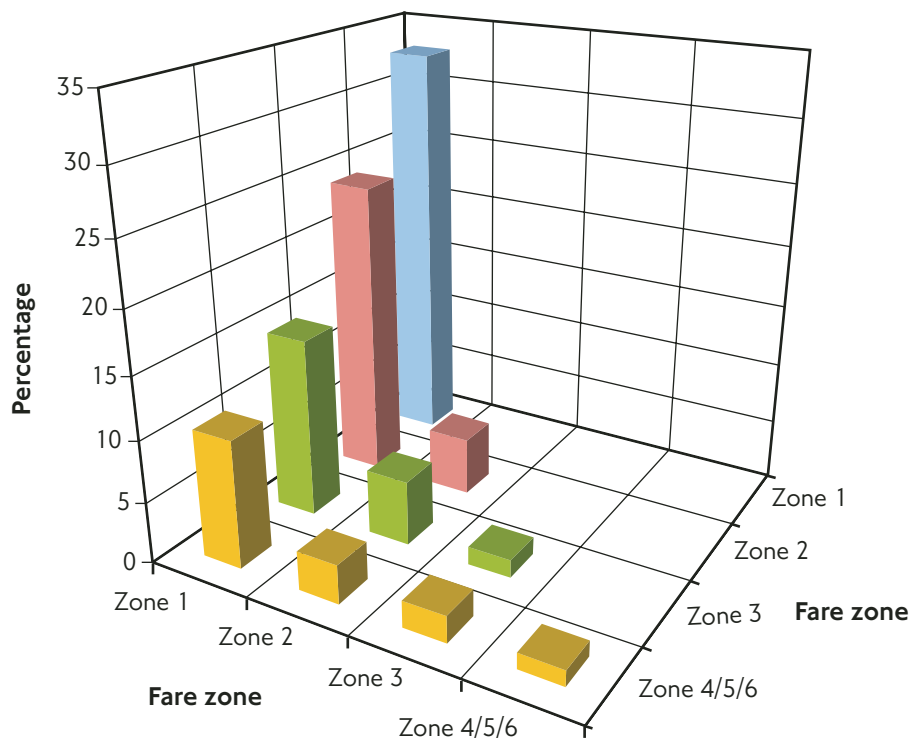
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See technical note.

Chart 1.2.4 Spatial distribution of Underground journeys by fare zone (2002/03)

Source: UUS

Enquiries: 020 7918 4599



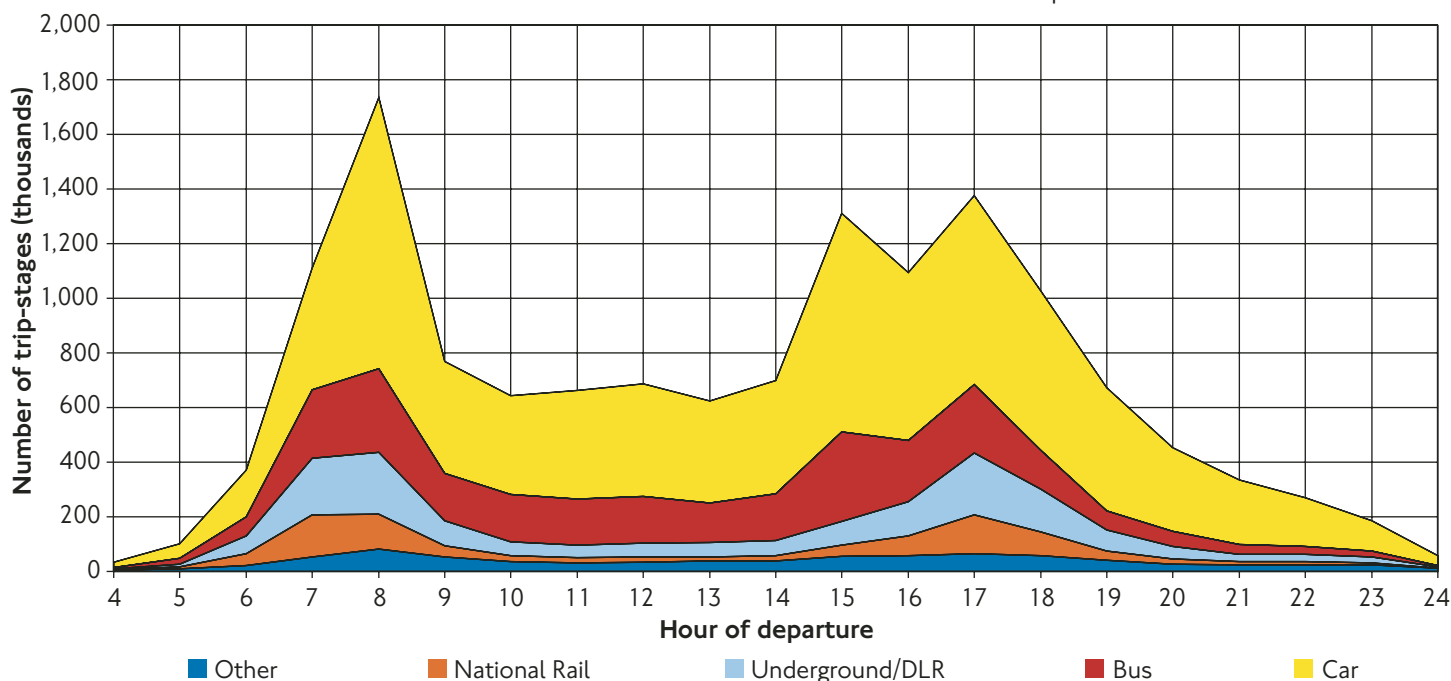
In contrast to bus journeys, 82% of Underground journeys start or end in fare zone 1, with a third of journeys made completely within zone 1.

1. Travel patterns in London

1.3. Within-day variations

Chart 1.3.1 Weekday number of residents' motorised trip-stages by hour (2001)

Source: LATS 2001 Household Survey
Enquiries: 020 7126 4608



The peak in the volume of trip-stages is more pronounced in the am peak period than in the pm period. There is a significant peak in volume shortly before the pm peak period, mainly attributable to the rise in the number of bus and car trip-stages.

1.4. Morning peak travel into central London

Table 1.4.1 People entering central London during the morning peak

Thousands

Year	All modes	Rail only	Rail with transfer to LUL/DLR	All rail	LUL and DLR only	Bus	Coach/minibus	Car	Taxi	Powered two-wheeler	Cycle
1991	1042	258	168	426	347	74	20	155	••	12	9
1992	992	245	156	401	337	61	24	150	••	11	9
1993	977	214	168	382	340	64	20	150	••	11	9
1994	989	221	171	392	346	63	23	145	••	11	9
1995	993	221	174	395	348	63	21	145	••	11	10
1996	992	223	176	399	333	68	20	143	9	11	10
1997	1035	240	195	435	341	68	20	142	9	12	10
1998	1063	252	196	448	360	68	17	140	8	13	10
1999	1074	258	202	460	362	68	15	135	8	15	12
2000	1108	269	196	465	383	73	15	137	8	17	12
2001	1093	264	204	468	377	81	10	122	7	16	12
2002	1068	245	206	451	380	88	10	105	7	15	12
2003	1028	265	190	455	339	104	10	86	7	16	12
2004	1039	251	201	452	339	116	9	86	7	16	14

Source: CAPC

Enquiries: 020 7126 4610

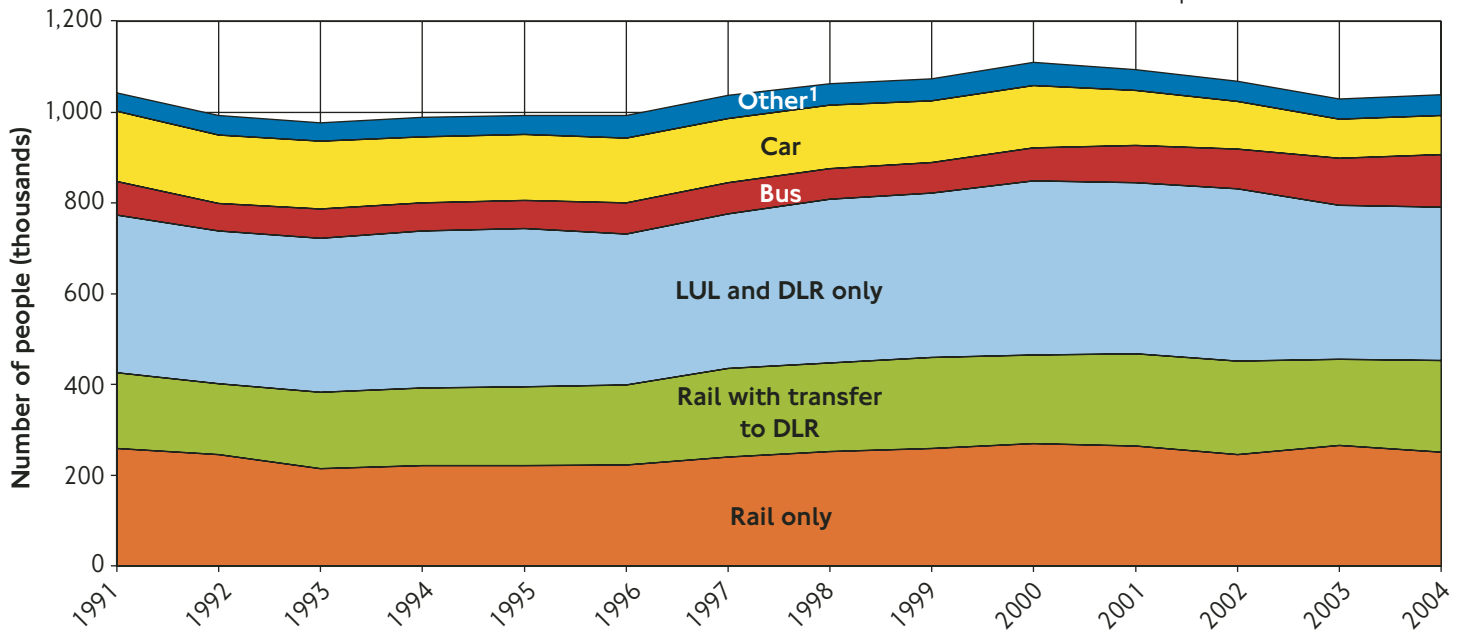
1. Taxi data unrecorded prior to 1996.
2. Revised since the publication of LTR 2004.

See technical note.

1. Travel patterns in London

Chart 1.4.1 People entering central London in the morning peak

Source: CAPC
Enquiries: 020 7126 4610



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

The total number of people entering central London in the morning peak which had been declining since 2000 increased slightly in 2004. However, the most significant trend has been a reduction in car trips with its share of trips into central London in the morning peak falling from 15% in 1995 down to 8% in 2004. Coach use has also declined, while use of bus, motorcycling and cycling have all increased over the last decade.

The relatively low increase in the number of people entering central London by Underground in 2004 is probably due to improvements in the bus network in zone 1 and the increase in Underground fares in zone 1.

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

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

Source: CAPC

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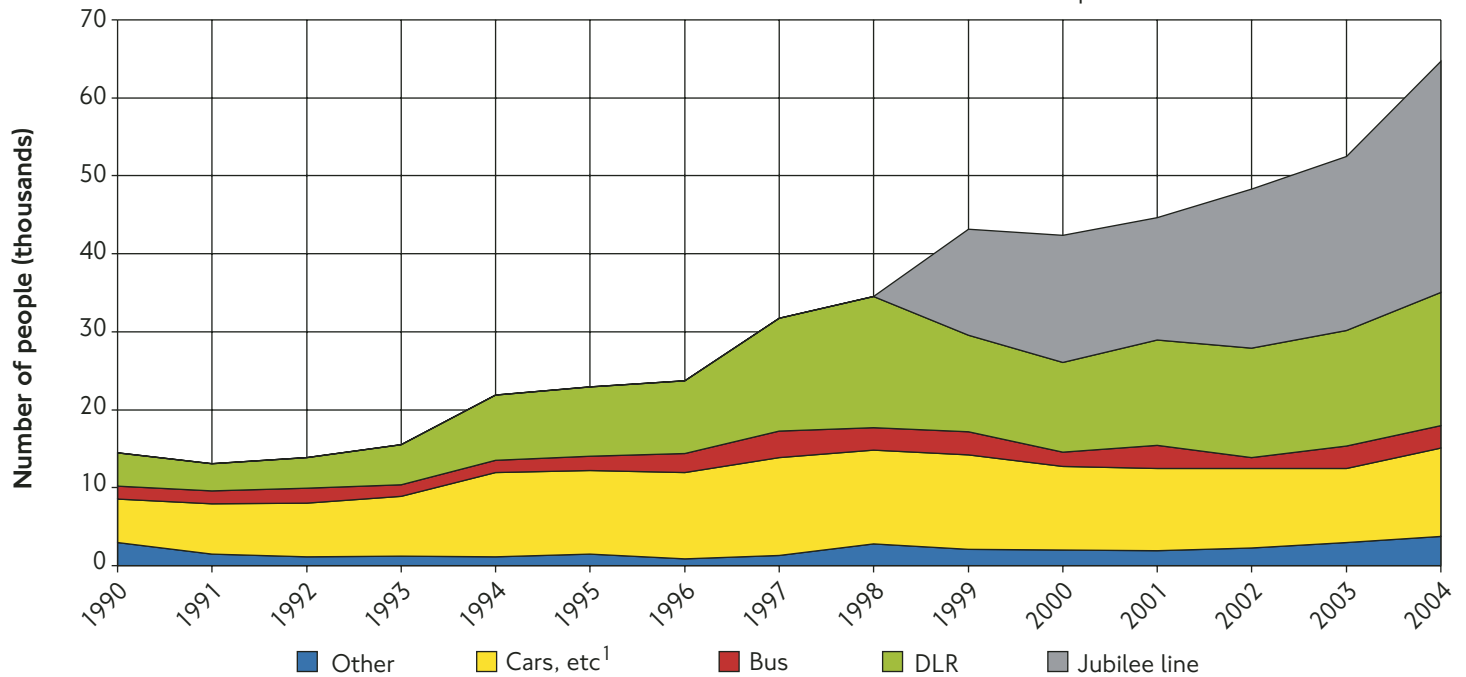
Although the volume of cars coming into central London in the peak had been declining, car occupancy rates have increased from 1.32 persons per vehicle in 1991 to 1.37 in 2004.

The average occupancy of buses has also risen with the introduction of larger buses and after increasing by 12% between 2003 and 2004, is 58% higher than ten years previously.

1. Travel patterns in London

Chart 1.4.2 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 vans, taxis, motorcycles and goods vehicles.

The number of people entering the Isle of Dogs rose by more than 20% between 2003 and 2004. The Jubilee line has the largest share (46%), which continued to grow during 2004.

1.5. London residents' travel

Table 1.5.1 Residents' trip-stages, key statistics (2001)

Mode	Stages (m)	Average length (km)	Percentage Work	Percentage Education	Percentage during peak periods
Bus	2.8	3.5	32	19	48
Croydon Tramlink	0.1	3.8	40	9	55
Underground	1.6	7.2	62	10	63
DLR	0.1	4.0	67	9	58
National Rail	0.9	13.5	69	8	69
Car/van	8.1	6.8	30	7	46
Motorcycle	0.1	8.9	68	4	57
Taxi	0.3	7.2	30	3	30
Walk	5.5	0.8	14	16	36
Bicycle	0.3	3.2	48	8	53
All modes	19.7	4.5	31	12	46

Source: LATS 2001 Household Survey

Enquiries: 020 7126 4608

1. Walk excludes walks to access other modes.
2. Average length is crow fly distance.

Almost a third of trip-stages made by London residents were to, from, or in the course of work. Just under half of residents' trip-stages were made during peak periods.

1. Travel patterns in London

1.6. Commuting

Table 1.6.1 Main mode of travel to work (Autumn 2004)

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
	Percentage								
Car and van	11	35	65	40	76	71	22	52	41
Motorbike, moped, scooter	2	2	1	1	1	1	2	1	1
Bicycle	3	4	2	3	2	3	6	2	4
Bus and coach	13	17	13	14	7	8	24	11	16
National Rail	38	14	4	18	2	4	9	13	11
Underground, tram, light rail	28	17	5	15	–	2	23	13	17
Walk	4	10	9	8	11	11	11	7	9
Other modes	1	1	1	1	1	1	2	1	1
All modes	100	100	100	100	100	100	100	100	100

Source: Labour Force Survey, ONS

Enquiries: 020 7944 4955

Two thirds of those who work in central London travel there by national rail or Underground, while 11% use a car or van as their main mode of transport. For London as a whole, car or van use rises to 40% compared with 76% for the rest of Great Britain. Among those who live in London, travel patterns to work differ markedly between residents of inner London who are more likely to travel by public transport, and those in outer London the majority of whom drive to work.

Table 1.6.2 Travel times to work by main mode (Autumn 2004)

Main mode	Area of workplace						Minutes	
	Central London	Rest of inner London	Outer London	All London	Rest of Great Britain	Great Britain		
	Minutes							
Car and van	53	38	31	35	23	24		
Motorbike, moped, scooter	32	30	28	30	19	21		
Bicycle	29	26	22	26	16	17		
Bus and coach	46	40	37	40	33	35		
National Rail	69	72	65	70	58	65		
Underground, tram, light rail	50	50	51	50	42	49		
Walk	18	14	14	14	12	12		
All modes¹	55	42	32	42	23	26		

Source: Labour Force Survey, ONS

Enquiries: 020 7944 4955

1. All includes modes not listed (e.g. taxi).

Commuters working in central London take on average 55 minutes to travel to work, compared with 32 minutes for commuters working in outer London and 23 minutes for the rest of Great Britain. Commuters by car to central London spend more than twice the amount of time travelling to work as those in the rest of Great Britain and two thirds more than workers in outer London.

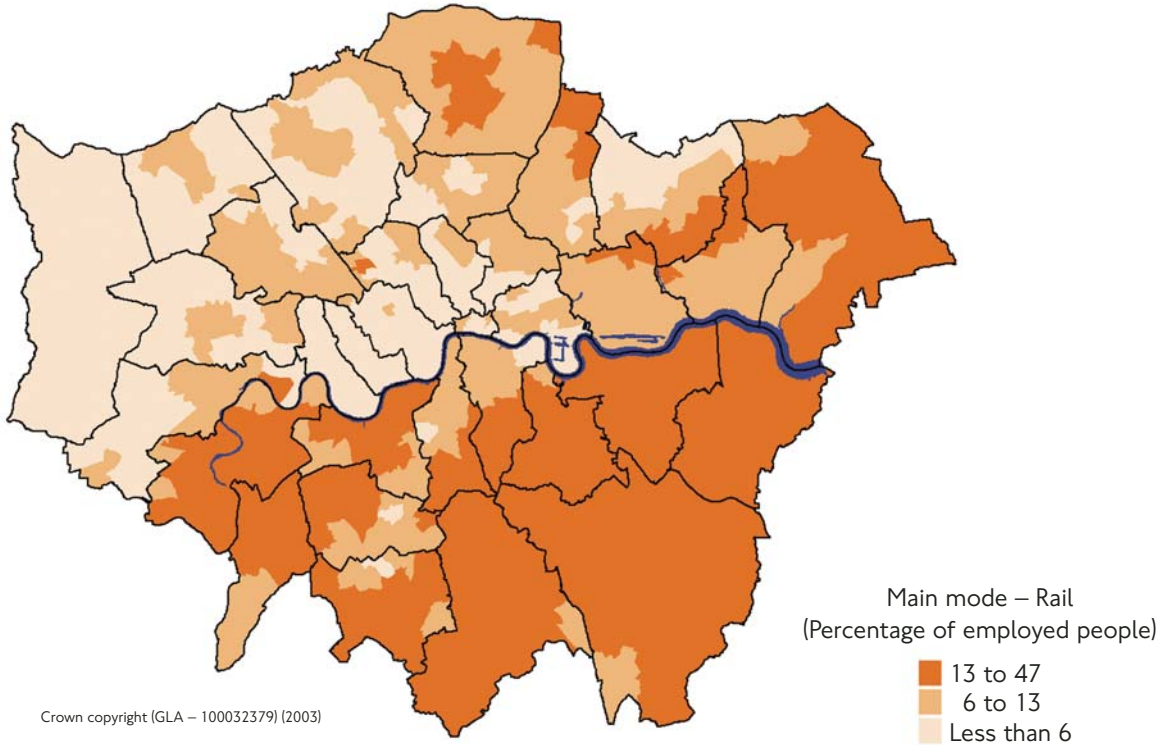
1. Travel patterns in London

Chart 1.6.1 Usual means of travel to work by ward of residence (2001)

See technical note.

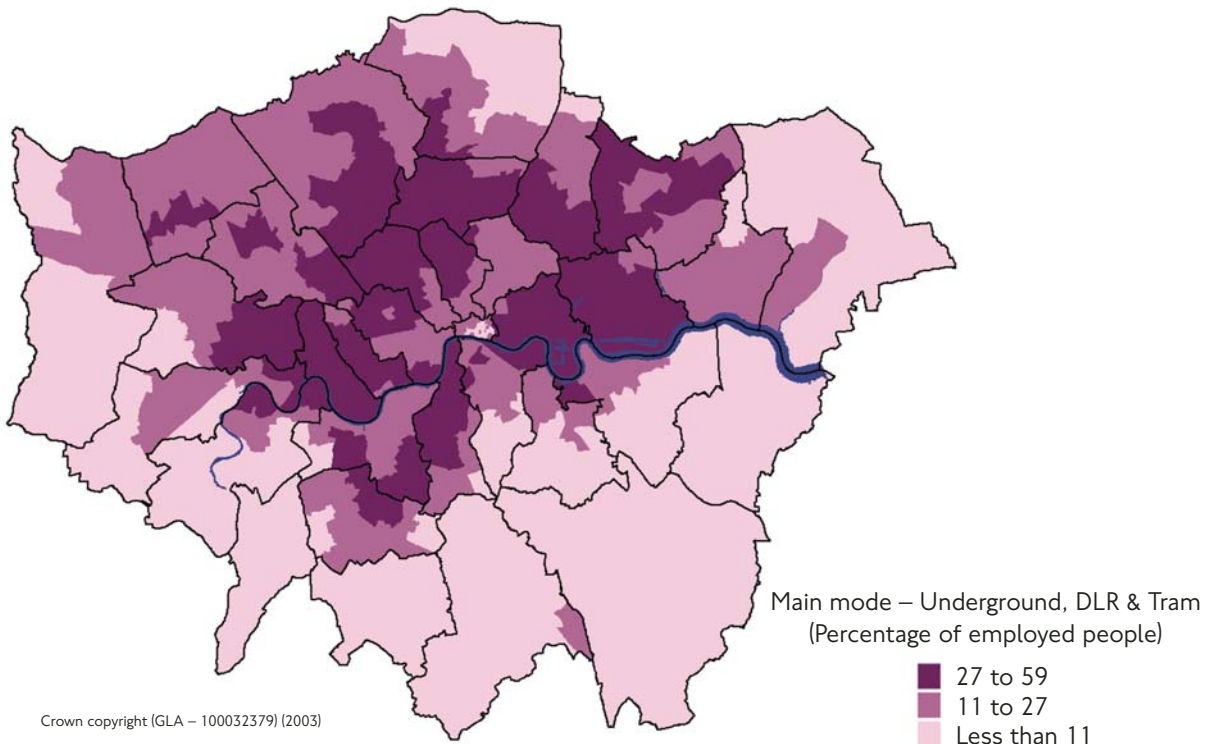
Rail

Source: ONS, 2001 Census of Population



Underground, DLR

Source: ONS, 2001 Census of Population



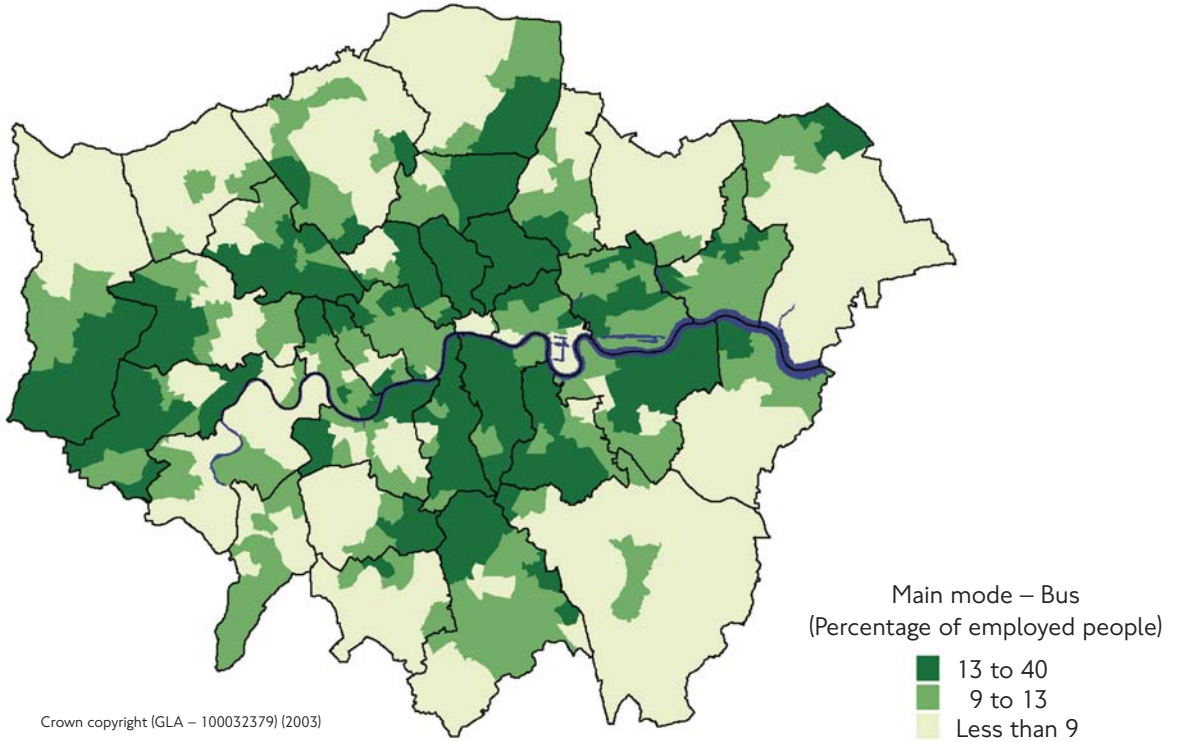
1. Travel patterns in London

Chart 1.6.1 Usual means of travel to work by ward of residence (2001) (continued)

See technical note.

