



Department for
Transport

Transport Statistics Bulletin

Road Traffic and
Congestion in Great Britain
Q1 2009

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Symbols and conventions: (i) Unless otherwise stated, all tables refer to Great Britain.
(ii) Metric units are generally used.

Units: Figures are shown in italics when they represent percentages, indices or ratios.

Rounding of figures: In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Conversion factors:

1 kilometre = 0.6214 mile	1 tonne = 0.9842 ton
1 tonne-km = 0.6116 ton-mile	1 gallon = 4.546 litres
1 billion = 1,000 million	1 litre = 0.220 gallons

Symbols: The following symbols have been used throughout.

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	0	= Nil
*	= Sample size too small for reliable estimates.	ow	= of which
{	= subsequent data is disaggregated	}	= subsequent data is aggregated
	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s	= not elsewhere specified	TSO	= The Stationery Office

ROAD TRAFFIC AND CONGESTION IN GREAT BRITAIN

Q1 2009

Department for Transport

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More information and analysis on traffic and congestion can be found in the annual bulletin *Road Statistics: Traffic, Speeds and Congestion* which is available on the DfT website www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/speedscongestion/roadstatstsc/

Longer quarterly time series for traffic data are available from the website www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/traffic/qbtraffic/qb/historicdata.xls and annual time series for annual traffic data can be found at www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/traffic/tsgbchapter7trafdatatables.xls

The data for congestion on inter-urban roads are available on the website www.dft.gov.uk/excel/173025/221412/221546/227050/227328/datachart.xls

Estimates of road traffic statistics at local authority level, together with corresponding figures for road accident casualties, are available on the website www.dft.gov.uk/pgr/statistics/datatablespublications/

More detailed traffic data are available from the website www.dft.gov.uk/matrix/ or from the contact points listed below. Information is available on traffic flows at selected points on the major road network and on vehicle kilometre estimates by type of vehicle and class of road.

Enquiries should be made to the address below:

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Road Traffic in Great Britain

1. The bulletin includes provisional traffic estimates for Q1 2009. The final estimates will be published in summer 2010.
2. Quarterly traffic estimates are based mainly on data collected by a network of some 180 automated traffic counters. Quarterly estimates are provisional until they are constrained by the final annual traffic estimates published the following year. Final annual traffic estimates also make use of data from around ten thousand manual traffic counts.
3. A short paper *How the National Traffic Estimates are Made*, outlining the full methodology used to calculate traffic estimates, is available at: www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/notesdefinitions/nattraffestimatesmade.pdf
4. The final annual traffic estimates for 2008 will be presented in the annual bulletin *Road Statistics 2008: Traffic, Speeds and Congestion* which is due to be released in June 2009. The annual bulletin will also contain information on road lengths, free-flow vehicle speeds and both inter-urban and urban congestion.

Congestion on inter-urban roads in England

5. The Strategic Road Network (SRN) in England consists of all motorways and all purpose trunk 'A' roads (dual and single carriageway) managed by the Highways Agency, as well as the M6 Toll. For monitoring purposes, the network has been split into 103 recognisable routes (for instance A46 Leicester – Lincoln). Each route has two directions. Currently, 95 of the 103 routes are used to monitor network performance due to data quality considerations on the remaining 8 routes.
6. The data quality for all 103 routes was reviewed prior to the release of data for October 2008. Improvements in data quality allowed an additional five routes to be included for the year ending March 2008 onwards, but deterioration of data on one route (M1 J6a-13) in 2008 led to it being temporarily excluded. As a result the total number of routes included was increased from 91 to 95 routes for the year ending March 2008 onwards. The previously published data for years ending March 2008 to September 2008 were revised, and there is now a small discontinuity with earlier periods.
7. The effect of the increase in the number of routes was to change the baseline figure of average vehicle delay for the year ending March 2008 to 3.90 minutes per 10 miles for 95 routes, compared with 3.95 for 91 routes.
8. For the Comprehensive Spending Review 2007 (CSR07), the Department has a Public Service Agreement (PSA) to deliver reliable and efficient transport networks that support economic growth. One of the four indicators used to measure success against this PSA is reliability, measured

using average vehicle delay on the SRN's slowest 10% of journeys. The baseline is the year ending March 2008, and the measure will be monitored for the period up to the year ending March 2011. Reliability performance will be assessed in the context of an expected increase in traffic of 1-2% per year. There is no specific numerical target.

9. For the Spending Review 2004 (SR04), there was a PSA target that the average vehicle delay on the SRN's slowest 10% of journeys should be less in the year ending March 2008 than in the baseline period August 2004 – July 2005.

10. For both CSR07 and SR04, the PSA indicator is the average vehicle delay, derived from the differences between observed journey times and a reference journey time (the time that could theoretically be achieved when the traffic is free-flowing), weighted by traffic flows for each route of the network. The slowest 10% of journeys are selected for each 15-minute departure time between 6 am and 8 pm for each day of the week, on each of 95 routes. The indicator therefore reflects journeys experienced on all types of route on all days at all times of the day.

11. The methodology is quite complex and a full explanation of the measure, the routes covered and the steps taken by the Highways Agency to reduce congestion on the network are available at:
www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/speedscongestion/congestiononthe strategicroad5359

Congestion in major urban areas in England

12. Congestion in urban areas is measured by “person journey time per mile”. The statistics published in this bulletin cover routes in the ten largest urban areas in England: London, the six metropolitan areas (Greater Manchester, Merseyside, South Yorkshire, Tyne & Wear, West Midlands and West Yorkshire) and Bristol, Leicester and Nottingham.

13. For the Comprehensive Spending Review 2007 (CSR07), the Department has a Public Service Agreement (PSA) to deliver reliable and efficient transport networks that support economic growth. One of the four indicators used to measure success against this PSA is journey times on urban roads. The associated target is that by 2010-11, the ten largest urban areas will meet the congestion targets set in their local transport plan relating to movement on main roads into city centres. The target will be met if person journey times overall across the ten largest urban areas increase from the baseline¹ by no more 3.6 per cent by 2010 –11, in the context of travel volumes² increasing by 4.4 per cent.

14. The indicator is based on academic years, that is, September to August.

¹ The baseline uses data from both 2004-05 and 2005-06.

² The volume of travel is the number of people using the roads, rather than the number of vehicles.

Person Journey Times

15. Person journey times are the average journey times per mile experienced by individual road users, rather than the vehicle average. The statistics are calculated by dividing total person journey times by total person miles. These take into account average vehicle journey times, average vehicle occupancies and the number of vehicles on the route segment (vehicle flow). Person miles measure travel volumes and are the total distance travelled by individual road users on the PSA routes. This measure was developed with the ten local authorities, and is considered to be a better representation of average journey times experienced by most road users.

16. Vehicle journey times for cars, light goods vehicles and heavy goods vehicles (non-stopping vehicles) are collected nationally from in-vehicle Global Positioning System (GPS) devices. Vehicle flow, vehicle occupancy and bus journey times are collected by individual local authorities.

17. The percentage change over all ten urban areas is weighted so that each area contributes an amount to the national total which is proportional to traffic flow on local authority-controlled 'A' roads in each urban area.

Vehicle Journey Times

18. Vehicle journey times are the average journey time per mile for cars, light vans and heavy goods vehicles, taking into account the number of vehicles on the roads but not vehicle occupancies. This measure allows for quarterly monitoring of congestion, in contrast to the measure of person journey times, as some components of the person-based indicator are not available quarterly.

Selection of monitored routes

19. The PSA routes are based on a simplified road network, chosen to reflect the most important roads within the ten urban areas during the morning peak period. Each route is divided into a series of segments based on where person flow varies most along the route. The PSA measure is calculated for journeys occurring on Monday to Friday, during the morning peak period and during school term times. This best reflects peak period traffic conditions over the year.

20. Roads in each urban area have varying characteristics, which can result in different journey times. As such, comparisons using journey times may reflect these characteristics rather than real differences in levels of congestion. Therefore comparisons between local authorities should be made with caution.