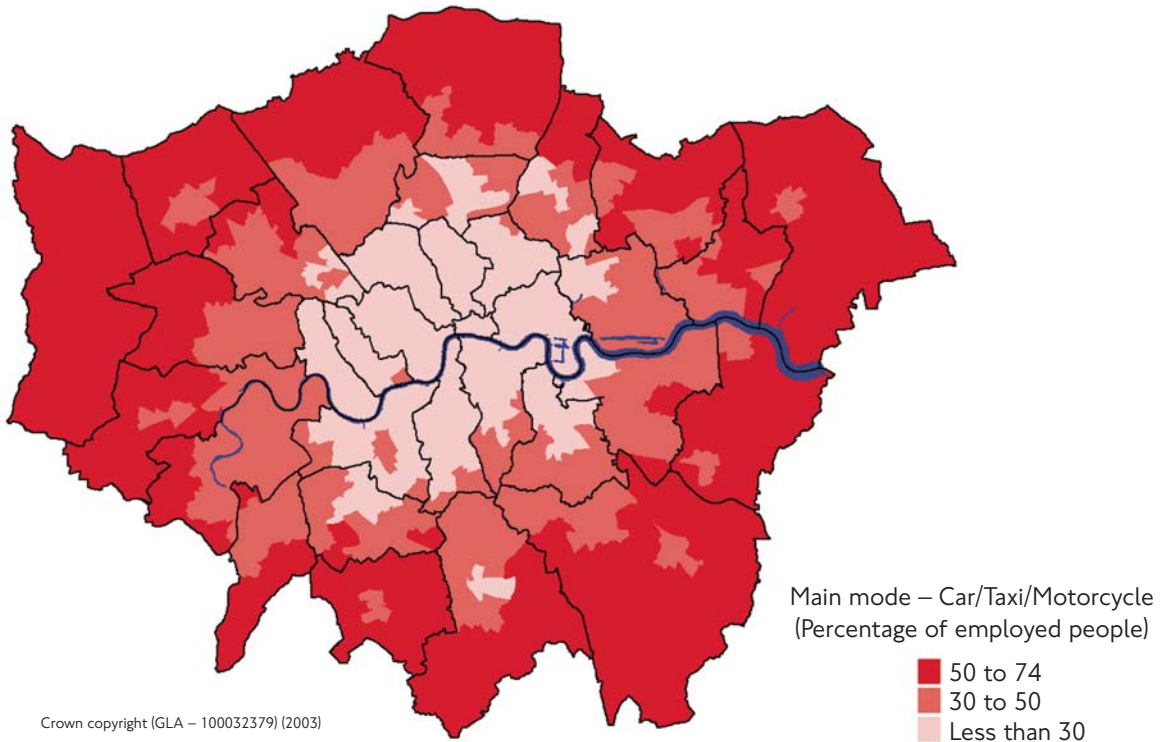
Bus

Source: ONS, 2001 Census of Population



Car, taxi, motorcycle

Source: ONS, 2001 Census of Population



1. Travel patterns in London

1.7. Household expenditure on travel and transport

Table 1.7.1 Expenditure per London household per week on travel and transport by detailed groups
Pounds

Year	Motoring					Fares and other travel costs			Totals		
	Cars, vans and motor-cycles purchase and repairs	Spares and accessories	Motor vehicle insurance and taxation	Petrol, diesel and other motor oils	Other motoring costs	Rail and tube fares	Bus and coach fares	Other travel costs	Motoring expenditure per car/van	Total transport expenditure per household	Total expenditure per household
<i>London</i>											
2000/01	27.10	1.40	7.70	11.30	2.30	4.60	1.60	11.80	56.80	67.90	448.50
2001/02	29.40	1.10	10.30	11.90	1.80	4.00	2.00	12.70	56.52	73.40	510.40
2002/03	31.00	2.50	10.70	10.80	2.30	4.30	2.50	11.70	61.10	76.30	494.70
2003/04	27.40	1.10	11.00	13.70	2.60	3.60	1.90	8.80	56.50	70.60	485.40
<i>Great Britain</i>											
2000/01	28.60	1.90	7.70	14.80	2.00	2.00	1.40	5.90	51.70	64.20	377.70
2001/02	31.50	1.90	9.40	15.10	1.90	2.00	1.50	5.30	53.20	68.90	409.60
2002/03	32.80	2.00	11.30	15.20	2.00	1.90	1.50	5.40	56.20	72.40	418.90
2003/04	33.00	1.90	10.30	14.90	1.90	1.90	1.50	5.50	54.40	71.10	418.20

Source: The Expenditure and Food Survey, ONS

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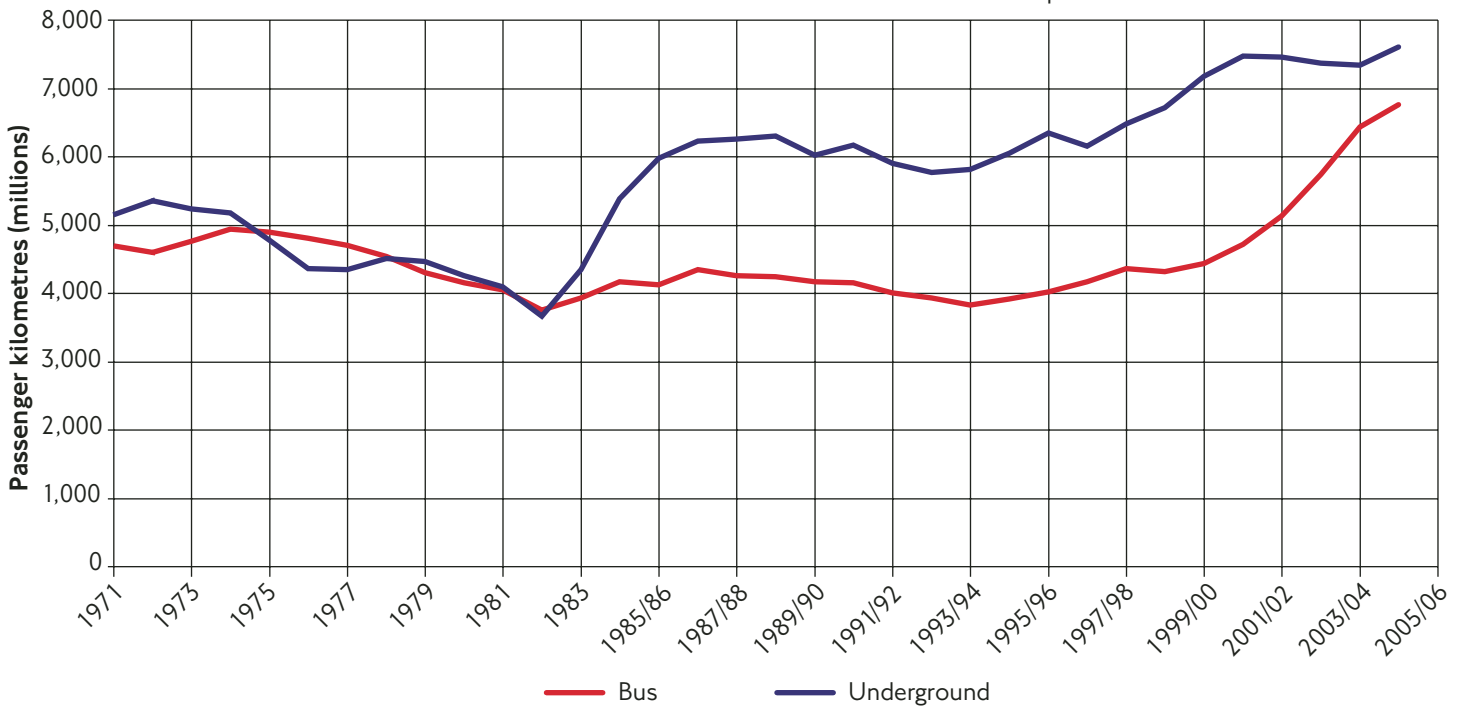
The proportion of income which Londoners spend on transport has remained largely unchanged over the last four years, and is slightly lower than for the rest of the country.

2. Public transport

2.1. Overview

Chart 2.1.1 Bus and Underground passenger kilometres

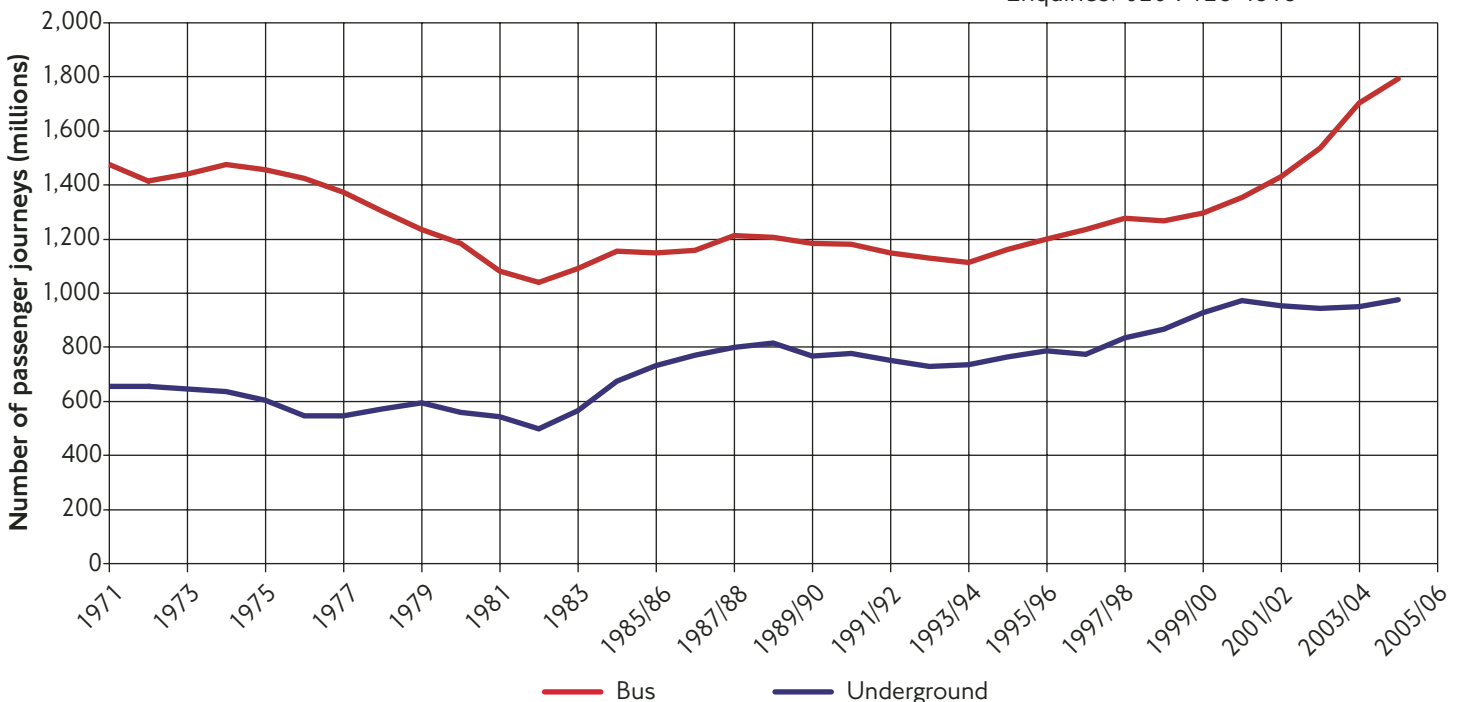
Source: TfL Service Performance Data
Enquiries: 020 7126 4616



Passenger kilometres by Underground increased in 2004/05, reversing the trend of the previous three years. Bus passenger kilometres continued the increase shown over the last six years, but at a slower rate.

Chart 2.1.2 Passenger journeys by bus and Underground

Source: TfL Service Performance Data
Enquiries: 020 7126 4616

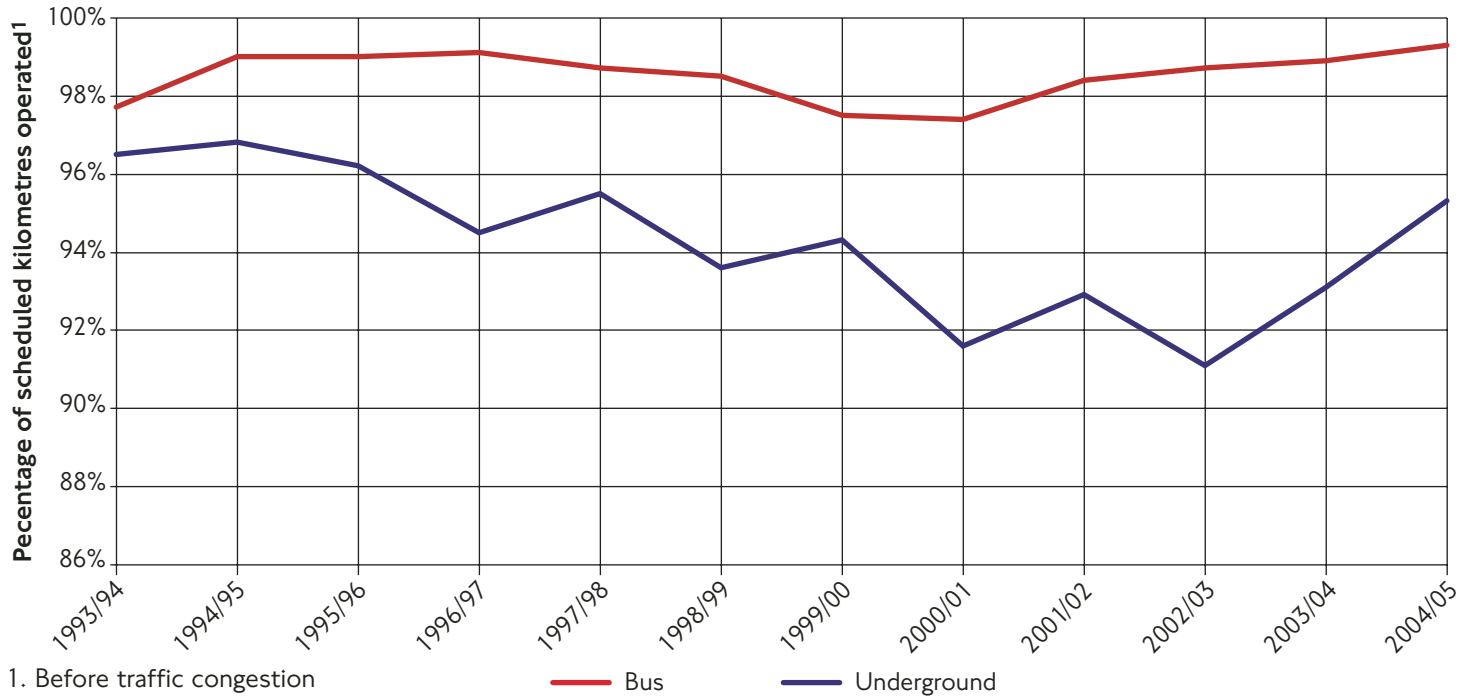


Bus passenger journeys continued to increase in 2004/05. Underground passenger journeys also showed a slight increase over the previous year but remained at a similar level to 2000/01.

2. Public transport

Chart 2.1.3 Percentage of scheduled kilometres operated by bus and Underground

Source: TfL Service Performance Data
Enquiries: 020 7126 4616



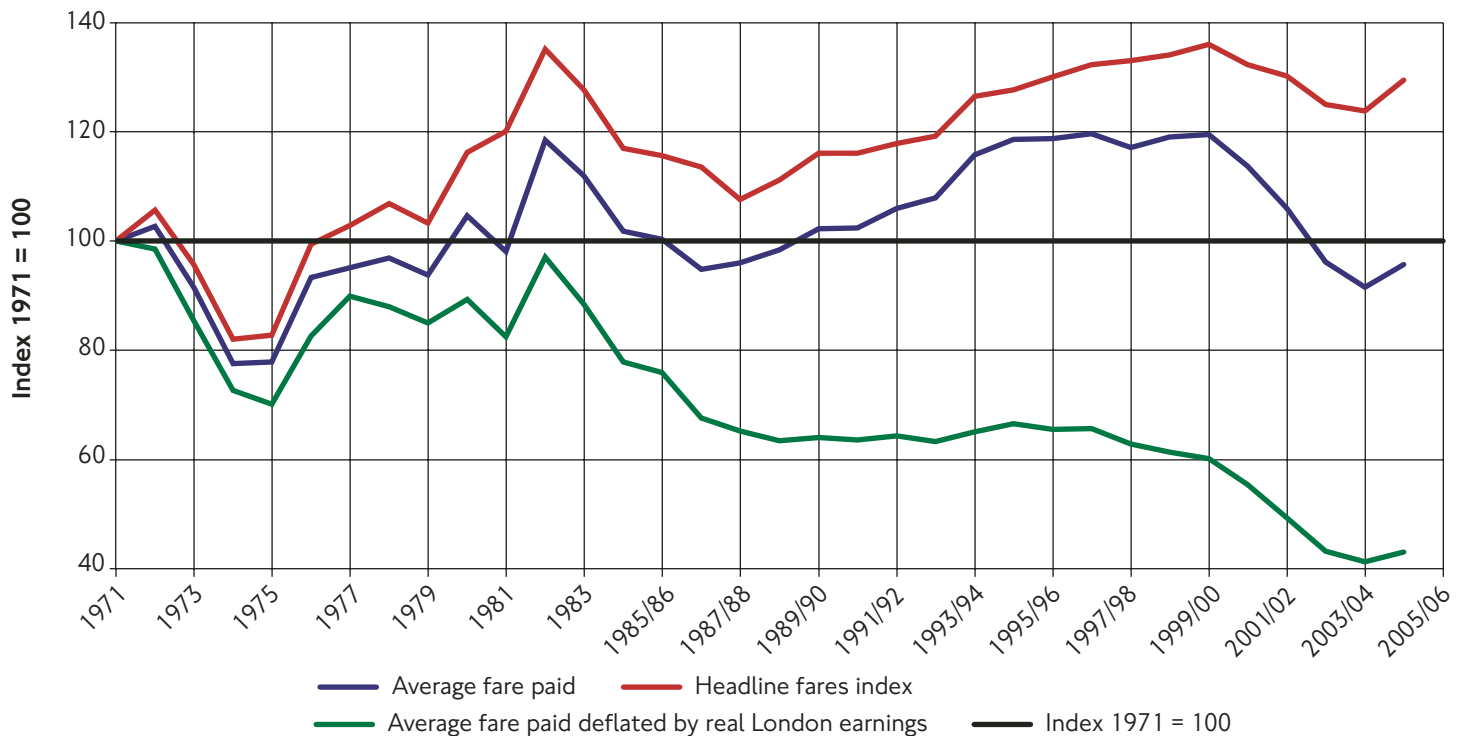
1. Before traffic congestion

The percentage of bus scheduled kilometres operated has remained nearly static, around 98%. Those operated by Underground have increased over the last two years by some 2% per year.

2.2. Fares and prices

Chart 2.2.1 Bus fare trends (adjusted for inflation)

Source: TfL Ticket Sales Data
Enquiries: 020 7126 4616

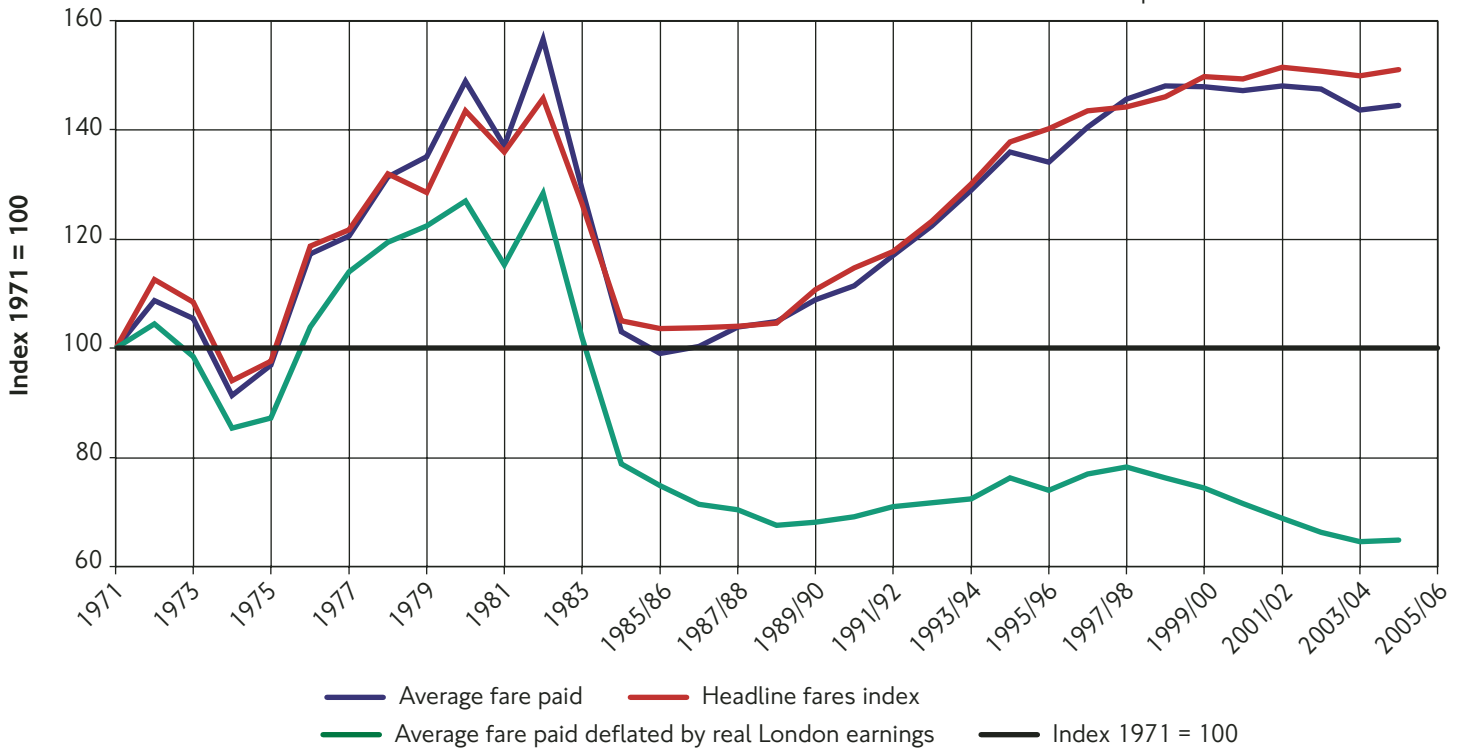


2004/05 showed the first bus fare increase in real terms since 1999. This is a result of the increase in fares in January 2004 for the outer London adult cash fare (from 70p to £1), adult one day and season bus pass prices. See technical note.