Changes in data supplier

21. As detailed in the December 2008 bulletin on urban congestion, the data source of non-stopping journey times has changed, with data from the new source available from June 2006 onwards.

22. The method used to compare data for the old and new source has been updated. A number of small changes have been made to improve the accuracy of the person journey time figures. As a result, the figures presented have been revised slightly since the February 2009 publication.

23. More information on the differences between the old and new data sources, the method used to compare the two sources, and other recent revisions, can be found in the Technical Note to the urban congestion PSA indicator; see below for more details.

Further information

24. These congestion data are official statistics that are under development and are being tested for their suitability to meet user needs.

25. More detailed information about the methodology used for the calculations is published in the Technical Note to the urban congestion indicator in PSA 4, published on the DfT website at:
www.dft.gov.uk/about/howthedftworks/psa/spendingreview2004psatargets2

Road Traffic in Great Britain

Road traffic by vehicle type

The latest *provisional* estimates show that:

- All motor vehicle traffic was 3.5 per cent lower in the first quarter of 2009 than in the first quarter of 2008.
- Car traffic decreased by 3 per cent between the first quarters of 2008 and 2009.
- Light van traffic decreased by 2 per cent between the first quarters of 2008 and 2009.
- Heavy goods vehicle traffic decreased by 12 per cent between the first quarters of 2008 and 2009.

Heavy snowfall, mainly during the first week of February, contributed around 1 percentage point to each of the falls above.

Based on the 2008 *provisional* annual traffic estimates:

- In 2008 cars accounted for 78 per cent of all motor vehicle traffic, with 14 per cent for light vans, 6 per cent for heavy goods vehicles and all other motor vehicles making up the remaining 2 per cent.

Chart 1: Motor Vehicle Road traffic in Great Britain by vehicle type in 2008 (Provisional)

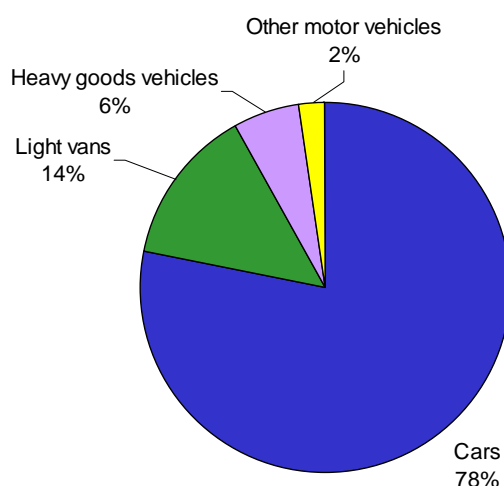


Table 1: Road traffic in Great Britain by vehicle type: Index numbers

Seasonally adjusted index numbers (Index: 1993=100)						
	Cars	Light vans	Heavy goods vehicles	Other motor vehicles ¹	All motor vehicles	
Estimated traffic in 1993 (bvkms)	338.1	41.6	24.3	8.4	412.3	
1998	109.6	122.1	114.4	111.6	111.2	
1999	111.6	124.0	116.0	116.8	113.2	
2000 *	111.4	125.8	116.4	116.0	113.3	
2001 **	113.2	129.0	115.7	118.9	115.1	
2002	116.2	132.2	116.8	122.6	118.0	
2003	116.3	139.1	117.5	131.1	118.9	
2004	117.7	146.2	121.0	123.8	120.9	
2005	117.5	150.4	119.7	126.5	121.1	
2006	119.1	156.6	120.2	126.2	123.1	
2007	119.5	164.4	121.1	132.6	124.4	
2008 P	117.5	169.0	118.7	140.1	123.2	
Seasonally adjusted index numbers (average quarter 1993=100)						
2006	Q1	118.1	158.0	122.2	127.3	122.5
	Q2	118.2	156.1	121.2	127.8	122.4
	Q3	119.3	155.3	119.4	123.5	123.0
	Q4	120.7	157.1	117.7	126.4	124.3
2007	Q1	120.2	161.7	118.6	133.5	124.5
	Q2	119.1	164.8	120.9	130.7	124.1
	Q3	119.9	166.0	122.4	134.5	125.0
	Q4	118.9	165.3	122.4	130.7	124.0
2008	Q1 P	118.5	172.5	122.4	147.4	124.7
	Q2 P	117.2	171.3	121.8	143.4	123.5
	Q3 P	117.0	165.5	117.4	132.1	122.2
	Q4 P	117.2	166.8	113.3	137.3	122.4
2009	Q1 P ***	114.7	168.8	107.8	146.6	120.4
Percentage change on previous year						
1999		1.8	1.6	1.4	4.7	1.8
2000 *		-0.2	1.4	0.4	-0.7	0.0
2001 **		1.6	2.6	-0.6	2.5	1.6
2002		2.7	2.5	0.9	3.1	2.5
2003		0.0	5.2	0.6	6.9	0.8
2004		1.3	5.1	3.1	-5.6	1.7
2005		-0.2	2.9	-1.1	2.1	0.2
2006		1.4	4.1	0.4	-0.2	1.6
2007		0.4	5.0	0.8	5.1	1.1
2008 P		-1.7	2.8	-2.0	5.6	-1.0
2006	Q1	1	8	2	6	2.0
	Q2	0	5	1	2	0.8
	Q3	1	3	0	-3	1.4
	Q4	3	1	-1	-4	2.3
2007	Q1	2	2	-3	5	1.6
	Q2	1	6	0	2	1.4
	Q3	0	7	2	9	1.6
	Q4	-1	5	4	3	-0.2
2008	Q1 P	-1	7	3	10	0.2
	Q2 P	-2	4	1	10	-0.5