2. Public transport

Chart 2.2.2 London Underground fare trends (adjusted for inflation)

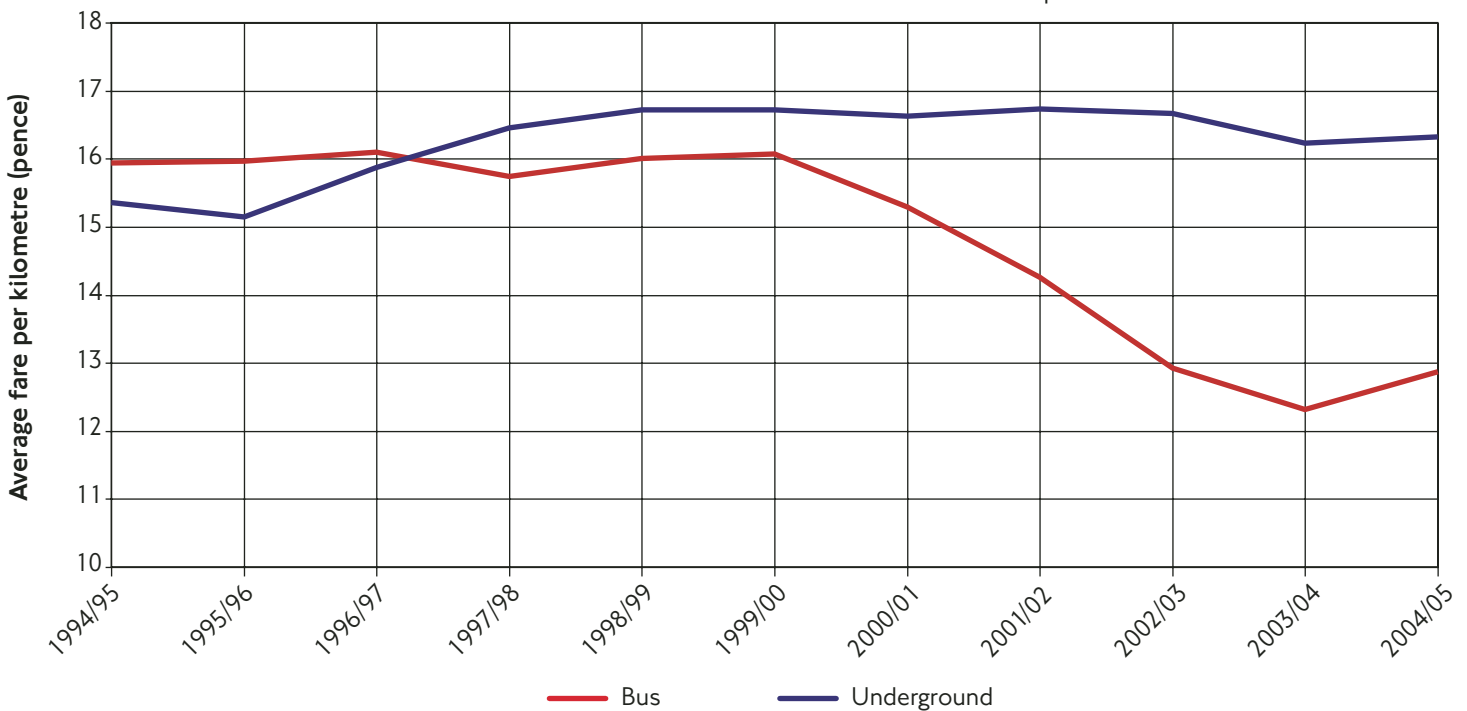
Source: TfL Ticket Sales Data
Enquiries: 020 7126 4616



Underground fares showed very little change in 2004/05 compared with the previous year.

Chart 2.2.3 Average fare per kilometre on bus and Underground (2004/05 prices)

Source: TfL Service Performance Data
Enquiries: 020 7126 4616



While the price per passenger kilometre for Underground travel has remained virtually static in real terms over the five years since 1999, bus fares per passenger kilometre showed some increase in 2004/05 having fallen each year since 1999.

2. Public transport

2.3. Bus

Table 2.3.1 Bus key trends

Year	Passenger kilometres (m)	Passenger journeys (m)	Average fare per passenger kilometres at 2004/05 prices (pence)	Traffic revenue at 2004/05 prices (£m)	Bus kilometres operated (m)	Average number of passengers per bus	Average journey length (km)
1990/91	4,141	1,180	13.8	570	280	14.8	3.5
1991/92	3,996	1,149	14.3	569	296	13.5	3.5
1992/93	3,922	1,127	14.5	569	304	12.9	3.5
1993/94	3,819	1,112	15.6	595	304	12.6	3.4
1994/95	3,912	1,159	15.9	624	318	12.3	3.4
1995/96	4,018	1,198	16.0	642	326	12.3	3.4
1996/97	4,159	1,234	16.1	669	328	12.7	3.4
1997/98	4,350	1,277	15.7	685	337	12.9	3.4
1998/99	4,315	1,267	16.0	691	339	12.7	3.4
1999/00	4,429	1,296	16.1	712	348	12.7	3.4
2000/01	4,709	1,354	15.3	720	357	13.2	3.5
2001/02	5,128	1,430	14.3	731	373	13.8	3.6
2002/03	5,734	1,536	12.9	741	398	14.4	3.7
2003/04	6,431	1,702	12.3	792	437	14.7	3.8
2004/05	6,755	1,793	12.9	869	450	15.0	3.8

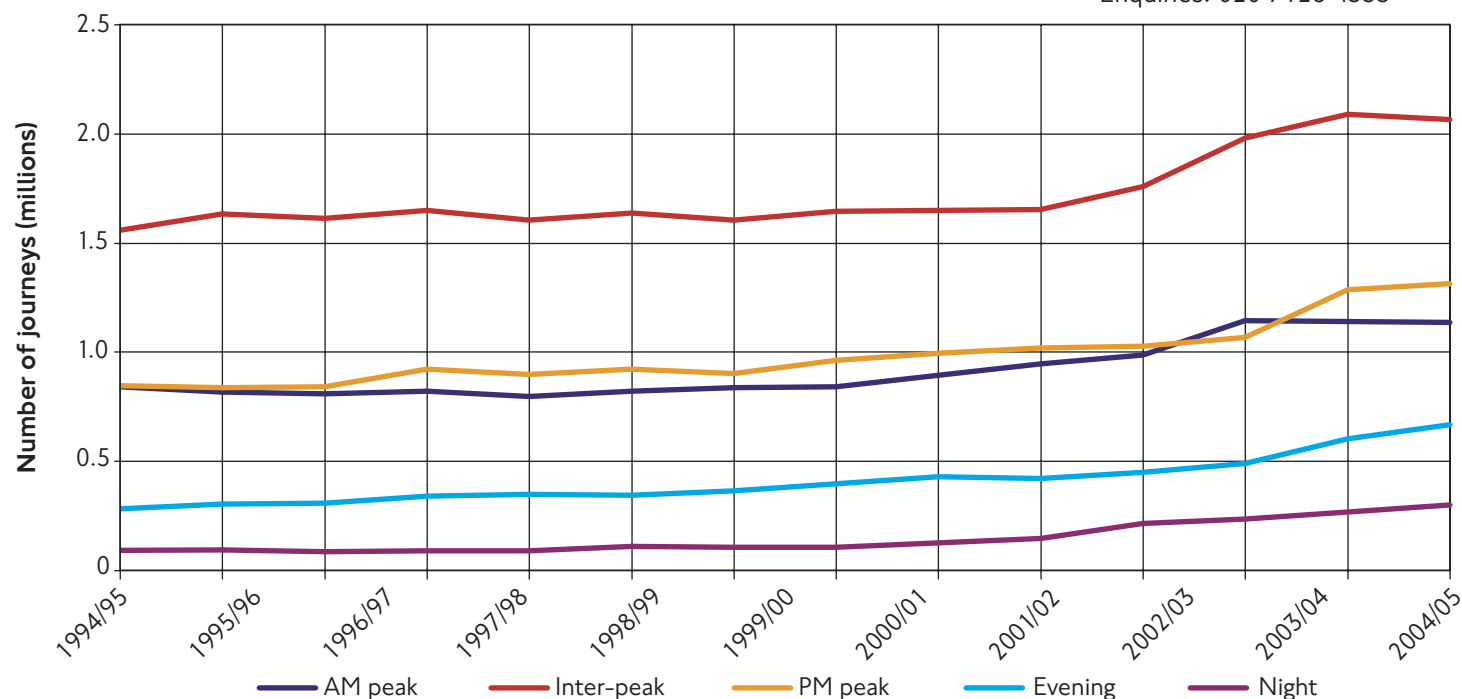
Source: TfL Service Performance Data, ONS

Enquiries: 020 7126 4616

2004/05 showed again an increase in the number of passenger journeys by bus, although less than in previous years. The average fare per passenger also increased, generating a 10% increase in traffic revenue.

Chart 2.3.1 Weekday bus journeys by time period

Source: GLBPS, London Buses
Enquiries: 020 7126 4553



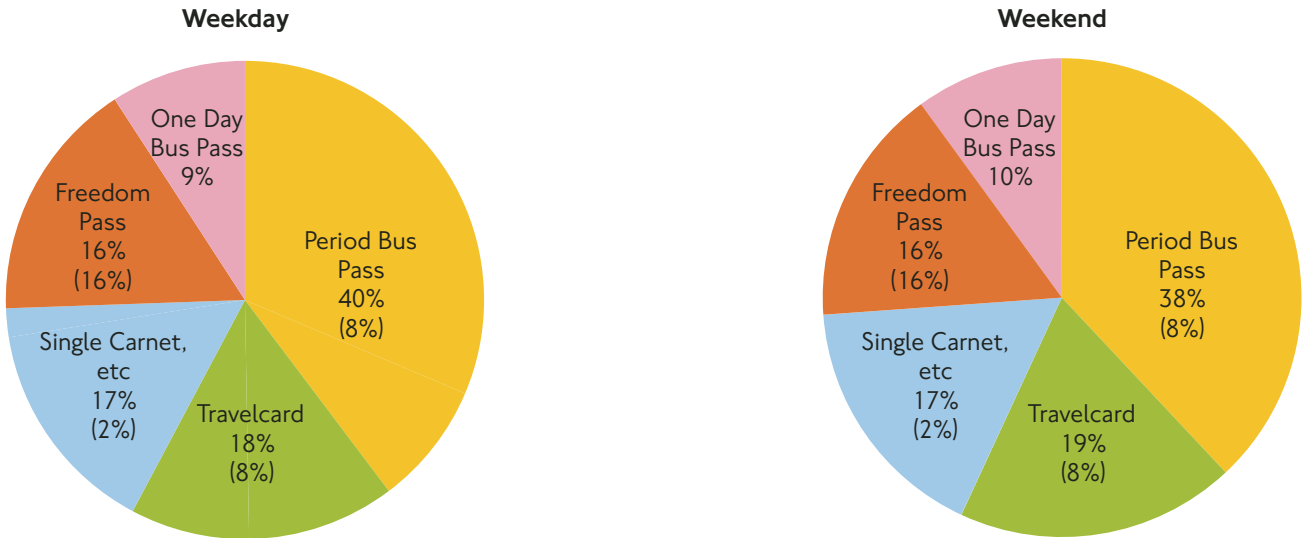
1. After 1998 using financial year GLBPS data.

Overall bus passenger kilometres and the number of journeys increased in 2004/05, though not at the rapid rate shown in the previous two years. Evening buses continued to see a significant increase in passengers in 2004/05, growing at the fastest rate of all time periods.

2. Public transport

Chart 2.3.2 Weekend and weekday bus journeys by ticket type (2004/05)

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

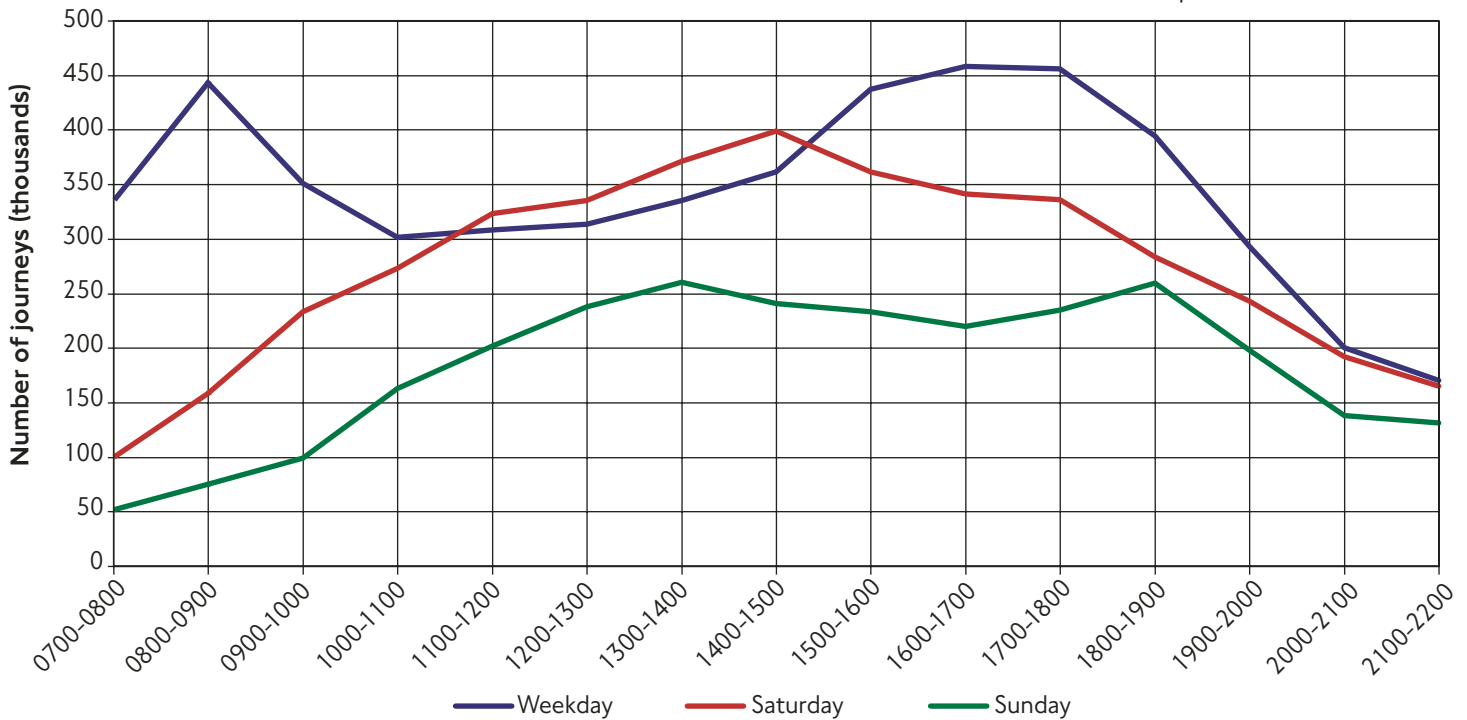


1. Figures in brackets are the proportion of all tickets held on Oystercard within each ticket type.

In 2004/05 there was virtually no difference in the types of tickets purchased for bus travel on weekdays and at weekends. Leisure journeys probably account for the slightly larger proportion of one day bus passes and Travelcards used at weekends.

Chart 2.3.3 Weekday and weekend bus journeys by hour (2004/05)

Source: GLBPS
Enquiries: 020 7126 4553



Bus travel is at its highest during the weekday pm and am peak periods. At weekends, bus travel is less influenced by standard working hours, with Saturday journeys peaking in the early afternoon, and Sunday journeys showing a much flatter distribution.

2. Public transport

Table 2.3.2 Bus service reliability

Year	Percentage of scheduled kilometres operated (before traffic congestion)	High frequency services		Low frequency services
		Average wait time (minutes)		Percentage of timetabled services on time
		Actual	Excess ¹	
1990/91	97.3	6.8	2.2	62.9
1991/92	98.3	6.4	1.8	66.4
1992/93	98.7	6.3	1.7	68.7
1993/94	97.7	6.6	1.9	66.7
1994/95	99.0	6.5	1.8	69.7
1995/96	99.0	6.5	1.7	71.4
1996/97	99.1	6.4	1.8	70.3
1997/98	98.7	6.4	1.8	70.0
1998/99	98.5	6.6	2.0	69.0
1999/00	97.5	6.7	2.1	67.8
2000/01	97.4	6.8	2.2	67.7
2001/02	98.4	6.6	2.0	69.4
2002/03	98.7	6.4	1.8	70.5
2003/04	98.9	5.8	1.4	74.6
2004/05	99.3	5.6	1.1	77.1
<i>Percentage change</i>				
<i>1 year</i>	•	-3%	-21%	•
<i>10 years</i>	•	-14%	-39%	•

Source: Transport for London

Enquiries: 020 7126 4616

1. Excess wait time is the difference between the actual wait time and half the service interval.

Bus service reliability for both high and low frequency services continued to improve in 2004/05. The percentage of scheduled kilometres operated (before traffic congestion) was the highest for over 15 years. Excess waiting time on high frequency services improved by more than 20% for the third year running. The percentage of low frequency services running on time increased for the fourth year running, an increase of 14% points between 1994/95 and 2004/05.

2.4. Underground

Table 2.4.1 London Underground key trends

Year	Passenger kilometres (m)	Passenger journeys (m)	Real average fare per passenger kilometres at 2005 prices (pence)	Real traffic revenue (£m)	Train kilometres operated (m)	Average journey length (km)
1990/91	6,164	775	12.6	776	52.0	8.0
1991/92	5,895	751	13.2	780	53.0	7.8
1992/93	5,758	728	13.8	796	53.0	7.9
1993/94	5,814	735	14.6	847	53.0	7.9
1994/95	6,051	764	15.4	929	55.0	7.9
1995/96	6,337	784	15.1	960	57.0	8.1
1996/97	6,153	772	15.9	977	59.0	8.0
1997/98	6,479	832	16.5	1,066	62.0	7.8
1998/99	6,716	866	16.7	1,123	61.2	7.8
1999/00	7,171	927	16.7	1,198	63.1	7.7
2000/01	7,470	970	16.6	1,242	63.8	7.7
2001/02	7,451	953	16.7	1,247	65.4	7.8
2002/03	7,367	942	16.7	1,228	65.4	7.8
2003/04	7,340	948	16.2	1,191	67.7	7.7
2004/05	7,606	976	16.3	1,241	69.5	7.8

Source: TfL Service Performance Data

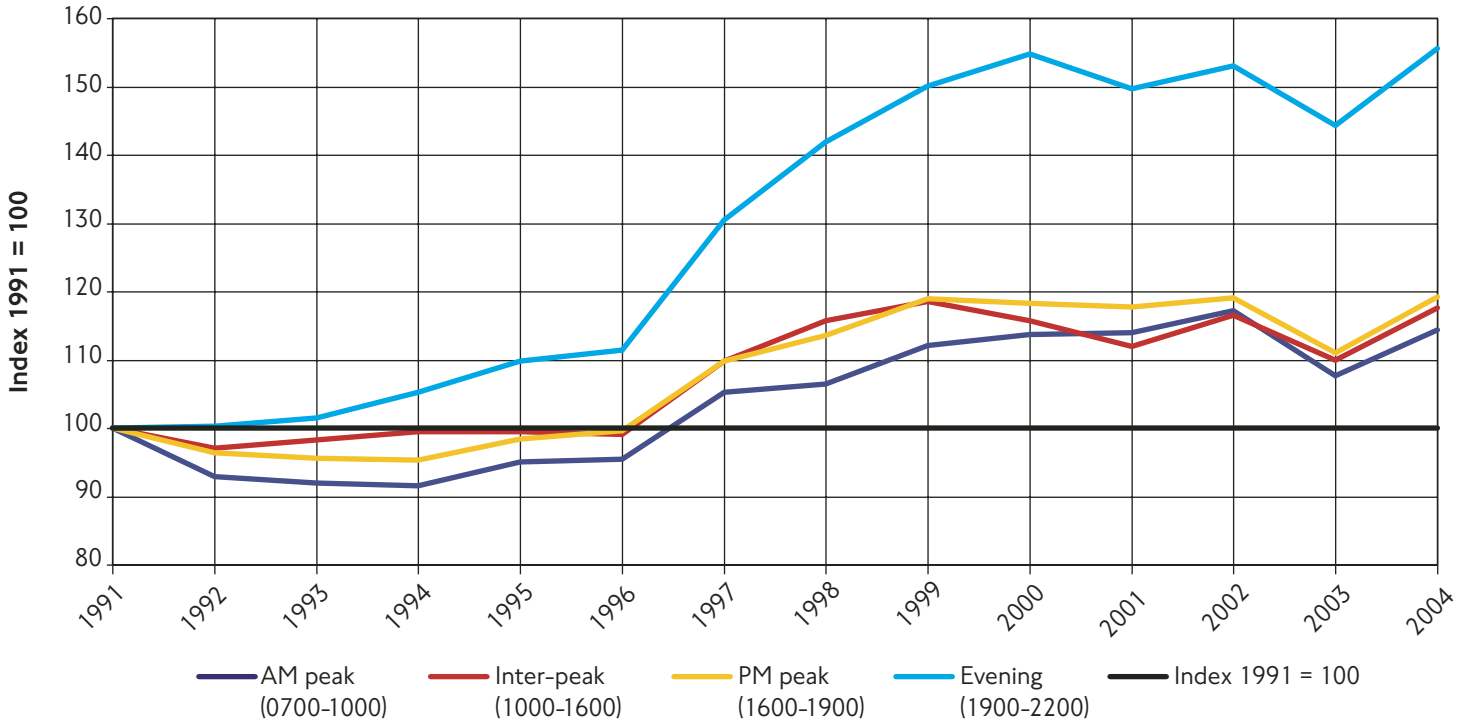
Enquiries: 020 7126 4616

Underground passenger journeys showed a slight increase in 2004/05, as did passenger kilometres. Both were at their highest levels since 1993/94.

2. Public transport

Chart 2.4.1 Growth in weekday Underground journeys by time of day period

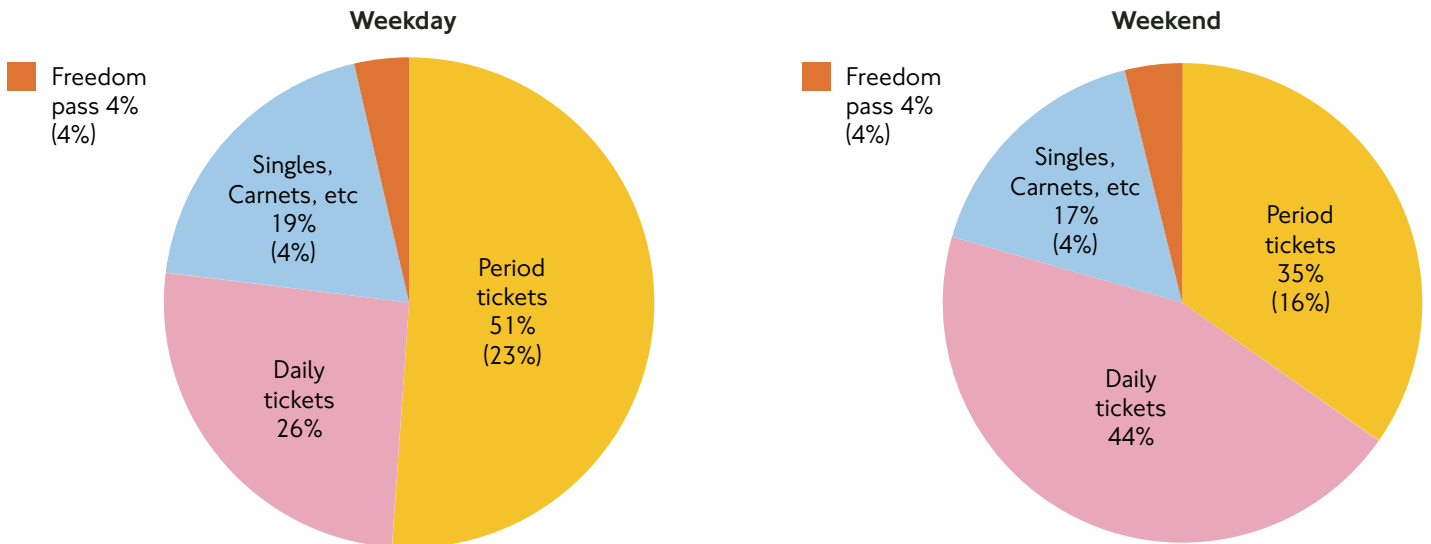
Source: LUL Entry Counts
Enquiries: 020 7918 4492



Evening journeys continue to show the fastest rate of growth since 1991.