	Q3 P	-2	0	-4	-2	-2.2
	Q4 P	-1	1	-7	5	-1.4
2009	Q1 P ***	-3	-2	-12	-1	-3.5

¹Two wheeled motor vehicles, buses and coaches

* 2000 figures were affected by the September fuel protests

** 2001 figures were affected by the impact of Foot and Mouth disease

*** Q1 2009 figures were affected by heavy snowfall, mainly during the first week of February

Table 2: Road traffic in Great Britain by vehicle type

		Billion vehicle kilometres				
		Cars	Light vans	Heavy goods vehicles	Other motor vehicles ¹	All motor vehicles
1998		370.6	50.8	27.7	9.4	458.5
1999		377.4	51.6	28.1	9.8	467.0
2000 *		376.8	52.3	28.2	9.7	467.1
2001 **		382.8	53.7	28.1	10.0	474.4
2002		392.9	55.0	28.3	10.3	486.5
2003		393.1	57.9	28.5	11.0	490.4
2004		398.1	60.8	29.4	10.4	498.6
2005		397.2	62.6	29.0	10.6	499.4
2006		402.6	65.2	29.1	10.6	507.5
2007		404.1	68.4	29.4	11.1	513.0
2008 P		397.1	70.3	28.8	11.7	508.0
Seasonally adjusted figures						
2006	Q1	99.8	16.4	7.4	2.7	126.3
	Q2	99.9	16.2	7.4	2.7	126.2
	Q3	100.8	16.2	7.2	2.6	126.8
	Q4	102.0	16.3	7.1	2.7	128.2
2007	Q1	101.6	16.8	7.2	2.8	128.4
	Q2	100.7	17.1	7.3	2.7	127.9
	Q3	101.3	17.3	7.4	2.8	128.8
	Q4	100.5	17.2	7.4	2.7	127.9
2008	Q1 P	100.1	17.9	7.4	3.1	128.6
	Q2 P	99.1	17.8	7.4	3.0	127.3
	Q3 P	98.9	17.2	7.1	2.8	126.0
	Q4 P	99.0	17.3	6.9	2.9	126.1
2009	Q1 P ***	96.9	17.6	6.5	3.1	124.1
Unadjusted figures						
2006	Q1	94.5	15.8	7.2	2.3	119.7
	Q2	101.9	16.6	7.4	3.0	128.9
	Q3	104.5	16.9	7.5	3.0	131.9
	Q4	101.6	15.9	7.1	2.4	126.9
2007	Q1	96.4	16.3	7.0	2.5	122.2
	Q2	102.7	17.6	7.5	3.1	130.8
	Q3	104.8	17.9	7.6	3.2	133.6
	Q4	100.2	16.6	7.3	2.4	126.4
2008	Q1 P	94.8	17.3	7.1	2.7	121.9
	Q2 P	101.0	18.2	7.5	3.3	130.0
	Q3 P	102.3	17.9	7.4	3.2	130.7
	Q4 P	98.8	16.8	6.8	2.5	124.8
2009	Q1 P ***	91.9	17.1	6.3	2.7	118.0