Chart 2.4.2 Weekday and weekend Underground journeys by ticket type (2004/05)

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



1. Figures in brackets are the proportion of all tickets held on OysterCard within each ticket type.

Half of all weekday journeys on the Underground in 2004/05 were made with period (i.e. weekly, monthly, yearly) Travelcards, but such card holders only made a third of the journeys undertaken at weekends, when by far the largest proportion of journeys were made with daily Travelcards. This probably reflects the increased proportion of leisure journeys made at weekends.

2. Public transport

Chart 2.4.3 Weekday and weekend Underground journeys by hour (2004/05)

Source: LUL Entry Counts
Enquiries: 020 7918 4492

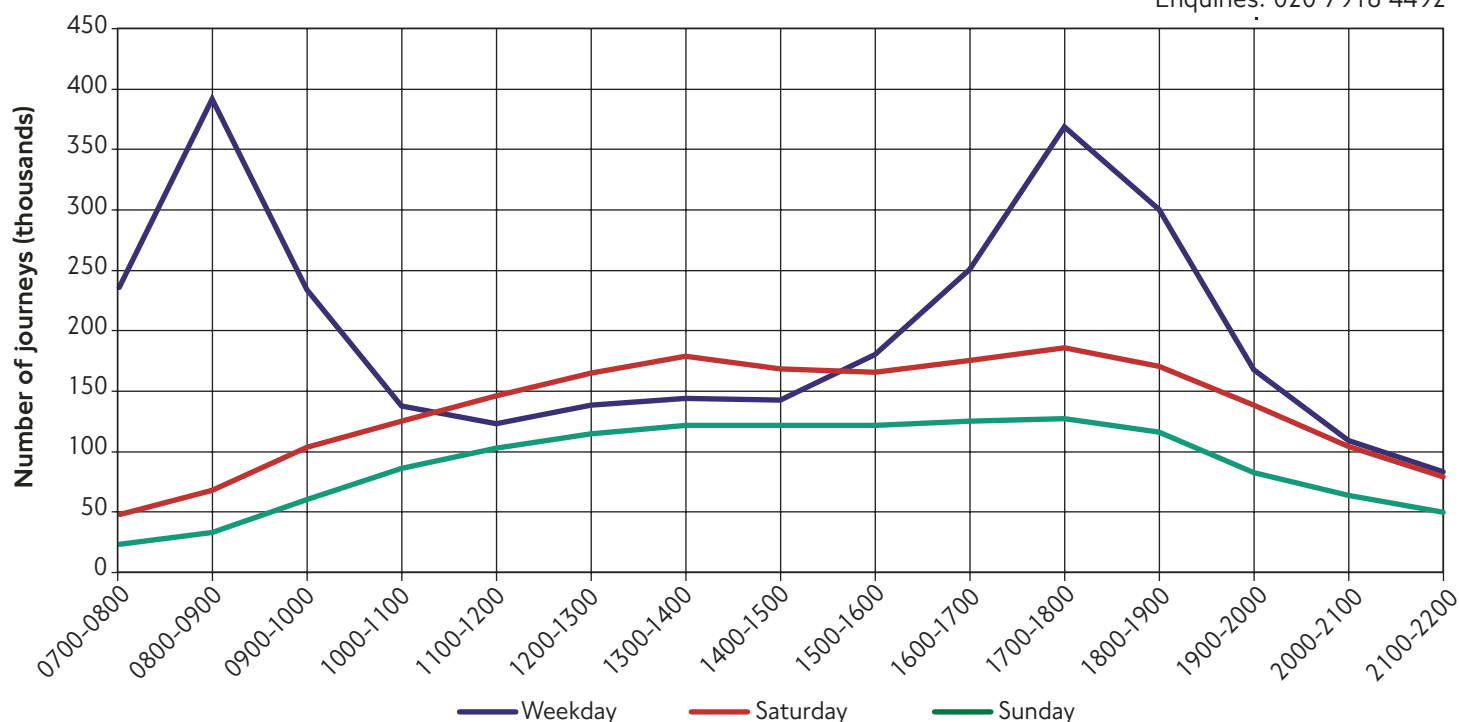


Table 2.4.2 London Underground service reliability

Year	Percentage of scheduled kilometres operated	Excess journey times (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	3.15
1999/00	94.3	3.21
2000/01	91.6	3.69
2001/02	92.9	3.44
2002/03	91.1	4.22
2003/04	93.1	3.36
2004/05	95.3	3.23

Source: Transport for London

Enquiries: 020 7126 4616

1. Excess journey time is the difference between actual journey time and that predicted if services run to time and there are no delays due to congestion. Data not collected prior to 1998/99.

The reliability of Underground services improved for the second year running, but remained below the levels achieved in the first half of the 1990's. There was also an improvement in excess journey times compared with the previous four years.

2. Public transport

2.5. Rail

Table 2.5.1 National rail passenger trips in London

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

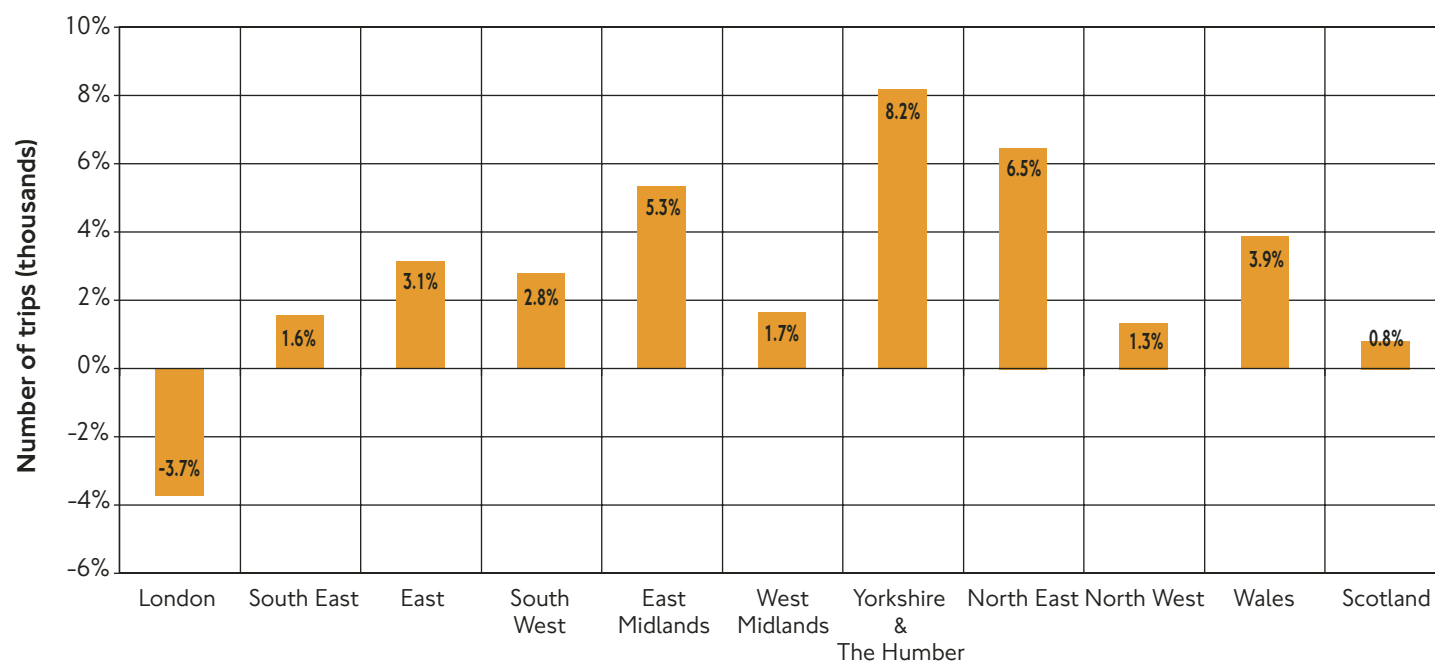
Source: Office of Rail Regulation

Enquiries: 020 7282 2192

The total number of national rail passenger trips in London declined marginally in 2003/04 following eight years of growth. However, within this overall figure longer distance trips to and from London continued to grow, while trips within London experienced a 4% decline and so constituted less than half the total rail trips for the first time since 1995/96. See technical note.

Chart 2.5.1 Percentage change in national rail trips to/from London between 2002/03 and 2003/04 by region of origin/destination

Source: Office of Rail Regulation
Enquiries: 020 7282 2192



Compared with 2002/03, rail trips between Yorkshire & Humberside and London showed the greatest rate of increase, at 8.2%. Trips to/from the North East grew by 6.5% and those to/from the East Midlands by 5.3%

2. Public transport

2.6. DLR

Table 2.6.1 Docklands Light Railway key trends

Year	Passenger kilometres (m)	Passenger journeys (m)	Average fare per passenger kilometres at 2004/05 prices (pence)	Traffic revenue at 2004/05 prices (£m)	Train kilometres (m)
1987/88	15.4	3.3	16.4	2.5	0.5
1988/89	32.0	6.6	13.3	4.3	0.8
1989/90	37.8	8.5	13.8	5.2	0.7
1990/91	33.0	8.0	13.5	4.5	0.8
1991/92	32.3	7.9	12.7	4.1	1.0
1992/93	32.5	6.9	15.2	4.9	1.1
1993/94	39.4	8.3	15.3	6.0	1.1
1994/95	55.0	11.5	15.8	8.7	1.5
1995/96	70.0	14.5	16.6	11.6	2.0
1996/97	85.6	16.7	17.0	14.6	2.3
1997/98	109.9	21.4	16.0	17.6	2.4
1998/99	138.7	27.6	16.4	22.7	2.5
1999/00	152.2	30.9	16.2	24.7	2.6
2000/01	195.3	38.4	16.3	31.9	2.9
2001/02	206.9	41.3	17.6	36.3	2.9
2002/03	232.0	45.7	16.9	39.1	3.2
2003/04	235.0	48.5	16.7	39.3	3.4
2004/05	242.8	50.1	17.4	42.8	3.3

Source: DLR

Enquiries: 020 7363 9611

Table 2.6.2 Docklands Light Railway service reliability

Year	Percentage of scheduled service 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

Source: DLR

Enquiries: 020 7363 9580

Use of the DLR continued to increase, and reliability levels were also at their highest since monitoring began.

2. Public transport

2.7. Croydon Tramlink

Table 2.7.1 Croydon Tramlink key trends

Year	Passenger kilometres (m)	Passenger journeys (m)	Average fare per passenger kilometre at 2004/05 prices (pence)	Traffic revenue at 2004/05 prices (£m)	Tram kilometres operated (m)	Average journey length (km)
2001/02	97	18.6	12.8	12.4	2.4	5.2
2002/03	100	19.2	12.9	12.8	2.5	5.2
2003/04	103	19.8	12.8	13.2	2.5	5.2
2004/05	113	21.8	13.9	15.8	2.4	5.2

Source: Tramtrack Croydon Limited

Enquiries: 020 8394 4685

Passenger journeys and passenger kilometres on the Croydon Tramlink showed their biggest increase to date – 10% over 2003/04.

Table 2.7.2 Croydon Tramlink service reliability

Year	Scheduled kilometres (thousands)	Operated kilometres (thousands)	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 ¹	2.49	2.42	97.2

Source: Tramtrack Croydon Limited

Enquiries: 020 8394 4685

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

The percentage of scheduled services operated on the Croydon Tramlink, at 97.2% was the lowest since the service opened, as a result of extensive engineering works undertaken, which affected all areas of the system. It is expected that services will be affected by similar circumstances in 2005/06.

2. Public transport

2.8. Taxis

Table 2.8.1 London taxi drivers and vehicles

Year	Taxi drivers licensed			Taxis licensed
	All London	Suburban	Total	
1983	16.2	1.9	18.1	13.1
1984	16.4	1.9	18.3	13.6
1985	16.6	1.8	18.4	13.8
1986	17.0	1.8	18.8	14.2
1987	17.7	1.7	19.4	14.8
1988	18.1	1.7	19.8	15.2
1989	18.5	1.7	20.1	15.6
1990	18.9	1.7	20.6	16.3
1991	19.3	2.0	21.2	16.6
1992	18.8	1.8	20.5	17.1
1993	18.8	1.8	20.5	17.3
1994	19.6	1.8	21.3	18.3
1995	20.2	1.8	21.9	18.3
1996	20.3	1.8	22.1	18.7
1997	20.3	2.0	22.3	18.9
1998	20.4	2.1	22.5	19.4
1999	20.9	2.5	23.3	19.2
2000	21.0	2.4	23.4	19.4
2001	21.3	2.5	23.9	20.9
2002	21.7	2.7	24.4	20.5
2003	21.8	2.9	24.7	20.9
2004	21.7	3.1	24.9	20.9
2005	21.6	3.1	24.7	21.0

Source: TfL Public Carriage Office, PCO Licensing Book

Enquiries: 020 7126 7865

Table 2.8.2 Private hire operators and vehicles

Year	Thousands	
	Licensed minicab operators	Licensed private hire vehicles
2001	0.1	•
2002	1.6	•
2003	2.2	•
2004	2.3	•
2005 ¹	2.3	36.9

Source: TfL Public Carriage Office

Enquiries: 020 7126 7865

1. At June 2005.

While the number of licensed taxis and drivers remained constant since 2002, the number of licensed drivers reduced somewhat. The number of licensed minicab operators was also stable compared with 2003/04. See technical note.

2. Public transport

2.9. Coach travel – Victoria Coach Station

Table 2.9.1 Coach travel to and from Victoria Coach Station

Year	Thousands	
	Domestic coach departures	International coach departures
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

Source: Victoria Coach Station departure figures

Enquiries: 020 7824 0001

1. Up to 2003/04 domestic departures include some relatively high frequency specialist London Bus services no longer operating.

See technical note. Total passenger numbers (arrivals and departures) using Victoria Coach Station in 2004/05 are estimated as 9.7 million.

2.10. River services

Table 2.10.1 Tickets sold by pier

Piers Boarded	Thousands					
	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Bankside	4	3	5	45	80	109
Blackfriars	7	25	28	67	13	24
Embankment	316	357	395	345	310	255
Festival	11	15	18	9	10	9
Greenwich	215	177	185	162	197	184
Millbank	•	•	•	•	59	83
Tower	274	237	224	235	207	289
Waterloo ¹	61	291	178	272	171	
Westminster	725	468	706	634	636	745
Thames Clippers ²	••	••	••	••	183	367
All Piers	1613	1574	1739	1767	1844	2066
Percentage change						
1 year	••	-2%	11%	2%	6%	11%

Source: TfL London River Services

Enquiries: 020 7941 2405

1. Excludes charter ticket sales.

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

3. Thames Clipper services are the only service which runs under contract to LRS. Data collected for these services by boarding rather than the pier where boarded.

The number of people using the river services increased significantly in 2004/05, as a result, among other reasons, of buoyant tourist traffic and a significant increase in private charter business. See technical note.

Embankment Pier showed a 17.8% reduction in users in 2004/05, due to one operator moving their circular service from Embankment to Westminster. Bankside had a 36% increase in passengers.

2. Public transport

2.11. Dial-a-Ride

Table 2.11.1 Dial-a-Ride key trends

Year	Number of journeys (thousands)	Number of buses	Registered passengers (thousands)	Average cost per journey at 2004/05 prices (£)	Total grant (2004/05 prices) (£m)
1990/91	676	160	77	16.22	11.9
1991/92	745	175	82	16.19	13.7
1992/93	750	177	39	17.93	14.0
1993/94	746	193	51	18.57	15.7
1994/95	835	215	61	16.14	16.6
1995/96	961	242	66	13.51	14.2
1996/97	993	244	80	12.59	13.9
1997/98	1,084	245	93	11.74	13.4
1998/99	1,142	262	107	11.53	13.6
1999/00	1,178	287	71	11.51	14.5
2000/01	1,222	292	73	11.18	14.1
2001/02	1,260	302	86	12.45	15.7
2002/03	1,269	317	96	13.21	16.8
2003/04	1,325	316	61	13.76	17.2
2004/05	1,261	316	66	17.02	20.6

Source: Transport for London, Dial-a-Ride

Enquiries: 020 7241 7457

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.

While total registered users increased by 8% compared with 2003/04, and the number of buses in service remained constant, the number of Dial-a-Ride journeys made in 2004/05 fell by 5%, primarily due to a fall in demand from passengers; possibly linked to the increased accessibility of mainstream transport. See technical note.

2.12. Taxicard

Table 2.12.1 Taxicard key trends

Year ¹	Number of journeys (thousands)	Number of members (thousands)	Average number of journeys per member	Average cost per vehicle journey at 2004/05 prices (£)	Average cost per journey at 2004/05 prices ³ (£)
1990/91	756	35	22	11.60	..
1991/92	760	37	21	11.20	..
1992/93	765	45	17	11.31	..
1993/94	702	40	18	9.14	..
1994/95	741	45	17	9.64	..
1995/96	751	44	17	9.21	..
1996/97	553	36	15	10.23	..
1997/98	500	43	12	10.56	..
1998/99	533	45	12	10.25	..
1999/00	501	44	11	10.55	..
2000/01	478	41	12	10.95	..
2001/02	523	39	13	11.42	4.56
2002/03	653	44	15	11.50	4.04
2003/04	791	50	16	11.83	3.78
2004/05 ²	948	63	15	11.45	2.54

Source: Taxicard Survey

Enquiries: 020 7126 4873

1. Up to 20003/04 Excludes Barnet, Greenwich, Redbridge and Westminster, which used to operate their own Taxicard scheme.

2. Excludes Westminster. (Barnet, Greenwich and Redbridge joined the London Taxicard scheme in late 2003/4).

3. Data available since TfL funding began in 2001.

The number of taxicard journeys increased by 20% in 2004/05, despite a slight fall in the number of journeys per member, because of a 26% increase in the number of members. Only the City of Westminster continues to operate its own independent Taxicard scheme. See technical note.

3. Private transport

3.1. Traffic

Table 3.1.1 Total motor traffic volume in London

Year	Billion vehicle-kilometres				
	Motorways and trunk roads	Principal roads	Minor roads	All roads London (DfT)	All roads Great Britain
1993	8.3	11.3	11.1	30.7	412.3
1994	8.5	11.5	11.2	31.1	421.5
1995	8.5	11.5	11.2	31.2	429.7
1996	8.6	11.5	11.3	31.5	441.1
1997	8.7	11.5	11.4	31.7	450.3
1998	8.8	11.5	11.6	31.9	458.5
1999	9.0	11.7	11.9	32.7	467.0
2000	9.1	11.6	11.9	32.6	467.1
2001 ²	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

Source: National Road Traffic survey, DfT

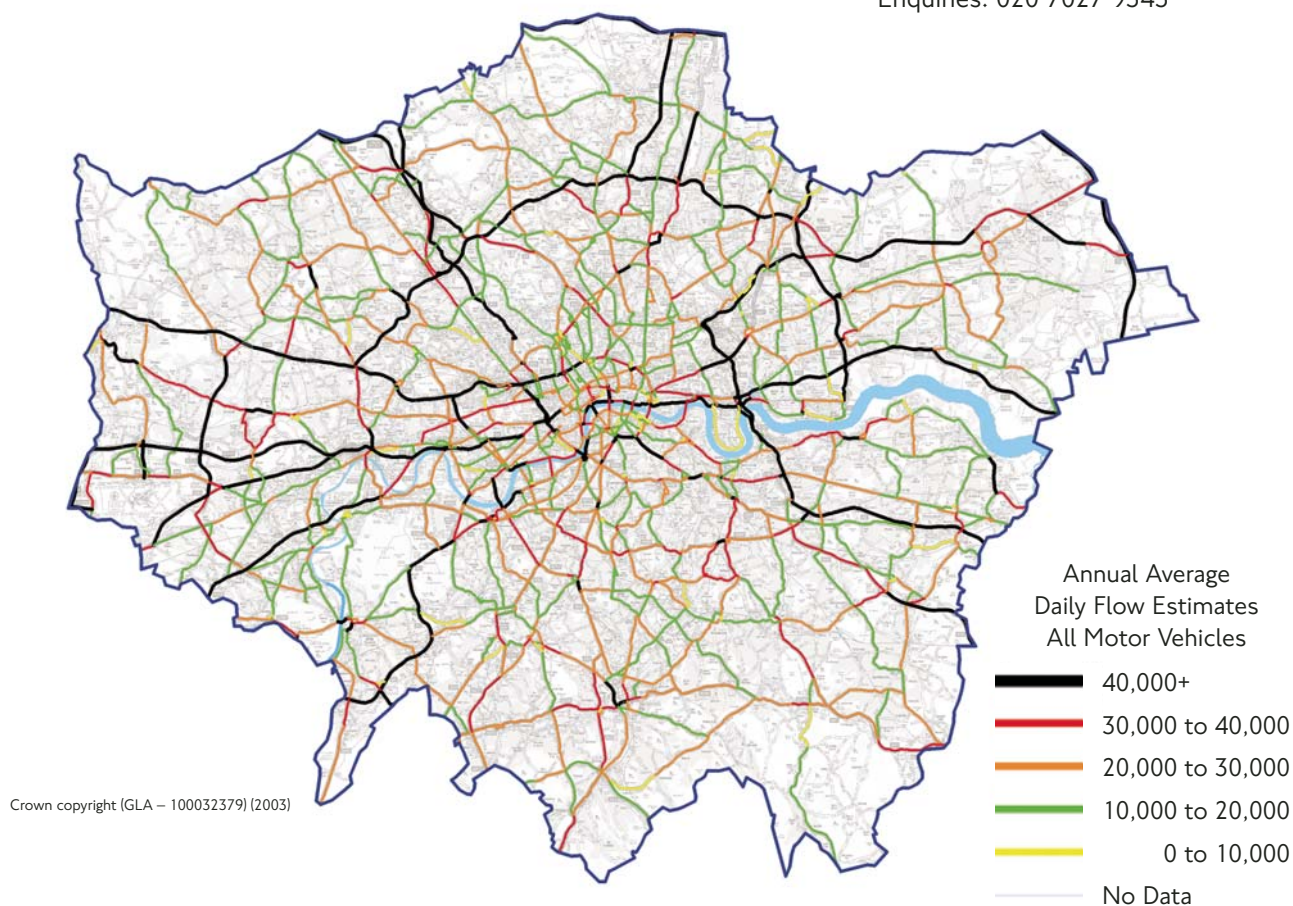
Enquiries: 020 7027 9343

1. In 2001 trunk roads were reclassified as principal roads.

Traffic on all roads in Great Britain continued to increase in 2004/05, but in London the total volume of traffic remained virtually static, as it has done since 1999.