¹Two wheeled motor vehicles, buses and coaches

* 2000 figures were affected by the September fuel protests

** 2001 figures were affected by the impact of Foot and Mouth disease

*** Q1 2009 figures were affected by heavy snowfall, mainly during the first week of February

Road traffic by road class

Provisional estimates show that:

Between Q1 2008 and Q1 2009:

- Total traffic on motorways decreased by 5 per cent.
- Total traffic on rural 'A' roads decreased by 4 per cent.
- Total traffic on urban 'A' roads decreased by 2 per cent.
- Total traffic on minor rural roads decreased by 3 per cent.
- Total traffic on minor urban roads decreased by 3 per cent.

Table 3: Road traffic in Great Britain by road class: Index numbers

		Seasonally adjusted index numbers (Index: 1993=100)					
		Motorway	Rural A roads	Urban A roads	Minor Rural	Minor Urban	All roads
Estimated traffic in 1993 (bvkms)		68.2	113.3	77.3	56.1	97.4	412.3
	1998	125.7	113.5	105.2	107.7	105.1	111.2
	1999	128.8	115.3	105.9	109.3	108.0	113.2
	2000 *	129.6	114.7	105.6	109.7	108.3	113.3
	2001 **	133.2	117.6	105.9	109.9	109.7	115.1
	2002	135.9	120.3	106.3	115.0	113.7	118.0
	2003	136.4	122.9	105.7	114.9	114.9	118.9
	2004	141.7	124.6	107.1	117.6	114.9	120.9
	2005	142.3	124.7	105.7	119.2	115.4	121.1
	2006	145.8	126.7	106.7	123.7	115.6	123.1
	2007	147.5	126.7	105.2	128.5	118.6	124.4
	2008 P	146.5	124.3	104.0	129.1	117.5	123.2
Seasonally adjusted index numbers (average quarter 1993=100)							
	2006 Q1	144.1	126.0	106.7	122.5	116.0	122.5
	Q2	145.7	126.4	105.8	123.0	114.3	122.4
	Q3	146.2	126.8	106.9	124.2	114.6	123.0
	Q4	147.4	127.5	107.3	125.2	117.6	124.3
	2007 Q1	146.8	127.0	105.8	128.1	118.9	124.5
	Q2	147.6	127.1	106.0	126.5	117.0	124.1
	Q3	147.4	126.4	105.0	128.4	121.5	125.0
	Q4	148.2	126.2	103.8	130.9	116.8	124.0
	2008 Q1 P	149.8	127.6	104.0	130.9	116.8	124.7
	Q2 P	146.9	124.4	104.5	130.1	117.3	123.5
	Q3 P	144.9	122.9	103.0	126.0	118.6	122.2
	Q4 P	144.5	122.4	104.4	129.4	117.1	122.4
	2009 Q1 P ***	142.6	122.3	102.4	126.4	113.5	120.4
Percentage change on previous year							
	1999	2.4	1.6	0.7	1.5	2.8	1.8
	2000 *	0.6	-0.5	-0.3	0.4	0.2	0.0
	2001 **	2.8	2.5	0.2	0.1	1.3	1.6
	2002	2.0	2.3	0.5	4.7	3.7	2.5
	2003	0.4	2.1	-0.6	0.0	1.0	0.8
	2004	3.9	1.4	1.3	2.4	0.0	1.7
	2005	0.4	0.0	-1.3	1.3	0.4	0.2
	2006	2.5	1.6	0.9	3.8	0.2	1.6
	2007	1.1	0.0	-1.4	3.9	2.5	1.1
	2008 P	-0.7	-1.9	-1.1	0.5	-0.9	-1.0
	2006 Q1	1	2	1	4	2	2.0
	Q2	3	2	-1	3	-2	0.8
	Q3	3	1	1	4	-1	1.4
	Q4	3	2	2	5	1	2.3
	2007 Q1	2	1	-1	5	3	1.6
	Q2	1	1	0	3	2	1.4
	Q3	1	0	-2	3	6	1.6
	Q4	1	-1	-3	5	-1	-0.2
	2008 Q1 P	2	1	-2	2	-2	0.2
	Q2 P	0	-2	-1	3	0	-0.5
	Q3 P	-2	-3	-2	-2	-2	-2.2
	Q4 P	-2	-3	1	-1	0	-1.4
	2009 Q1 P ***	-5	-4	-2	-3	-3	-3.5