Chart 3.1.1 Annual average daily traffic flows network map

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



3. Private transport

Table 3.1.2 London road traffic by vehicle type and road class (2004)

Road class	Million vehicle-kilometres					
	Cars and taxis	Motorcycles etc	Buses and coaches	Light vans	Goods vehicles	All motor vehicles
Motorways	1,604	19	13	222	223	2,080
Principal roads	14,379	465	389	2,056	671	17,960
All minor roads	10,287	325	198	1,622	207	12,638
All roads	26,269	809	600	3,899	1,101	32,678

Source: National Road Traffic Survey, DfT

Enquiries: 020 7944 3095

Table 3.1.3 Average daily traffic flows on major roads in London by vehicle type¹

Year	Thousand vehicles per day						
	Pedal cycles	Motor cycles	Cars and taxis	Goods vehicles		Buses and coaches	All motor vehicles
				Light	Heavy		
1993	0.26	0.58	24.8	3.10	1.30	0.44	30.3
1994	0.27	0.61	25.2	3.24	1.28	0.47	30.8
1995	0.26	0.60	25.1	3.42	1.25	0.50	30.8
1996	0.29	0.62	25.3	3.33	1.33	0.51	31.1
1997	0.28	0.67	25.4	3.36	1.34	0.51	31.3
1998	0.26	0.68	25.4	3.30	1.48	0.50	31.3
1999	0.26	0.74	25.8	3.50	1.40	0.53	31.9
2000	0.25	0.72	25.6	3.52	1.44	0.52	31.8
2001	0.27	0.75	25.5	3.58	1.40	0.52	31.7
2002	0.26	0.71	25.2	3.42	1.35	0.56	31.2
2003	0.33	0.78	24.7	3.70	1.35	0.59	31.1
2004	0.33	0.74	24.5	3.50	1.37	0.62	30.8

Source: National Road Traffic Survey, DfT

Enquiries: 020 7944 3095

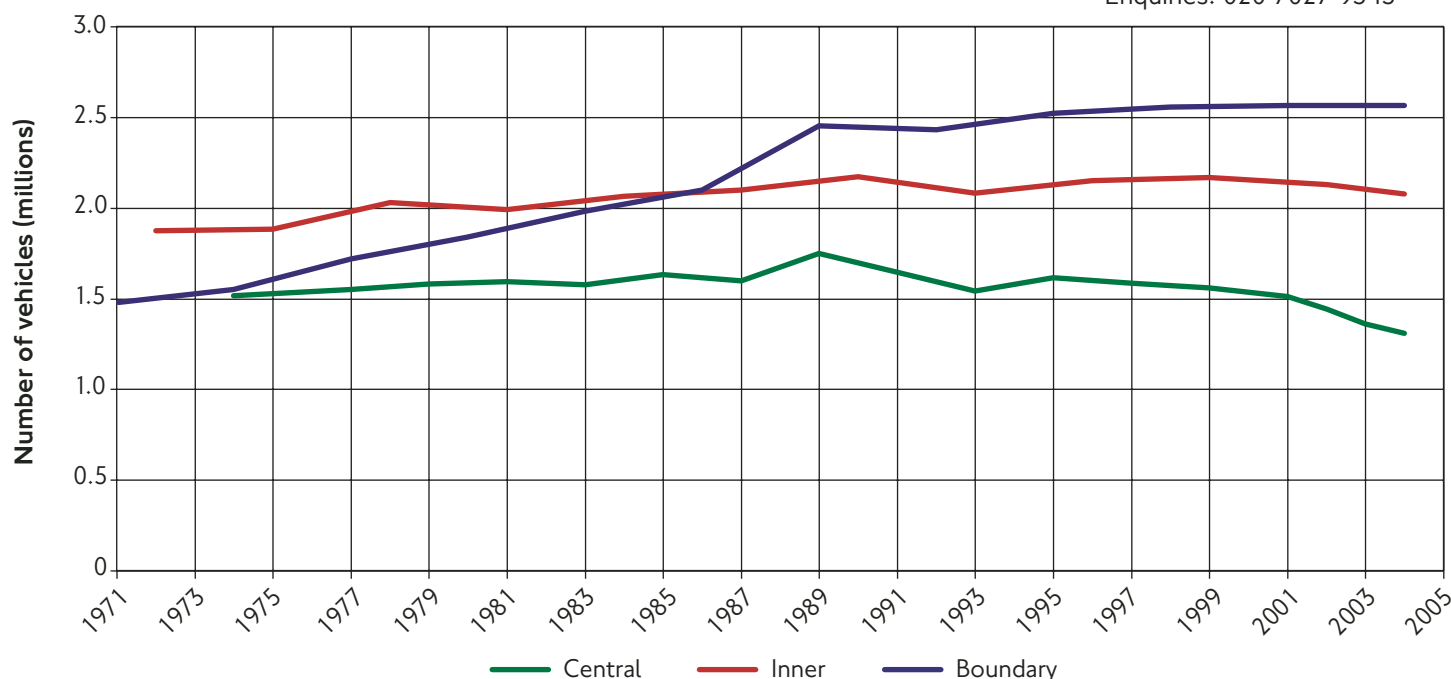
1. Major roads include motorways, trunk and principal roads.

While average flows of buses and coaches on major roads in London have been increasing steadily since 2001, car and taxi flows decreased for the third year running. Average cycle flows maintained the high level reached in 2003.

Chart 3.1.2 Cordon crossings – all motor vehicles

Source: Transport for London

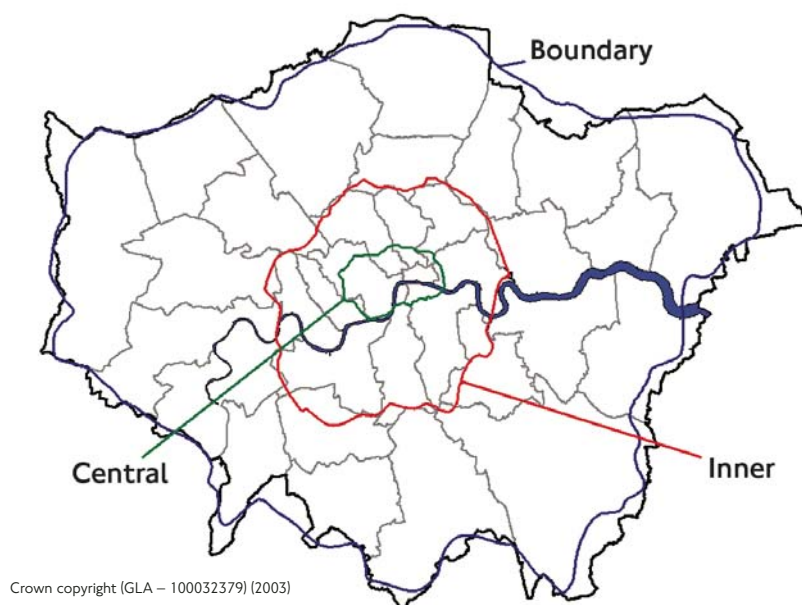
Enquiries: 020 7027 9343



Although the number of vehicles crossing the central cordon continued to fall, flows at the boundary cordon remained static, continuing the recent trend.

3. Private transport

Chart 3.1.3 Location of London road traffic cordons



3.2. Speeds

Table 3.2.1 Average traffic speeds in Greater London

Year	Greater London				
	Central area	Rest of inner area	All inner	Outer area	All areas
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	••	••
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	••	••
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	••	••

Source: TfL Traffic Speed Survey

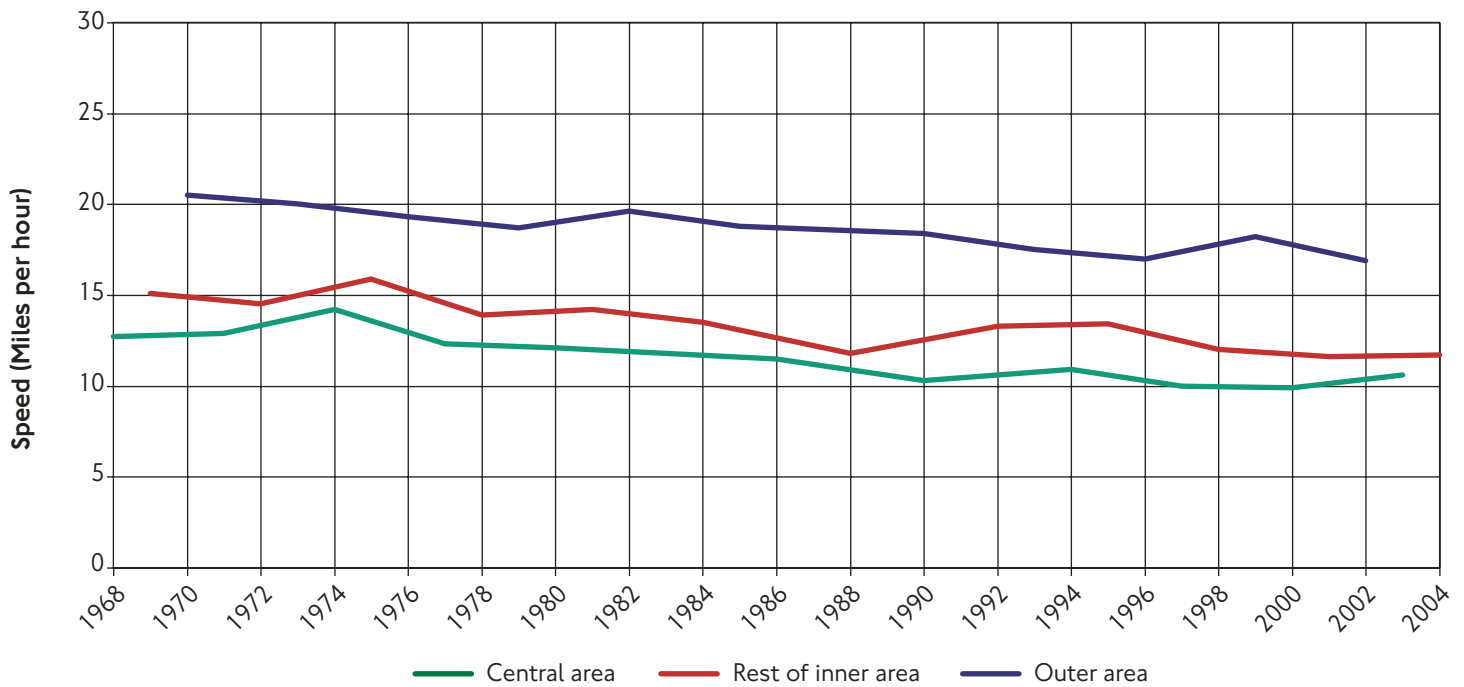
Enquiries: 020 7027 9343

See technical note.

3. Private transport

Chart 3.2.1 London traffic speeds in the morning peak

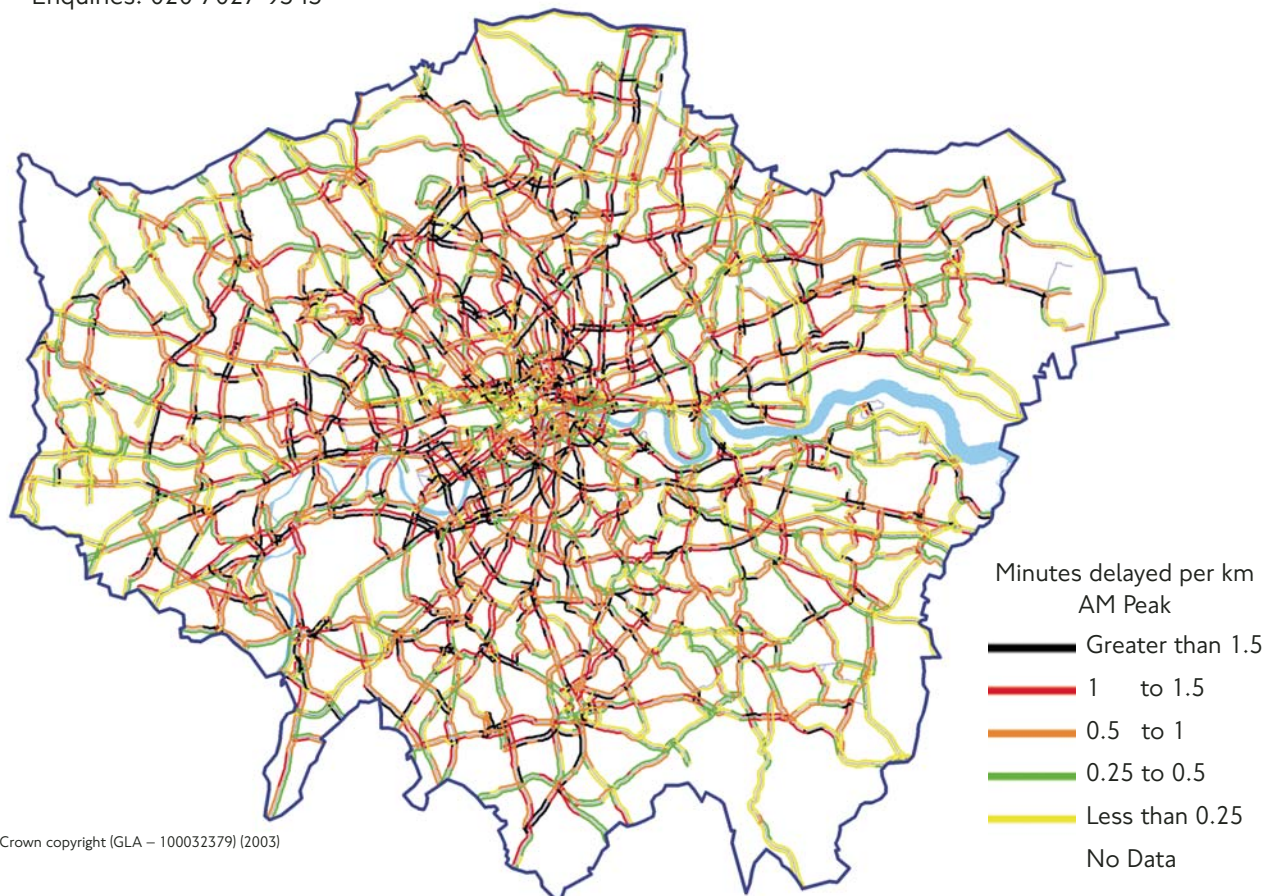
Source: TfL Traffic Speed Survey
Enquiries: 020 7027 9343



Traffic speeds have generally followed a downward trend in recent years, although the introduction of congestion charging has resulted in an increase in average speeds in the central area. There has also been a levelling off of average speeds in the rest of the inner area.

Chart 3.2.2 Morning peak road network congestion map (2003)

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



Crown copyright (GLA – 100032379) (2003)

3. Private transport

3.3. Car ownership

Table 3.3.1 Car ownership in London and Great Britain by household size (2003/04)

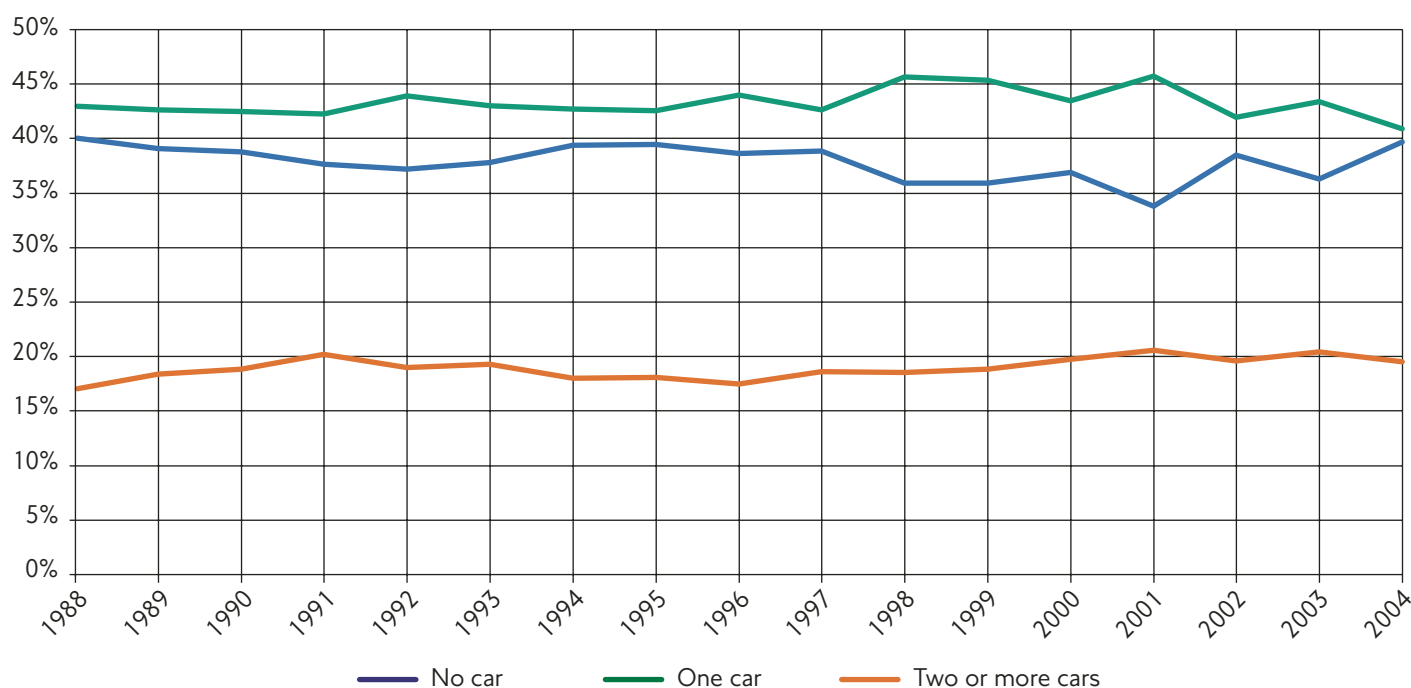
Number of cars	Number of people in household					Percentage
	One	Two	Three	Four or more	All households	Average household size
Greater London						
No car	65	34	31	19	40	1.9
One car	33	48	39	42	41	2.5
Two or more cars	1	18	30	39	19	3.4
All households	100	100	100	100	100	2.4
Rest of Great Britain						
No car	53	18	15	11	26	1.7
One car	45	50	39	36	44	2.3
Two or more cars	2	31	46	52	29	3.1
All households	100	100	100	100	100	2.4
Great Britain						
No car	53	19	15	11	26	1.7
One car	45	50	39	36	44	2.3
Two or more cars	2	31	46	52	29	3.1
All households	100	100	100	100	100	2.4

Source: DfT, National Travel Survey

Enquiries: 020 7944 3097

Chart 3.3.1 Car ownership in London

Source: Transport for London
Enquiries: 020 7126 4306

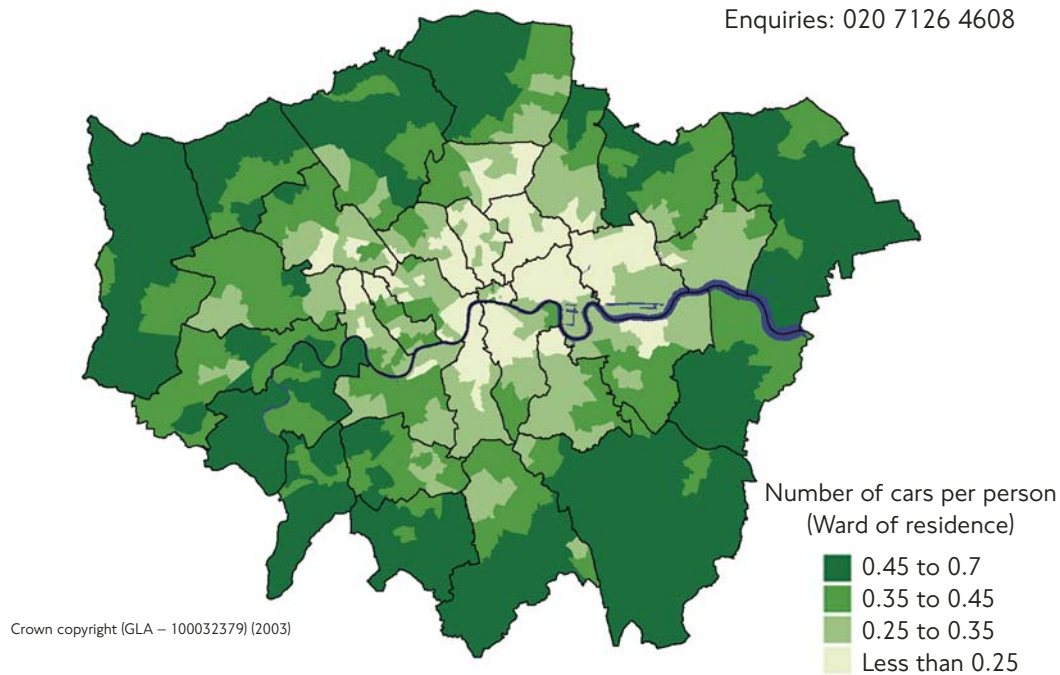


Car ownership in London diminished in 2004 to levels not recorded since 1988. The proportion of households with two or more cars decreased by 1% while the proportion of households without a car increased 3%.

3. Private transport

Chart 3.3.2 Car ownership by ward (2001)

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



3.4. Vehicle registrations

Table 3.4.1 Cars registered in London

Year	Thousands			
	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
<i>Percentage change</i>				
1 Year	2%	•	1%	2%
5 Years	5%	•	2%	7%

Source: Department for Transport

Enquiries: 020 7983 4532

1. Data recorded up to the end of December each year.

See technical note.

3. Private transport

3.5. Cycling

Chart 3.5.1 Cycle trips by gender (2001)

Source: LATS 2001 Household Survey
Enquiries: 020 7126 4608

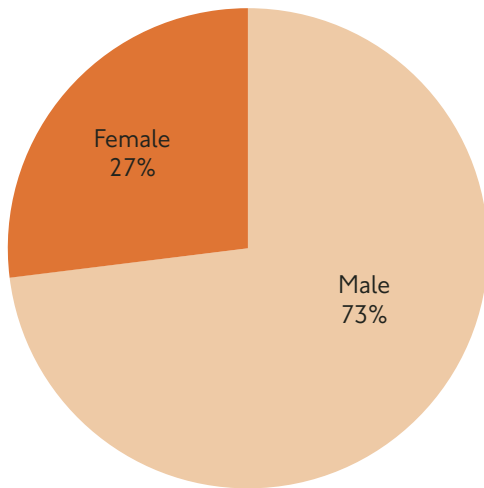
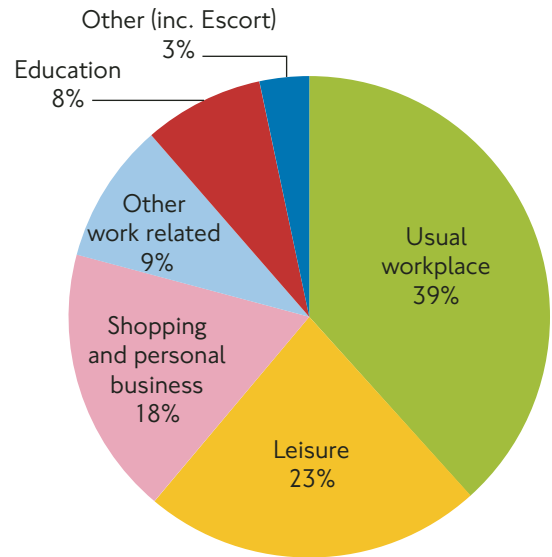


Chart 3.5.2 Cycle trips by purpose (2001)

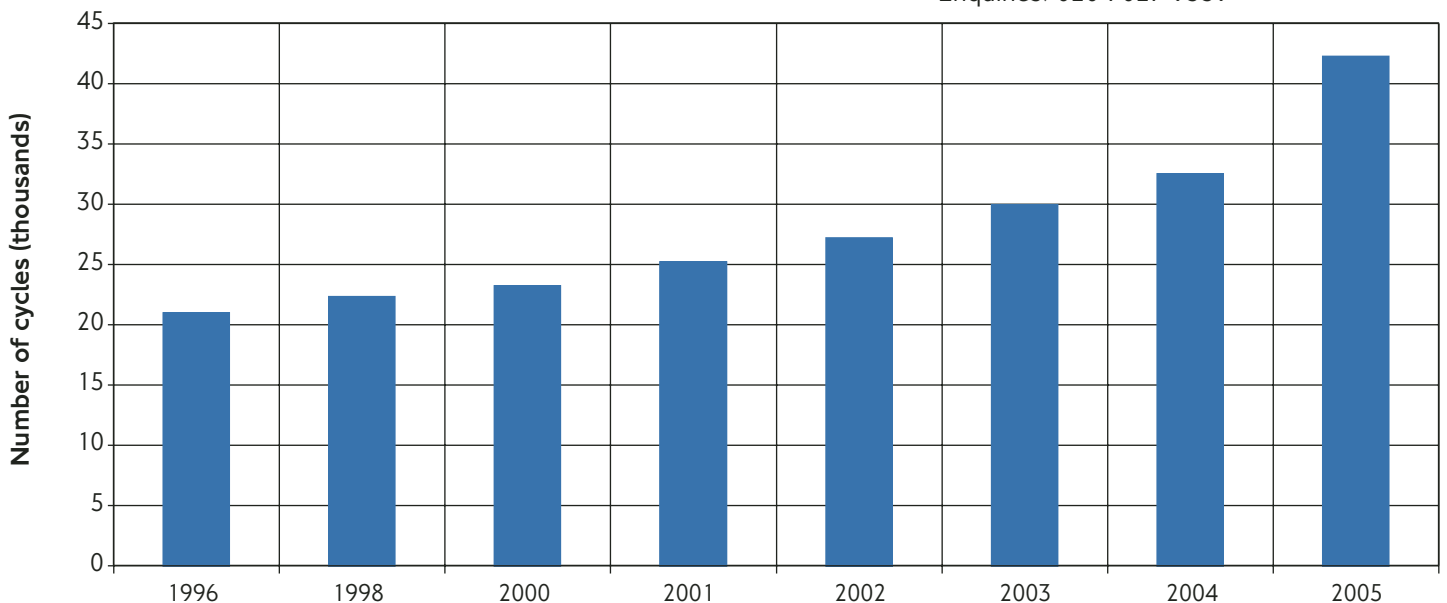
Source: LATS 2001 Household Survey
Enquiries: 020 7126 4608



Almost three-quarters of cycle trips in London are by males. Trips to usual workplace and for leisure account for nearly two thirds of all cycle trips.