* 2000 figures were affected by the September fuel protests.

** 2001 figures were affected by the impact of Foot and Mouth disease

*** Q1 2009 figures were affected by heavy snowfall, mainly during the first week of February

Car and heavy goods vehicle traffic by road class

Provisional estimates show that:

Between Q1 2008 and Q1 2009:

- Car traffic on motorways decreased by 4 per cent.
- Car traffic on rural 'A' roads decreased by 3 per cent.
- Car traffic on urban 'A' roads decreased by 1 per cent.
- Car traffic on minor rural roads decreased by 4 per cent.
- Car traffic on minor urban roads decreased by 3 per cent.
- Heavy goods vehicle traffic on motorways decreased by 11 per cent.
- Heavy goods vehicle traffic on rural 'A' roads decreased by 10 per cent.
- Heavy goods vehicle traffic on urban 'A' roads decreased by 14 per cent.

Table 4: Car and goods vehicle traffic by road class: Index numbers

	Seasonally adjusted index numbers (Index: 1993=100)									
	Cars						Heavy goods vehicles			
	Motor-way	Rural A roads	Urban A roads	Minor Rural	Minor Urban	All roads	Motor-way	Rural A roads	Urban A roads	All roads ¹
Estimated traffic in 1993 (bv kms)	51.9	91.3	64.7	46.3	83.9	338.1	8.9	8.8	3.1	24.3
1998	124.4	112.1	104.6	105.6	103.9	109.6	125.7	113.7	104.3	114.4
1999	127.8	114.3	105.3	106.2	106.7	111.6	129.5	113.8	100.7	116.0
2000 *	128.2	113.6	105.1	105.9	106.7	111.4	130.7	112.9	99.1	116.4
2001 **	132.4	116.7	105.2	105.5	107.9	113.2	130.4	112.0	96.2	115.7
2002	135.6	119.5	105.9	110.7	111.7	116.2	130.8	114.3	94.4	116.8
2003	135.6	121.5	104.4	110.1	111.1	116.3	130.6	114.5	95.7	117.5
2004	139.9	123.0	105.9	112.8	110.2	117.7	137.7	117.0	99.7	121.0
2005	140.3	122.9	104.1	113.3	110.2	117.5	136.0	115.3	97.8	119.7
2006	143.0	124.4	104.4	117.9	110.4	119.1	137.4	116.8	95.3	120.2
2007	144.3	122.8	102.5	121.6	112.7	119.5	139.3	119.3	91.3	121.1
2008 P	142.3	120.1	101.3	118.7	111.0	117.5	137.1	118.1	88.5	118.7
Seasonally adjusted index numbers (average quarter 1993=100)										
2006 Q1	139.7	123.4	104.4	116.1	110.6	118.1	138.2	117.5	98.8	122.2
Q2	142.4	124.1	103.6	116.7	108.9	118.2	138.7	116.6	96.3	121.2
Q3	144.3	124.6	104.4	118.8	109.8	119.3	136.9	116.6	95.0	119.4
Q4	145.7	125.5	105.2	120.0	112.5	120.7	136.0	116.2	91.1	117.7
2007 Q1	144.4	123.9	103.2	122.1	113.1	120.2	136.9	116.2	88.6	118.6
Q2	144.0	122.9	103.2	120.4	111.3	119.1	139.6	119.8	89.8	120.9
Q3	143.7	122.2	102.2	120.9	115.7	119.9	139.6	120.2	95.0	122.4
Q4	145.0	122.3	101.2	122.8	110.6	118.9	141.0	120.7	91.1	122.4
2008 Q1 P	146.0	123.1	101.0	120.0	109.0	118.5	139.6	122.1	89.8	122.4
Q2 P	142.2	119.8	101.1	119.4	110.2	117.2	140.0	120.8	94.1	121.8
Q3 P	139.8	118.8	100.6	116.1	114.0	117.0	137.0	117.3	85.7	117.4
Q4 P	141.2	118.8	102.6	119.1	110.7	117.2	131.8	112.3	84.3	113.3
2009 Q1 P ***	139.9	118.9	100.0	115.1	105.7	114.7	123.6	109.2	77.1	107.8
Percentage change on previous year										
1999	2.8	1.9	0.6	0.6	2.7	1.8	3.0	0.1	-3.4	1.4
2000 *	0.3	-0.6	-0.2	-0.2	0.0	-0.2	0.9	-0.8	-1.6	0.4
2001 **	3.2	2.7	0.2	-0.4	1.2	1.6	-0.2	-0.8	-2.9	-0.6
2002	2.4	2.4	0.7	4.9	3.5	2.7	0.3	2.1	-1.8	0.9
2003	0.0	1.7	-1.5	-0.5	-0.5	0.0	-0.2	0.1	1.3	0.6
2004	3.1	1.2	1.5	2.4	-0.8	1.3	5.5	2.3	4.2	3.1
2005	0.3	-0.1	-1.7	0.4	0.0	-0.2	-1.3	-1.5	-1.8	-1.1
2006	1.9	1.3	0.3	4.1	0.2	1.4	1.0	1.3	-2.6	0.4
2007	0.8	-1.3	-1.9	3.1	2.0	0.4	1.4	2.2	-4.2	0.8
2008 P	-1.4	-2.2	-1.1	-2.4	-1.5	-1.7	-1.6	-1.0	-3.1	-2.0
2006 Q1	-1	1	0	3	1	1	2	2	-3	2
Q2	1	1	-1	3	-2	0	2	1	-3	1
Q3	3	1	0	4	0	2	0	2	0	0
Q4	4	2	2	6	2	3	1	0	-5	-1
2007 Q1	3	0	-1	5	2	2	-1	-1	-10	-3
Q2	1	-1	0	3	2	1	1	3	-7	0
Q3	0	-2	-2	2	5	0	2	3	0	2
Q4	0	-3	-4	2	-2	-1	4	4	0	4
2008 Q1 P	1	-1	-2	-2	-4	-1	2	5	1	3
Q2 P	-1	-3	-2	-1	-1	-2	0	1	5	1
Q3 P	-3	-3	-2	-4	-1	-2	-2	-2	-10	-4
Q4 P	-3	-3	1	-3	0	-1	-6	-7	-8	-7
2009 Q1 P ***	-4	-3	-1	-4	-3	-3	-11	-10	-14	-12

¹ All roads include goods vehicles on minor roads

* 2000 figures were affected by the September fuel protests.