Chart 3.5.3 Growth in total number of cycles crossing the River Thames screenline

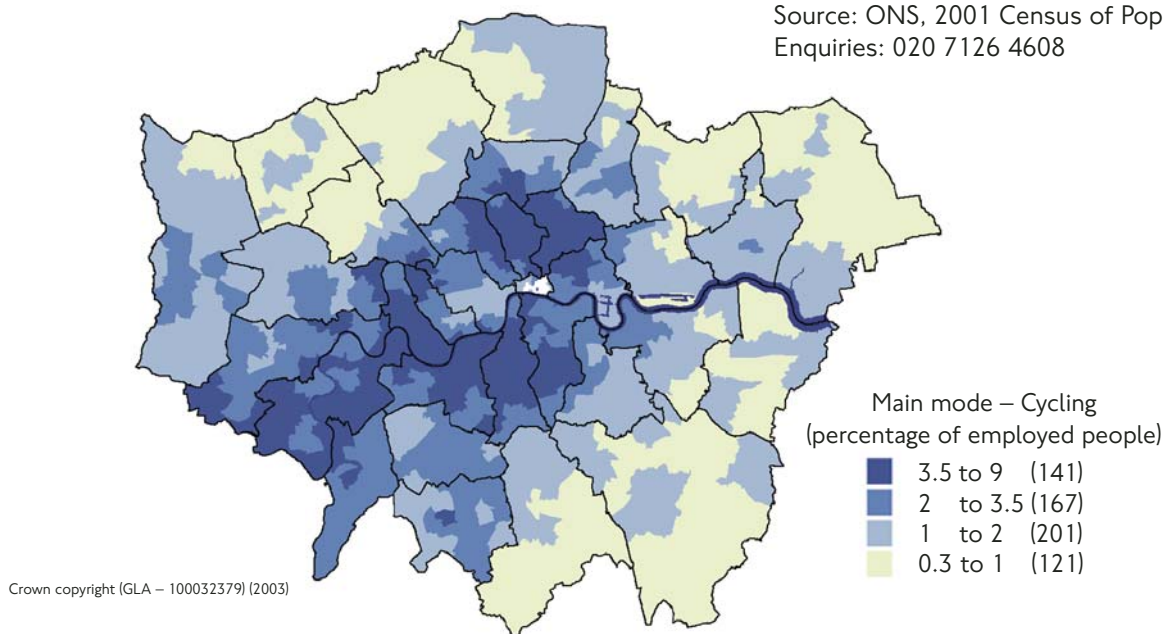
Source: TfL Cordon and Screenline Surveys
Enquiries: 020 7027 9339



3. Private transport

Chart 3.5.4 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



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

3.6. Walking

Chart 3.6.1 Walk trips by gender (2001)

Source: LATS 2001 Household Survey Enquiries: 020 7126 4608

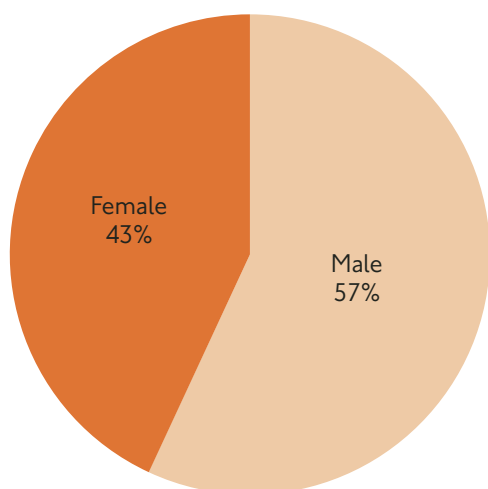
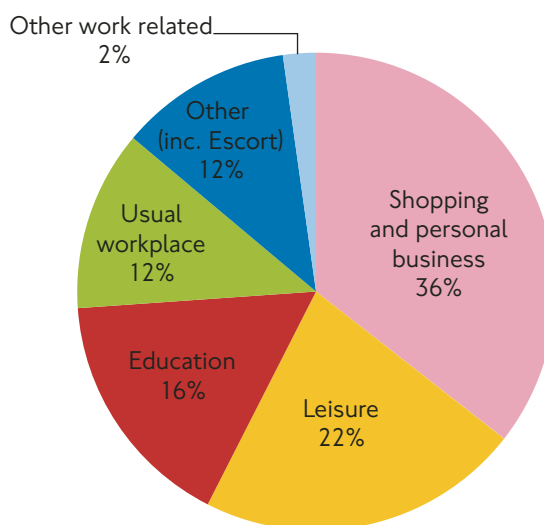


Chart 3.6.2 Walk trips by purpose (2001)

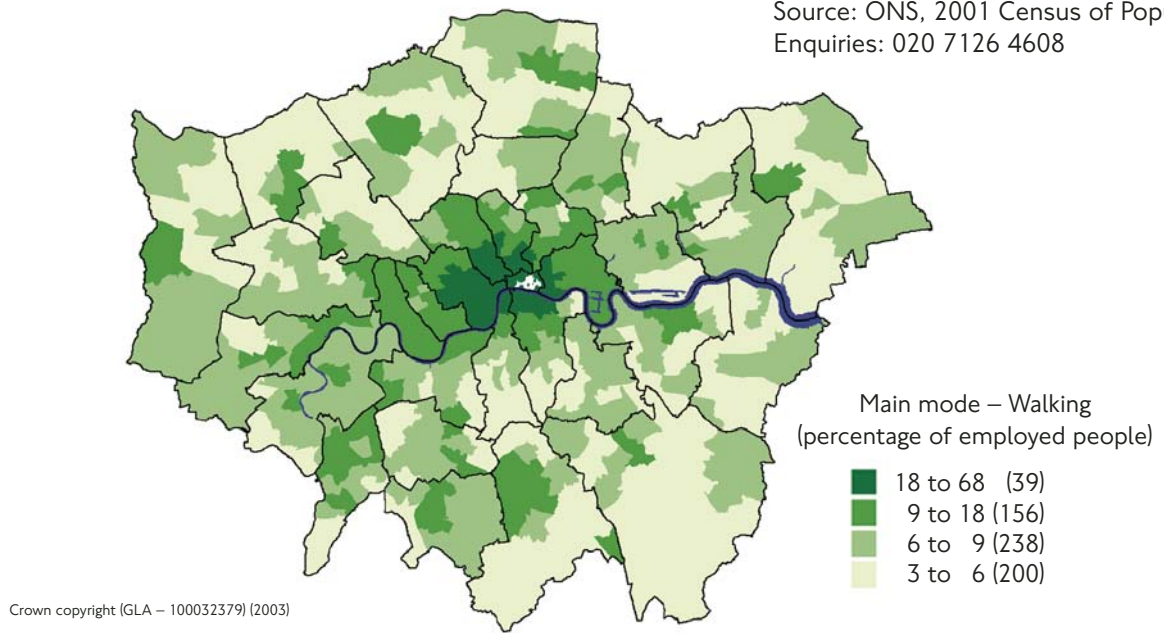
Source: LATS 2001 Household Survey Enquiries: 020 7126 4608



3. Private transport

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

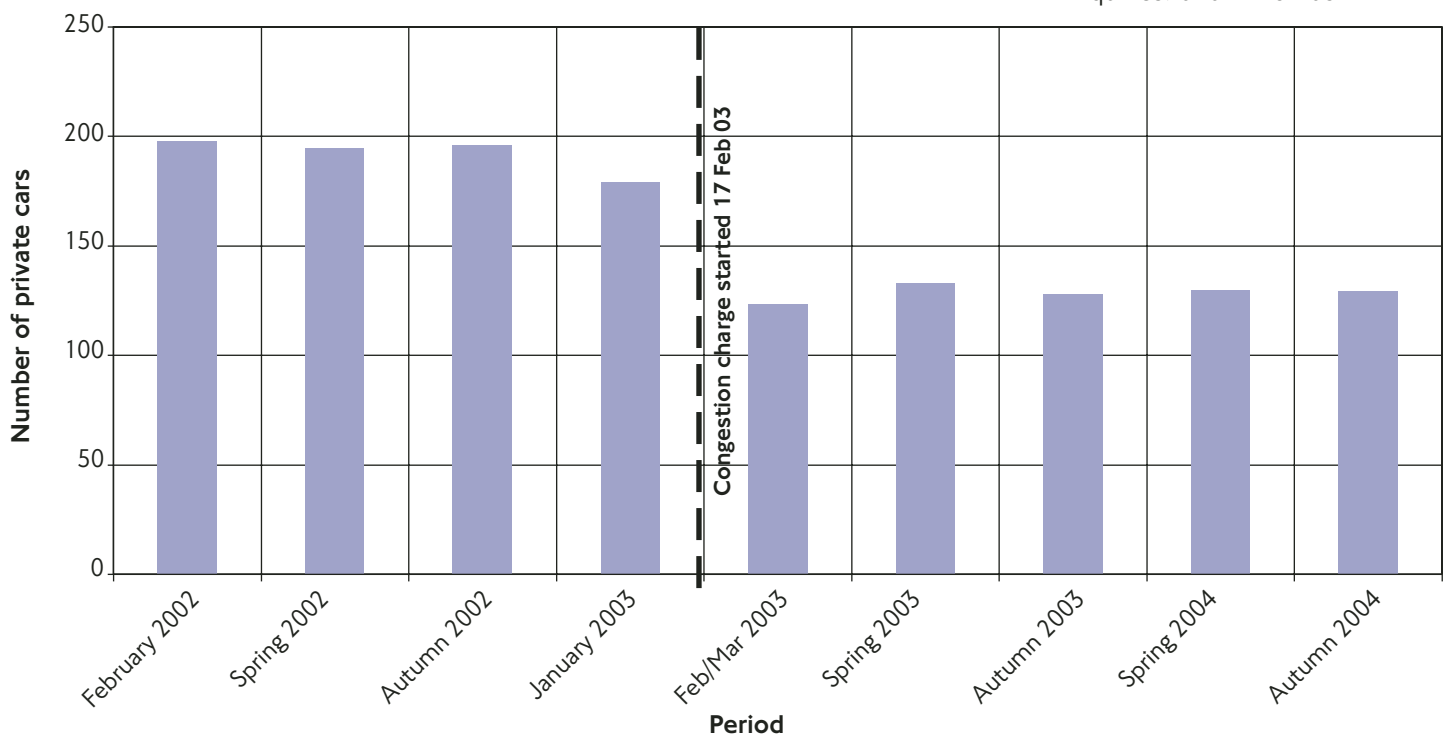
Source: ONS, 2001 Census of Population
Enquiries: 020 7126 4608



3.7. Congestion charging

Chart 3.7.1 Cars entering the Congestion Charging Zone during charging hours

Source: TfL, Congestion Charging
Enquiries: 020 7126 4057

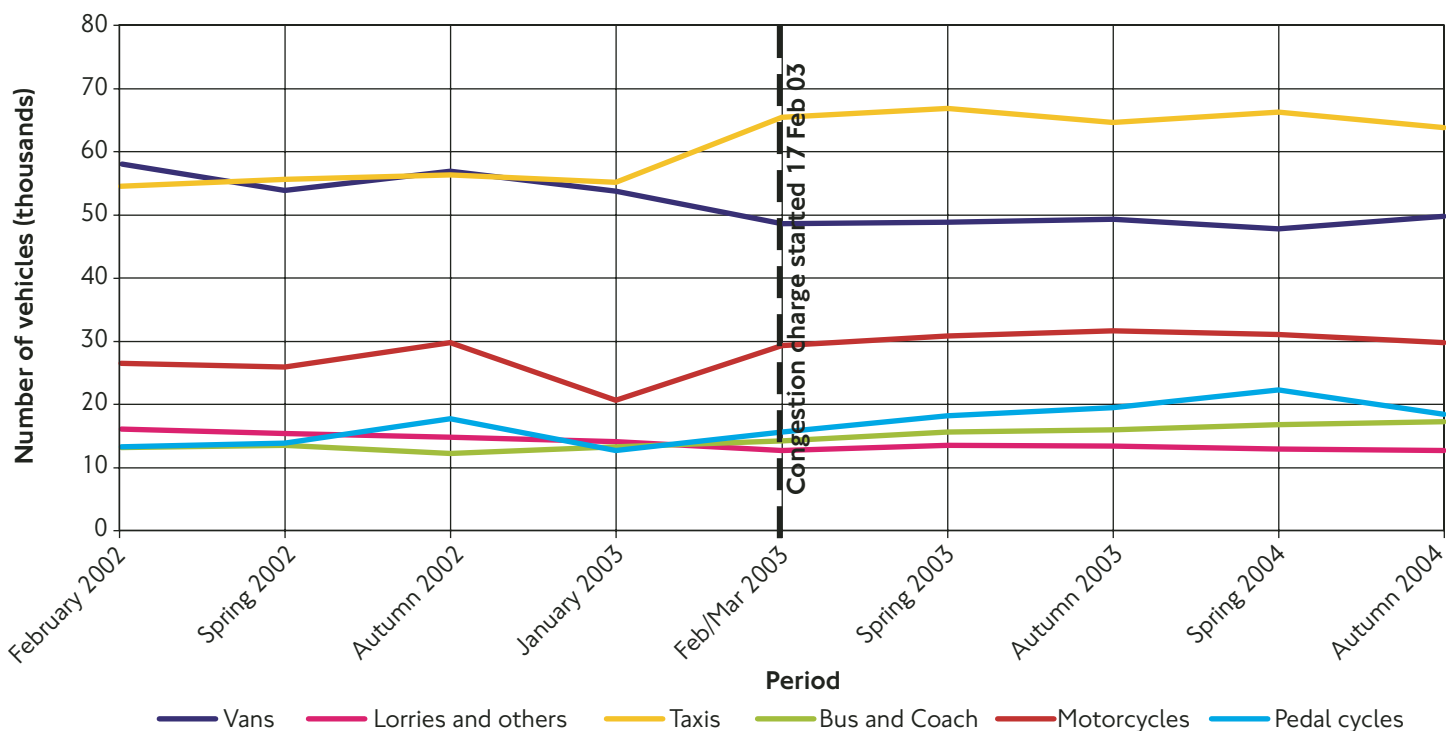


The introduction of the congestion charge resulted in a reduction of 33% of inbound car traffic between 2002 and 2003. With some minor fluctuations, the reduction in traffic has been maintained, at some 125,000 incoming cars per day during congestion charging hours (0700-1830).

3. Private transport

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

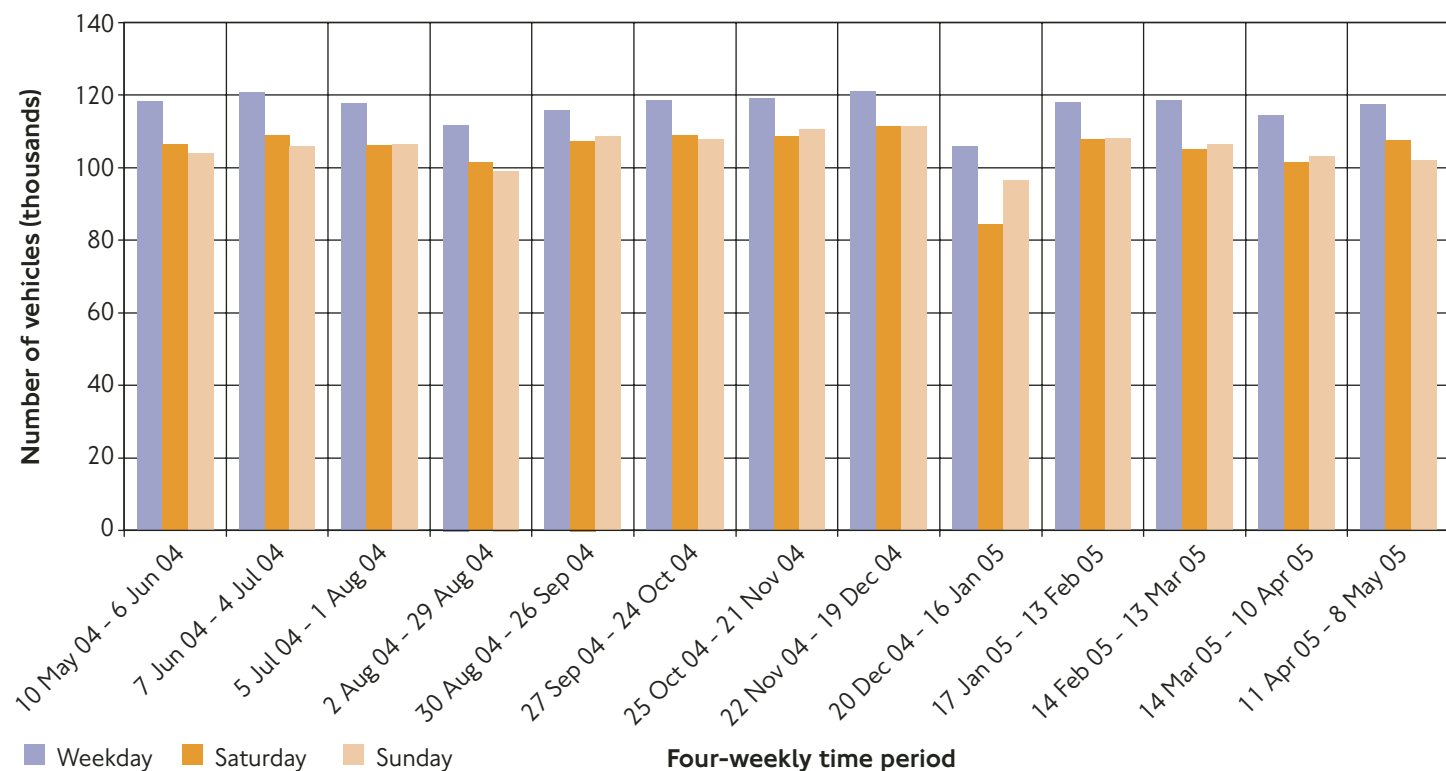
Source: TfL, Congestion Charging Enquiries: 020 7126 4057



Since the introduction of the congestion charge, there has been an increase in the number of taxis and cycles entering the charging zone, although both modes have shown a small decline during 2004. The number of buses and coaches entering the charging zone continues to show a consistent increase.

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

Source: TfL, Congestion Charging Enquiries: 020 7126 4057



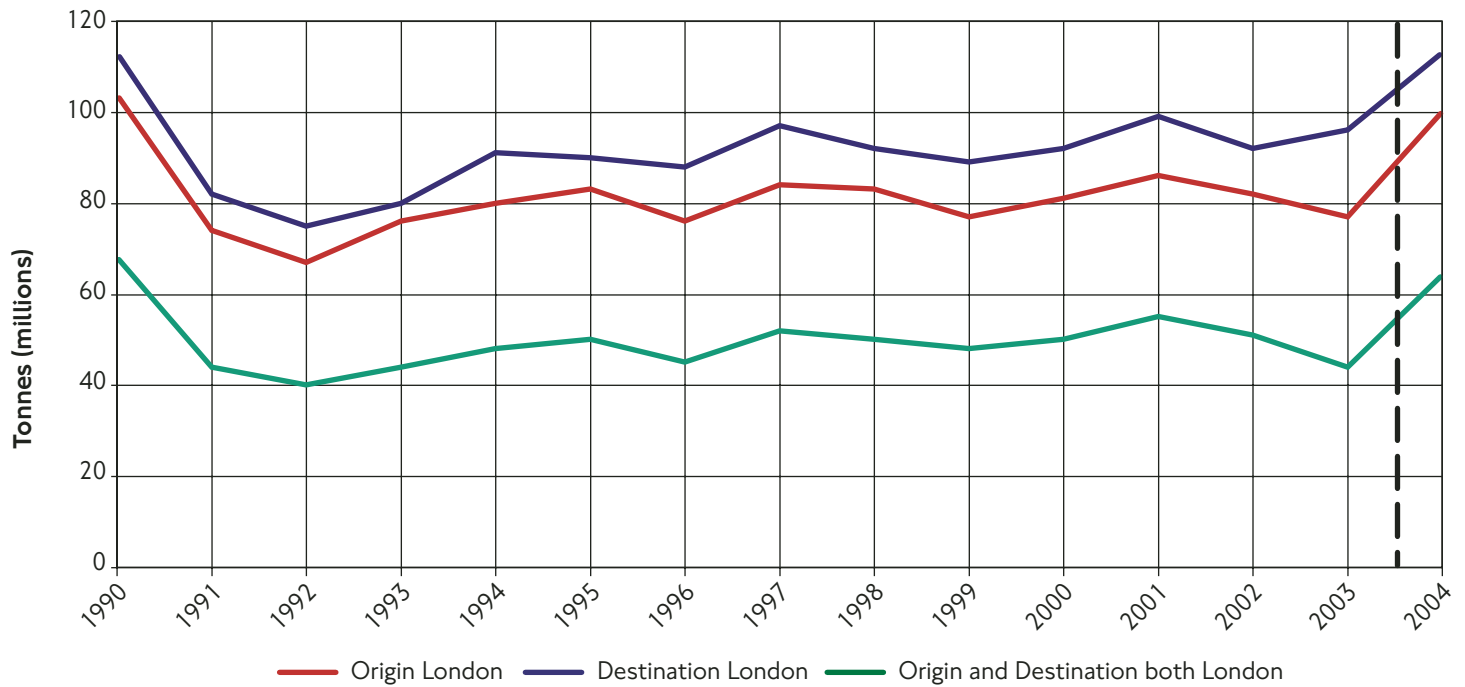
Traffic flows through the 16 high flow gateways during charging hours have been relatively consistent year on year since the introduction of the congestion charge, with seasonal reductions around Christmas and the main August holiday period.

4. Freight

4.1. Road freight

Chart 4.1.1 London road freight lifted

Source: DfT continuing Survey of Road Goods Transport Enquiries: 020 7944 4442



A total of 150 million tonnes of goods was lifted by road in 2004, made up of 64 million tonnes moved within London, a further 63 million tonnes from outside London to destinations within London, and 37 million tonnes from origins in London to destinations outside London.

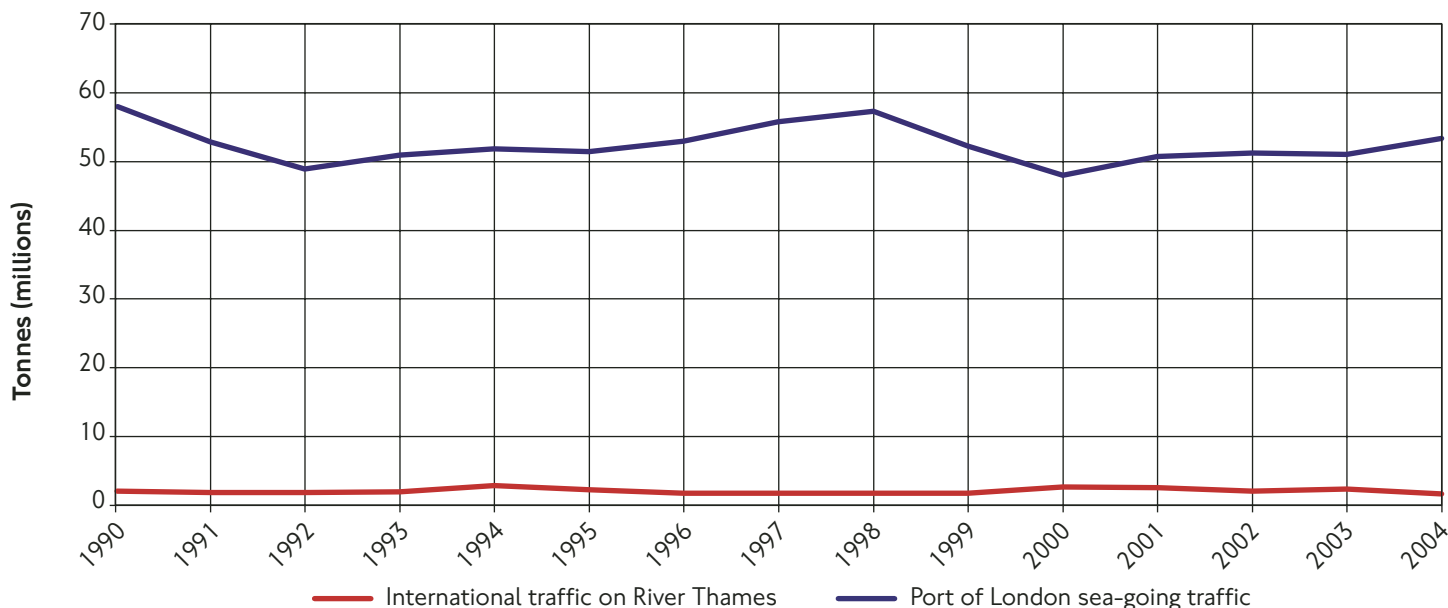
Figures are not fully comparable with those for previous years, due to changes to the design of DfT's Continuing Survey Road Goods Transport. See technical note.

4. Freight

4.2. Water freight

Chart 4.2.1 London water freight lifted

Source: Port of London Authority
Enquiries: 020 7743 7900

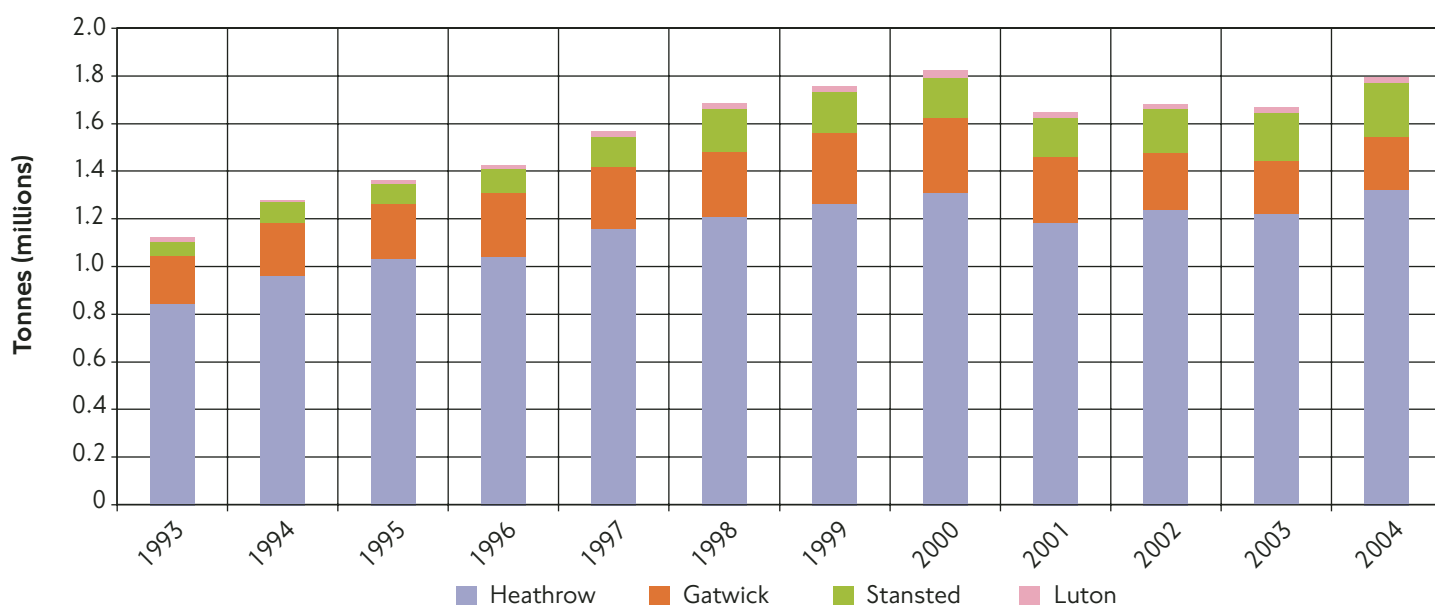


Sea-going freight through the Port of London in 2004 was 53.3 thousand tonnes, 4% higher than in 2003. 74% of the total was foreign traffic (59% imports and 15% exports) and the other 26% UK domestic traffic. 38% by weight of cargo was liquid bulk, mainly oil and oil products, 27% was dry bulk, 29% unitised (containers and roll-on/roll-off vehicles) and 6% general cargo. In addition, 1.6 thousand tonnes of internal inland waterway freight was handled at Thames wharves.

4.3. Air freight

Chart 4.3.1 London air freight lifted

Source: Civil Aviation Authority
Enquiries: 020 7453 6258



Airfreight through London's airports increased by 8% in 2004 to its highest level since 2000. Heathrow accounted for 74% (by weight) of freight lifted, with Gatwick and Stansted 12% each.

5. Casualties

5.1. Road casualties

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

Year	Killed		Seriously Injured		Slightly Injured		All casualties	
	London	GB	London	GB	London	GB	London	GB
1994-1998 ave	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

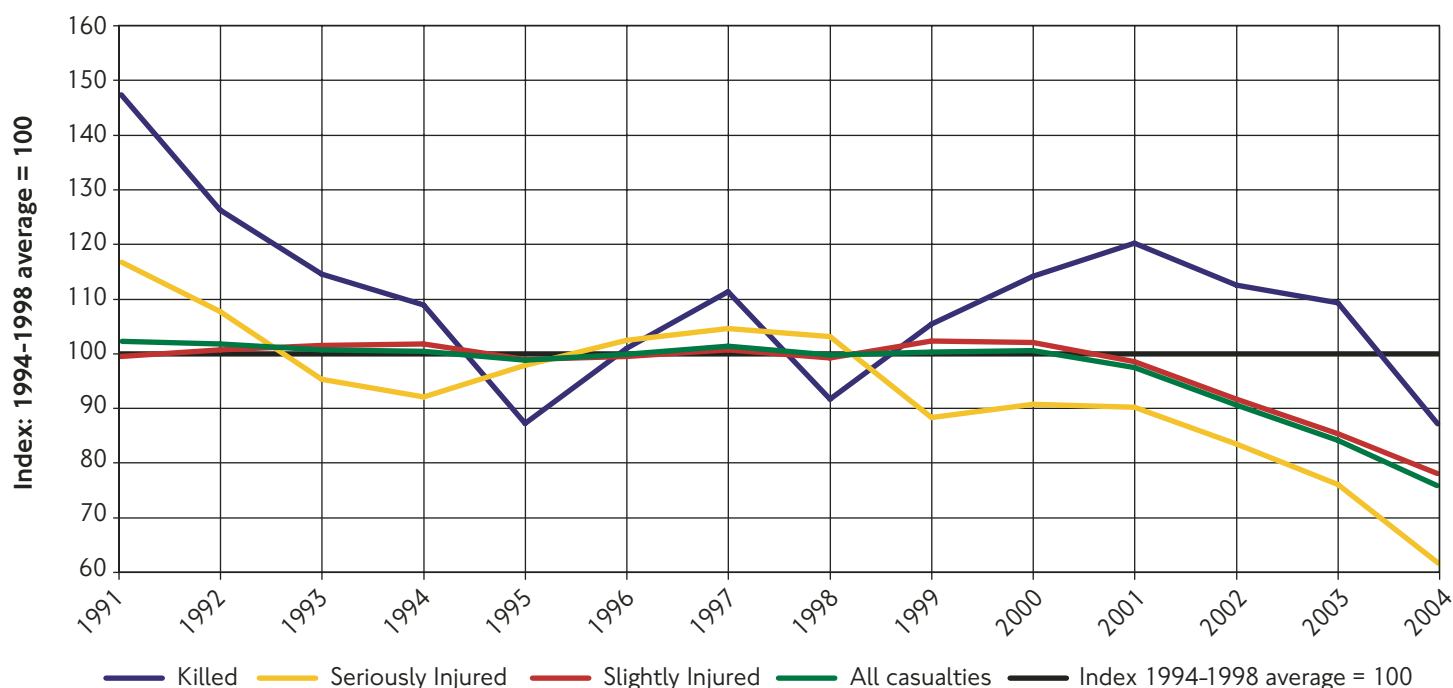
Source: TfL London Road Safety Unit, DfT Transport Statistics Bulletin. Road Casualties in Great Britain Main Results: 2004
1. Index based on 1994-1998 average.

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

The number of road casualties in London showed significant improvement in 2004, with fatalities at their lowest since 1995, and serious and slight injuries below any year since 1991. All categories of casualty have recorded a greater level of improvement, compared with the 1994-1998 average, than for Great Britain as a whole.

Chart 5.1.1 Road casualties in Greater London by type

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

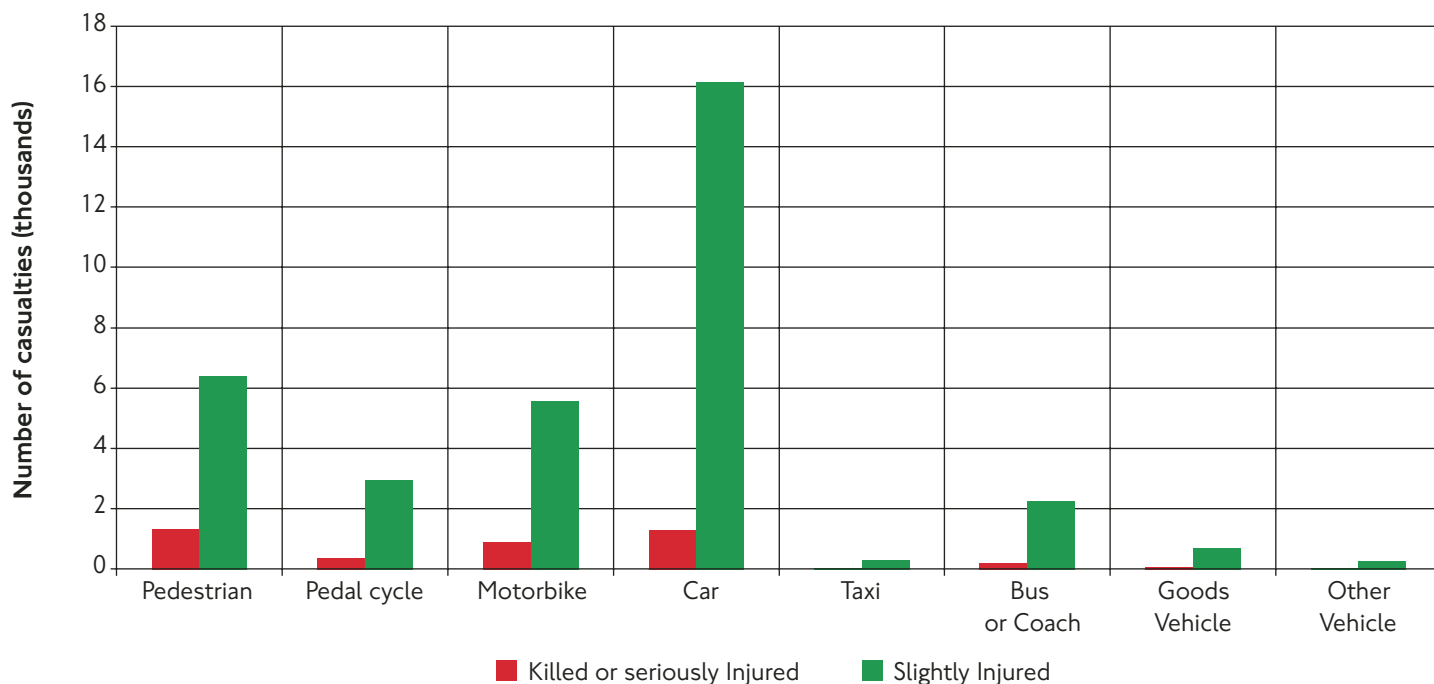


The number of injuries show a decline across all categories of severity, with larger decreases in the number of killed and seriously injured. In 2004, the number of people killed in Greater London was 216. The number of people seriously injured and slightly injured in 2004 was 3,953 and 30,386 respectively.

5. Casualties

Chart 5.1.2 Total road casualties by type and mode (2004)

Source: TfL London Road Safety Unit
Enquiries: 020 7126 2368

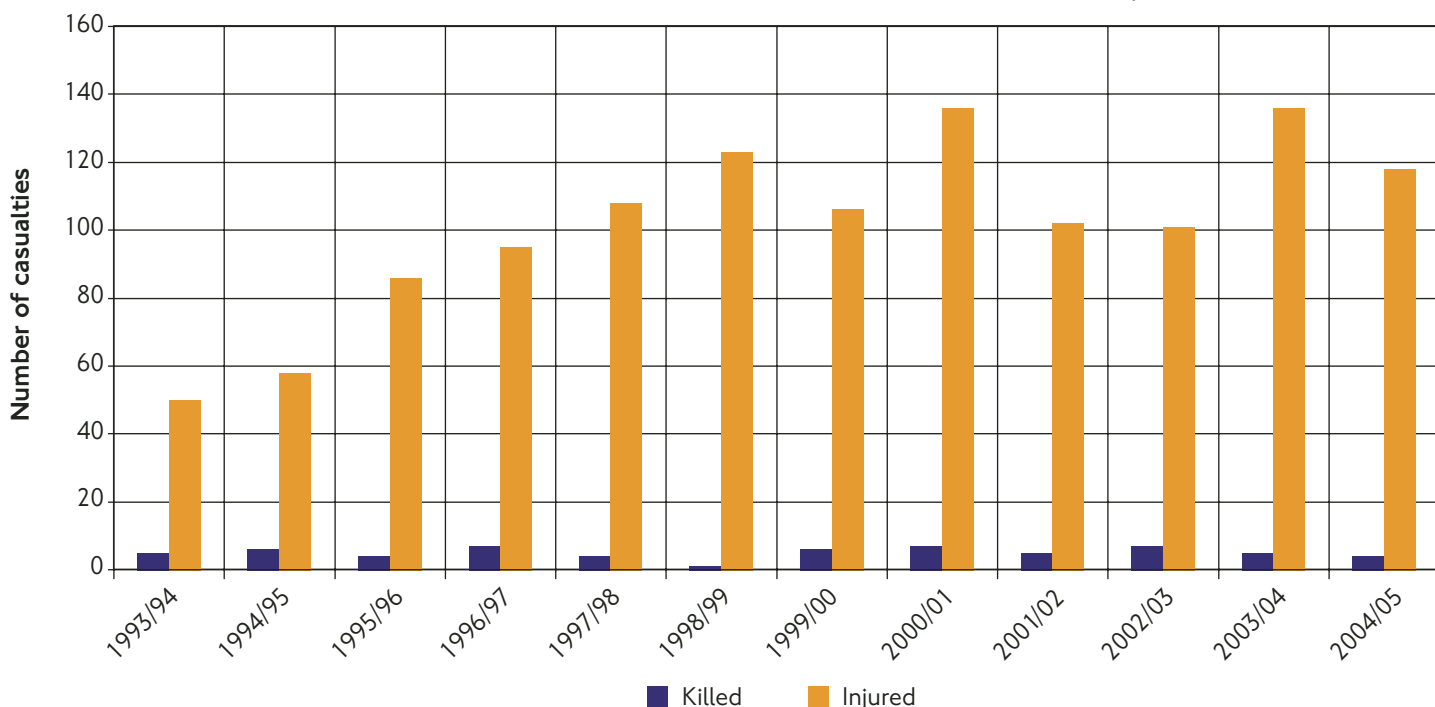


Of the people involved in fatal or serious accidents in London during 2004, the largest proportion were pedestrians or in cars. More than half those who sustained slight injuries were in cars.

5.2. Underground casualties

Chart 5.2.1 Number of people killed and injured on London Underground

Source: Transport for London
Enquiries: 020 7918 3439



The slight decrease in injuries in 2004/05 is partly because for the first time the figures exclude crime-related fatalities and injuries.

6. Population

6.1. Resident population

Table 6.1.1 Resident population

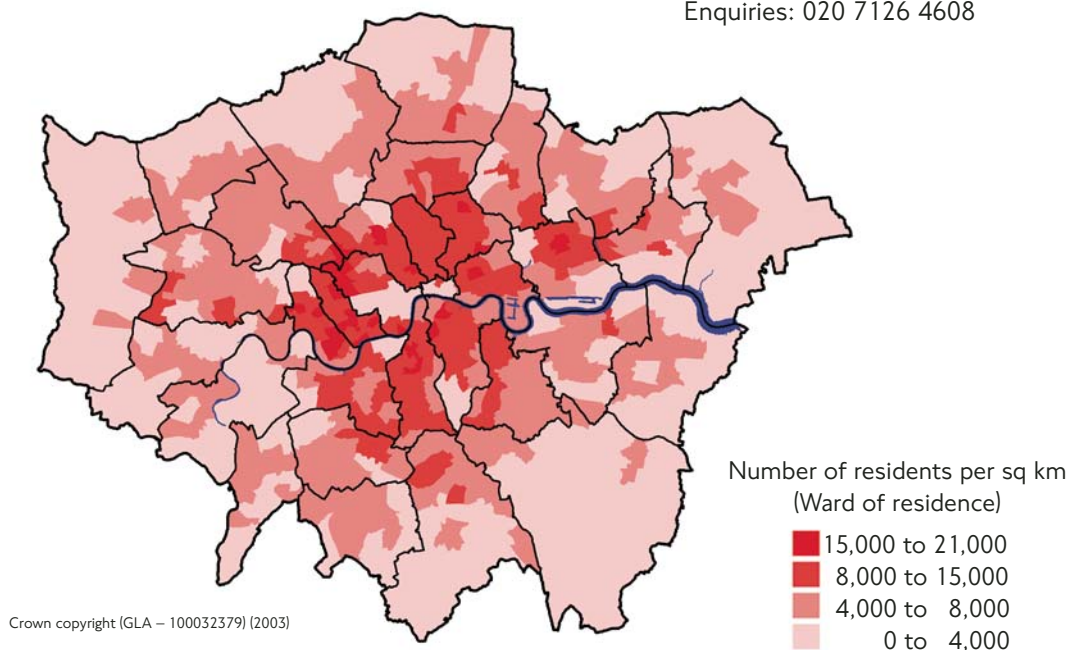
Year	All London				All ages		
	0-14	15-64	65 and over	All ages	Inner London	Outer London	Great Britain
Thousands							
Estimates							
1971	1,598	4,922	1,010	7,529	3,060	4,470	54,388
1981	1,245	4,513	1,048	6,806	2,550	4,255	54,815
1991	1,266	4,600	964	6,829	2,599	4,230	55,831
1996	1,360	4,686	929	6,974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

Source: ONS

Enquiries: 013 2981 3318

Chart 6.1.1 Population density (2001)

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



6. Population

Table 6.1.2 Resident population projections

Thousands			
Year	Inner London	Outer London	Greater London
2001	2,859	4,463	7,322
2006	2,992	4,546	7,538
2011	3,145	4,671	7,816
2016	3,276	4,773	8,050
2021	3,354	4,826	8,180
2026	3,437	4,891	8,328
2031	3,526	4,964	8,490

Source: GLA, Data Management and Analysis Group (DMAG).
Scenario 8.07 (Reviewed November 2005).

Enquiries: 020 7983 4347

6.2. Working population

Table 6.2.1 Working population

Year	Employee jobs in Greater London (thousands)	Percentage Females	Self-employed (thousands)	All jobs (thousands)
1992	3,336	48	453	3,789
1993	3,296	49	449	3,746
1994	3,356	49	514	3,870
1995	3,458	49	476	3,934
1996	3,414	48	493	3,907
1997	3,540	48	485	4,025
1998	3,684	48	516	4,201
1999	3,864	47	485	4,349
2000	4,021	48	518	4,539
2001	4,047	47	507	4,555
2002	3,917	47	519	4,435
2003	3,886	48	611	4,497
2004	3,923	47	563	4,487
<i>Percentage change</i>				
1 Year	1%	•	-8%	-
10 Years	17%	•	10%	16%

Source: ONS, Annual Business Inquiry

Enquiries: 016 3381 2318

1. September estimates of the workforce in employment.

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

Figures are only included from September 1997 onwards.

The total number of jobs in Greater London remained virtually the same in 2004 compared with the previous year, with a modest increase in employee jobs offsetting a reduction in the number of people who were self-employed.

6. Population

Chart 6.2.1 Employment density (2001)

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

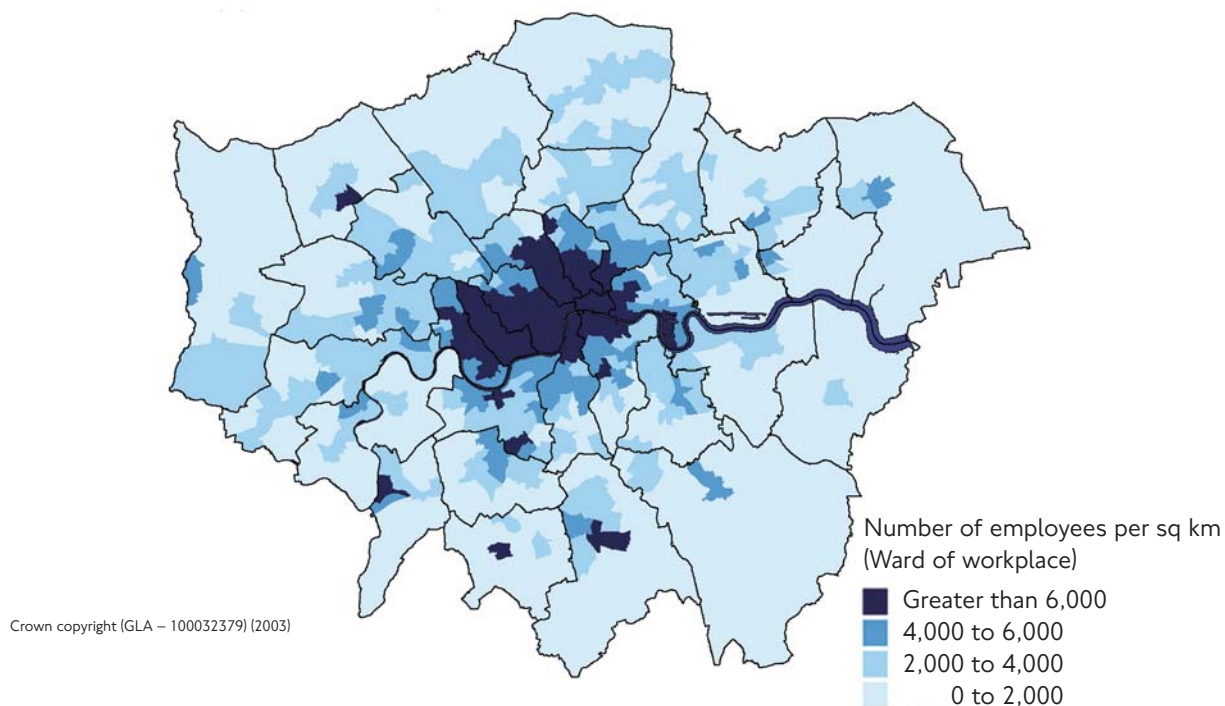


Table 6.2.2 Commuters to and from Greater London

Year	Thousands	
	To Greater London ¹	From Greater London ²
1994	641	182
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

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.

6. Population

6.3. Overseas visitors

Table 6.3.1 Visitors to London by country of origin

	Million visits					
Country	1999	2000	2001	2002	2003	2004
USA	2.7	2.9	2.4	2.5	2.2	2.4
France and Monaco	1.3	1.2	1.1	1.1	1.2	1.3
Germany	1.1	1.1	0.9	0.9	0.9	1.2
Italy and San Marino	0.6	0.5	0.5	0.5	0.6	0.8
Spain and Andorra	0.4	0.4	0.4	0.4	0.5	0.7
Eire	0.6	0.6	0.6	0.6	0.6	0.7
Netherlands	0.6	0.5	0.5	0.5	0.6	0.6
Australia	0.5	0.5	0.4	0.4	0.5	0.5
Canada	0.4	0.4	0.3	0.4	0.3	0.4
Belgium	0.4	0.3	0.3	0.3	0.3	0.4
Sweden	0.4	0.4	0.3	0.3	0.3	0.3
Switzerland	0.3	0.3	0.3	0.3	0.3	0.3
Poland	0.2	0.1	0.1	0.1	0.2	0.3
Japan	0.4	0.4	0.3	0.3	0.2	0.3
Other countries	2.8	2.8	2.6	2.4	2.4	2.8
All countries	13.2	13.2	11.5	11.6	11.7	13.4

Source: International Passenger Survey, ONS

Enquiries: 020 7533 5085

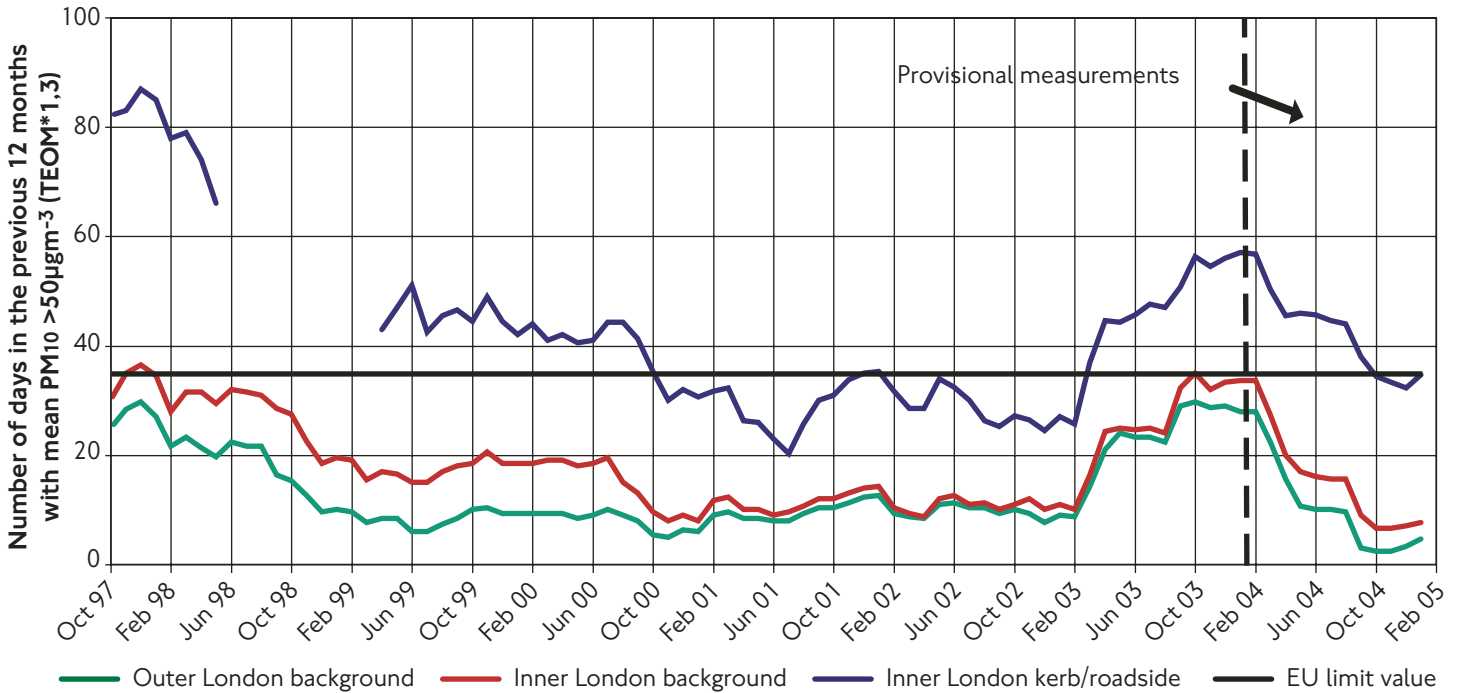
The number of visits to London by non UK residents declined sharply between 2001 and 2003, but recovered in 2004 to its previous level.

7. Environment

7.1. Emissions

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

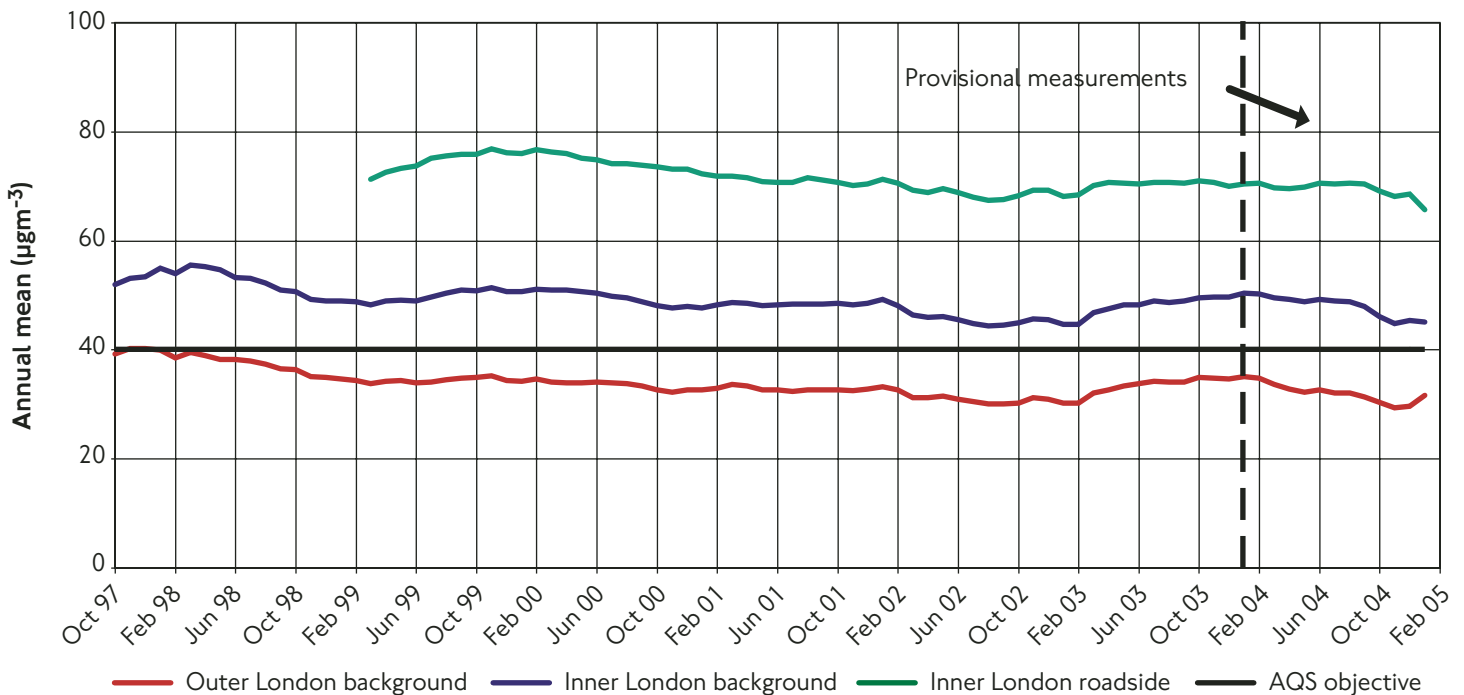
Source: London Air Quality Network and King's College London
Enquiries: www.londonair.org.uk



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

Chart 7.1.2 Annual mean Nitrogen Dioxide (NO₂) levels

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

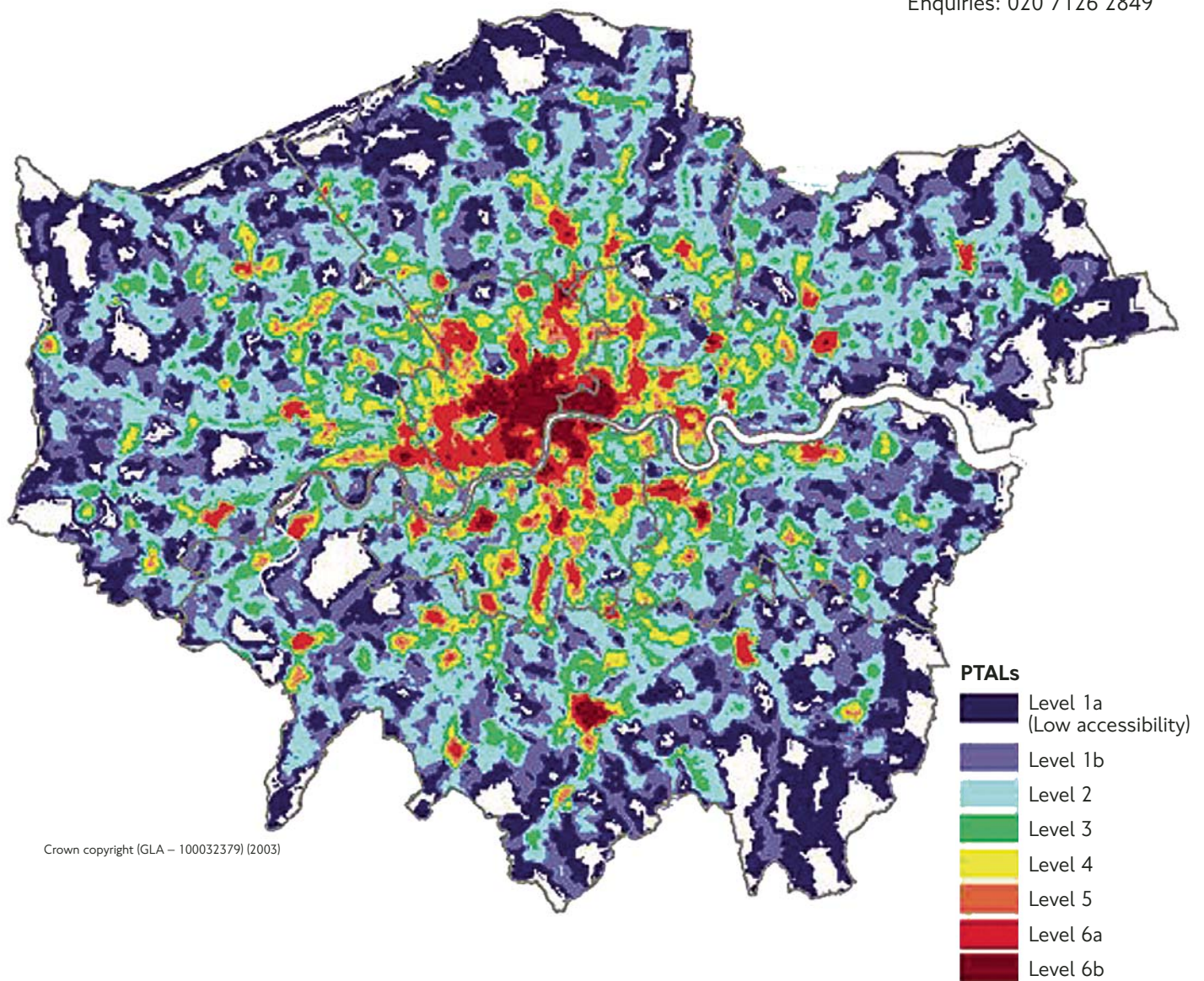


The AQS stipulates as one of the objectives for NO₂ an annual mean of 21 ppb ($40\mu\text{g}\text{m}^{-3}$). The annual mean NO₂ objective has been exceeded consistently in both inner London background and roadside, while in outer London background the annual mean NO₂ objective has been achieved since 1998.

8. Accessibility

Chart 8.1.1 Public Transport accessibility (2004)

Source: Transport for London
Enquiries: 020 7126 2849



Areas with a high level public transport accessibility (coloured in red) are central London and a significant proportion of inner London. There are also some areas of high accessibility in outer London, many of which coincide with metropolitan and major town centres. In general, the level of public transport accessibility for a particular location decreases the further away it is from central London.

Glossary

Administrative areas

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

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

Inner London: City of London, and the London boroughs of Camden, Hackney, Hammersmith & Fulham, Haringey, Islington, Kensington & 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

The units of travel are described as trips or journeys. Different data sources have different conventions about what constitutes a journey. This publication reserves the word ‘journey’ for data for individual modes of transport reported by transport operators or derived from counts of passengers or travellers in the course of travel. A **journey**, therefore, is travel by a single mode, and is essentially the same as a ‘trip-stage’ defined below.

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

Trips may be further subdivided into **trip-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).

Time periods

AM peak – morning peak defined as 0700 to 1000 weekdays except public holidays.

Inter-peak defined as 1000 to 1600 weekdays except public holidays.

PM peak – evening peak defined as 1600 to 1900 weekdays except public holidays.

Evening defined as 1900 to 2200 weekdays except public holidays.

Night-time defined as 2200 to 0400.

Early AM defined as 0400 to 0700.

Work status

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

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

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

Ticket types

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

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

Glossary

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: 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 Pre Pay credit held on the card. Travelcards on Oyster are valid on Tube, DLR, trams and national rail services within chosen zones and across the entire London bus network. Pre Pay 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 Pre Pay credit can be topped-up online or over the telephone.

Traffic cordons

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

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

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

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

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 National Statistics website (www.statistics.gov.uk).

Headline Fares Index: measures changes in the Gross Yield i.e. the direct effect of fares revision where passengers would buy their 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 increase, deflated by the headline Retail Price Index, is applied to the Headline Fares Index from the previous year.

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

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

Glossary

PTAL

PTAL is a measure of public transport accessibility reflecting: the access time (by walking) from the point of interest to public transport service access points (SAPs, e.g. bus stops, stations) within a catchment area; the number of different services (e.g. bus routes, train services) operating at the SAPs; and levels of service (i.e. average waiting times, with an adjustment for the relative reliability of different modes). These components are then used to calculate an accessibility index (PTAI) which is allocated to bands corresponding to Public Transport Accessibility Levels (PTALs). The levels 1a and 1b correspond to a 'very poor', 3 corresponds to 'moderate' and 6a and 6b corresponds to an 'excellent' level of public transport accessibility.

Survey Sources

CAPC Central Area Peak Counts: TfL estimates of people entering central London in the morning peak period, derived from vehicle and passenger counts annually each Autumn. See technical note to table 1.4.1.

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

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

IPS International Passenger Survey: ONS sample survey of arriving and departing passengers at UK ports and airports. Identifies overseas visitors to London.

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

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

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.

Symbols

- = not available
- 0 = nil
- = not applicable
- = negligible (less than half the final digit shown)

Technical notes

Table 1.1.1 Daily average number of journeys: the series for 'rail' has been revised to be consistent with those for other public transport modes. Thus rail journeys that involve interchanging between different rail services are counted once for each rail service used. In table 1.1.2, rail trips refer to complete trips (ignoring interchanges) and excluding through-London trips with neither end in London (see also table 2.5.1).

Table 1.2.2 These data comes from the Underground User Survey (UUS), which is a biennial survey. The most recent available data are for 2002/03. Data for UUS 2004-05 will be available in April 2006.

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

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

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

Chart 1.6.1 These data are from the 2001 Census of Population by ward of residence. Workers (aged 16 to 74) reported the main mode of transport used for their usual journey to work. Percentages exclude workers usually working at home.

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

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

Table 2.9.1 Victoria Coach Station is the main London terminal for coach services, principally express coach, but also day and holiday tours and shuttle services. Until 2005 there was also a special London Buses' inter-station (i.e. VCS and all London mainline stations) express bus service, which had 4 departures per hour for most of the day. The departures and arrivals figure for 2004/2005 is based on a survey undertaken by Victoria Coach Station with the coach operators.

Table 2.10.1 2004/05 was the first financial year in which Thames Clippers were under contract to London River Services. For the first time passengers were counted at all piers the whole year and not just those using piers owned by LRS, as in previous years. Additionally, tourist traffic is buoyant generally and there has been a significant increase in private charter business.

Table 2.11.1 Dial-a-Ride provides a multi-occupancy door-to-door transport service for people who are unable to use conventional public transport due to a permanent or long-term disability or health problem. The service is provided for all journey purposes, typically for shopping, visiting friends, and attending meetings and doctors' or dentists' appointments. Additional costs in 2004/5 relate to one off restructuring costs.

Technical notes

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

Table 3.2.1 The 2003/06 Outer London Speed Surveys will be completed by May 2006. Results will be reported in the London Travel Report 2006.

Table 3.4.1 The series are for vehicles registered with the Driver and Vehicle Licensing Agency at 31 December of each year, and relate to vehicles with car body-type registered in the Private and Light Goods taxation class. Vehicles are allocated to areas (Inner or Outer London) according to the postcode of the registered keeper. The registered keeper may be either an individual or a company. However, company cars include cars registered in the name of a company but provided for an employee's private use. It is likely that changes in the number of company cars, as a percentage of the total stock of cars, reflect changes in taxation and are not necessarily indicative of changes in car use.

Chart 4.1.1 The high increase in 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.

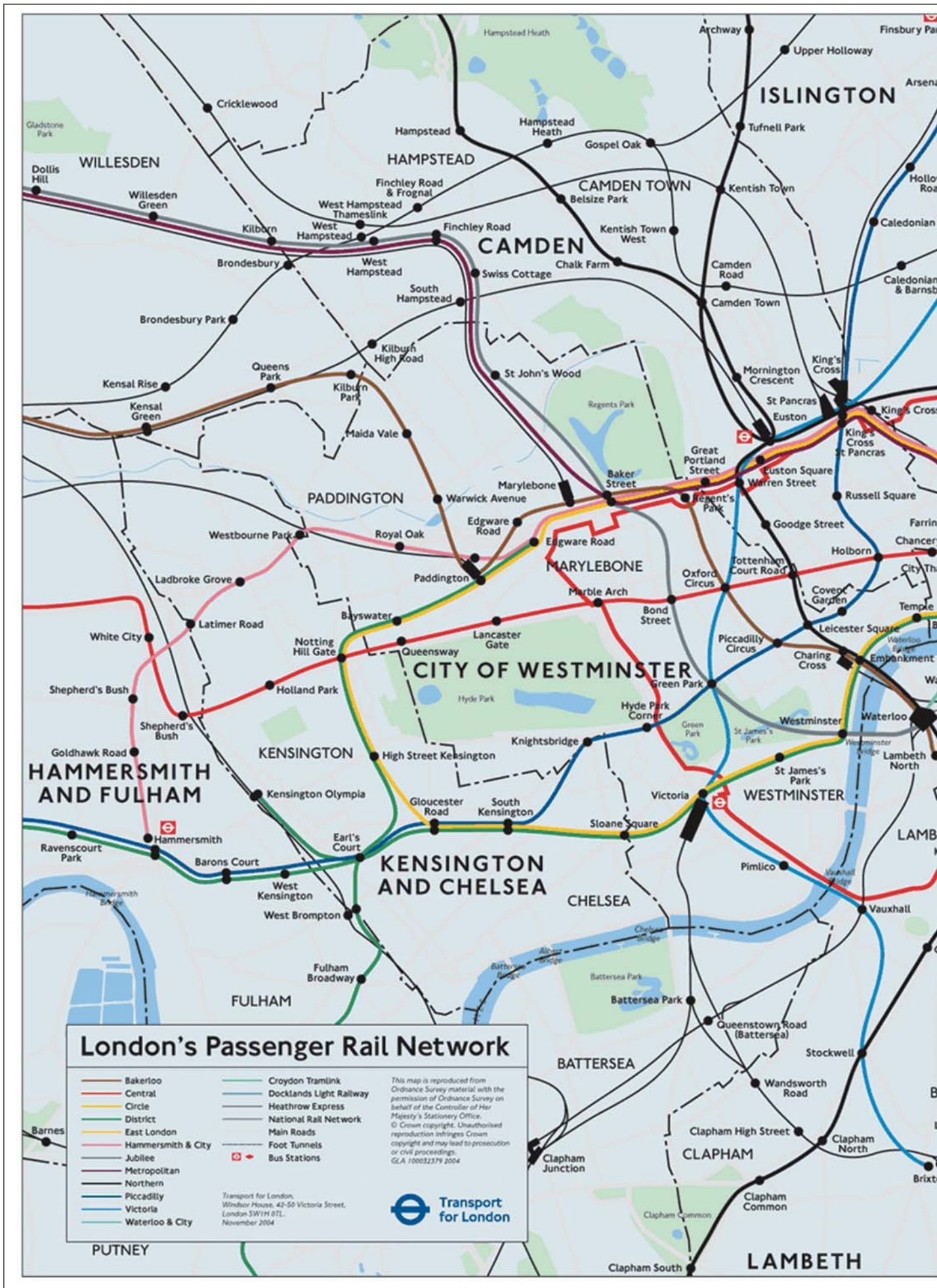
Key facts

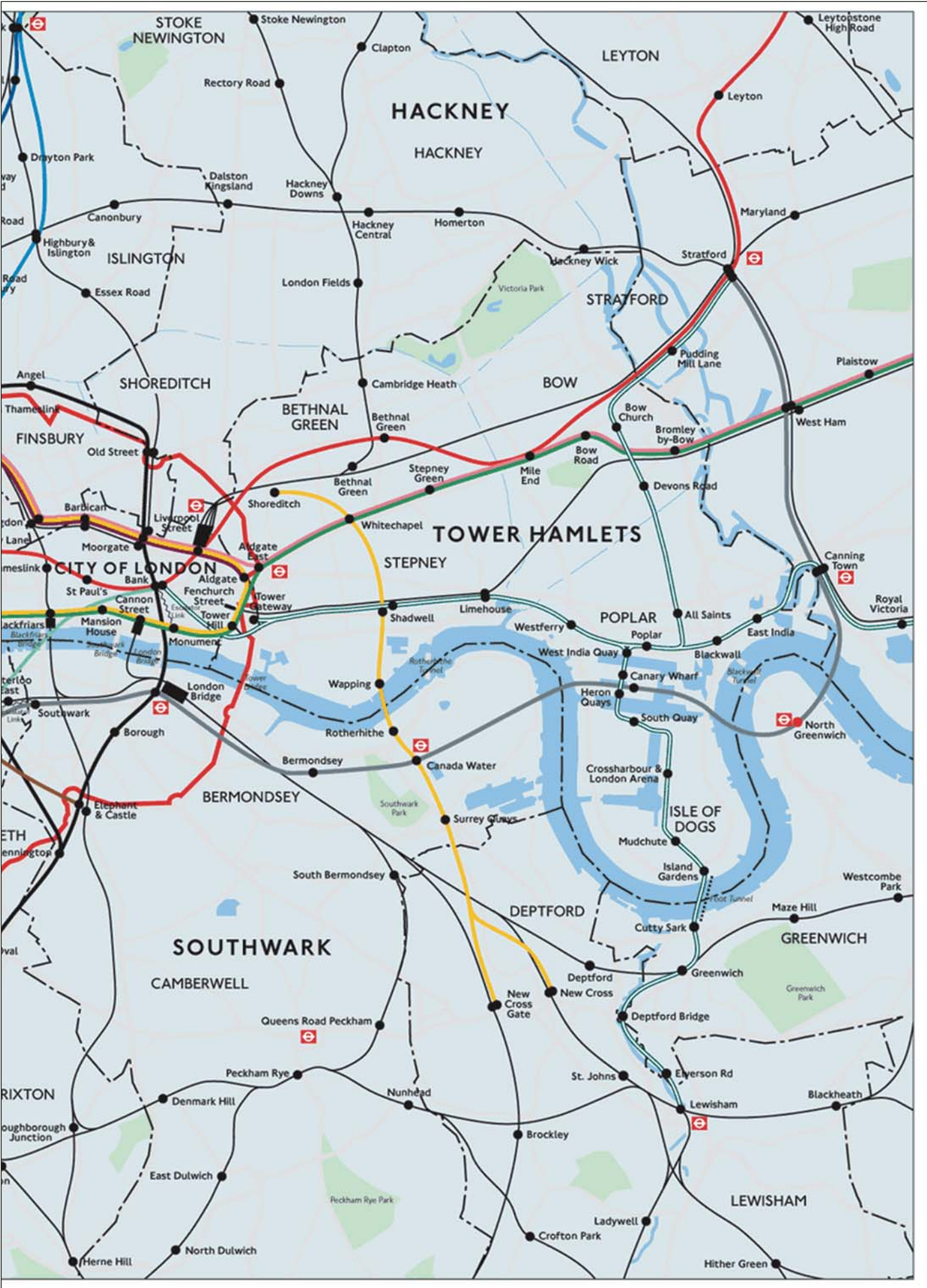
Land area	Square Miles	Square Km
Central London	11	27
Rest of inner London	114	294
Outer London	486	1,259
All Greater London	610	1,579

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

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

London's passenger rail network map – central London





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