** 2001 figures were affected by the impact of Foot and Mouth disease

*** Q1 2009 figures were affected by heavy snowfall, mainly during the first week of February

Congestion on inter-urban roads in England

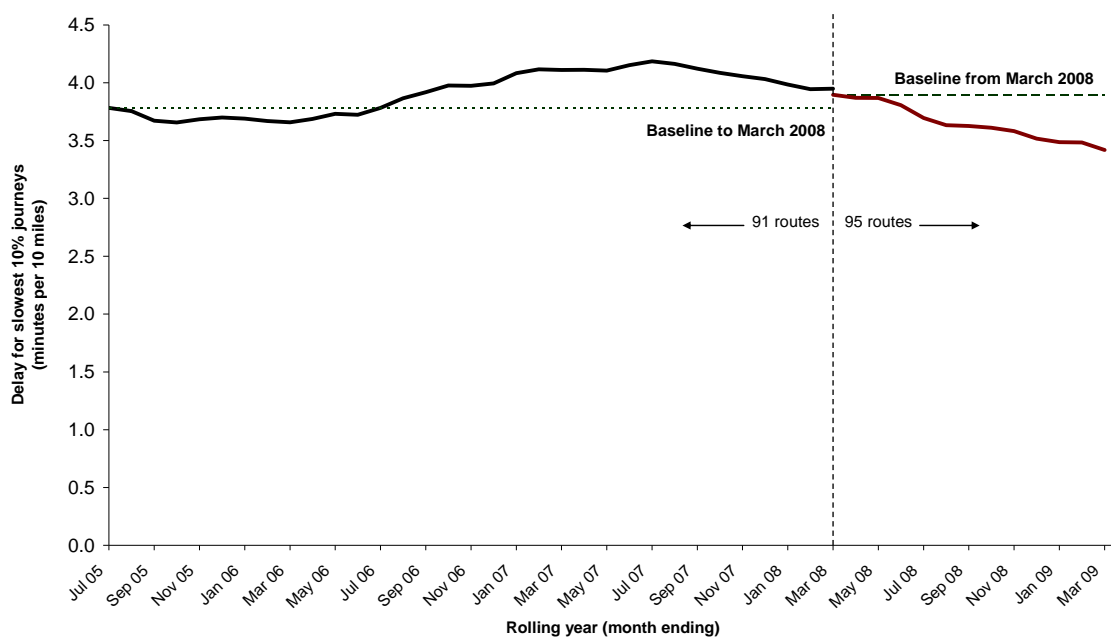
The inter-urban network in England consists of all motorways and trunk 'A' roads managed by the Highways Agency, as well as the M6 Toll. This is also known as the Strategic Road Network (SRN).

The indicator used to monitor reliability is the average delay in minutes per 10 miles (derived from the differences between observed journey times and a reference journey time) experienced on the slowest 10% of journeys for each monitored route.³

- Provisional figures for the year ending March 2009 show that average vehicle delay on the slowest 10% of journeys fell to 3.42 from 3.90 minutes per 10 miles since the CSR07 baseline year ending March 2008, a decrease of 12.3 per cent.
- The final figure for the year ending February 2009 (previously published in the monthly publication 'Congestion on inter-urban roads') is an average vehicle delay of 3.48 minutes per 10 miles, which is a decrease of 10.6 per cent from the CSR07 baseline year.

The chart below shows the monthly trend, on a rolling 12 month basis.

Journey time reliability measure on the Strategic Road Network



³ Full details of the measure and the routes are available at:

www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/speedscongestion/congestiononthestrategicroad5359

Congestion in major urban areas in England

Table 5 shows the person journey times for the baseline⁴, 2006-07 and 2007-08, together with the percentage change since the baseline. The table also shows the percentage change in person miles. Percentage changes in individual urban areas less than 2 per cent are unlikely to be statistically significant; and so may not be indicative of real changes in congestion. These figures have been revised slightly since being published in February 2009, reflecting minor technical changes in the way in which the statistics have been calculated.

- Across the ten urban areas, the average person journey time in 2007-08 was 4 minutes 8 seconds per mile, this was 1 second per mile faster than 2006-07, and 8 seconds per mile (3.1 per cent) faster when compared to the baseline. Five out of the ten urban areas have experienced a decrease in congestion of 2 per cent or more, as measured by person journey times.
- In aggregate, the number of person miles travelled decreased by 2.7 per cent since the baseline. Eight of the ten urban areas showed a reduction in person miles.

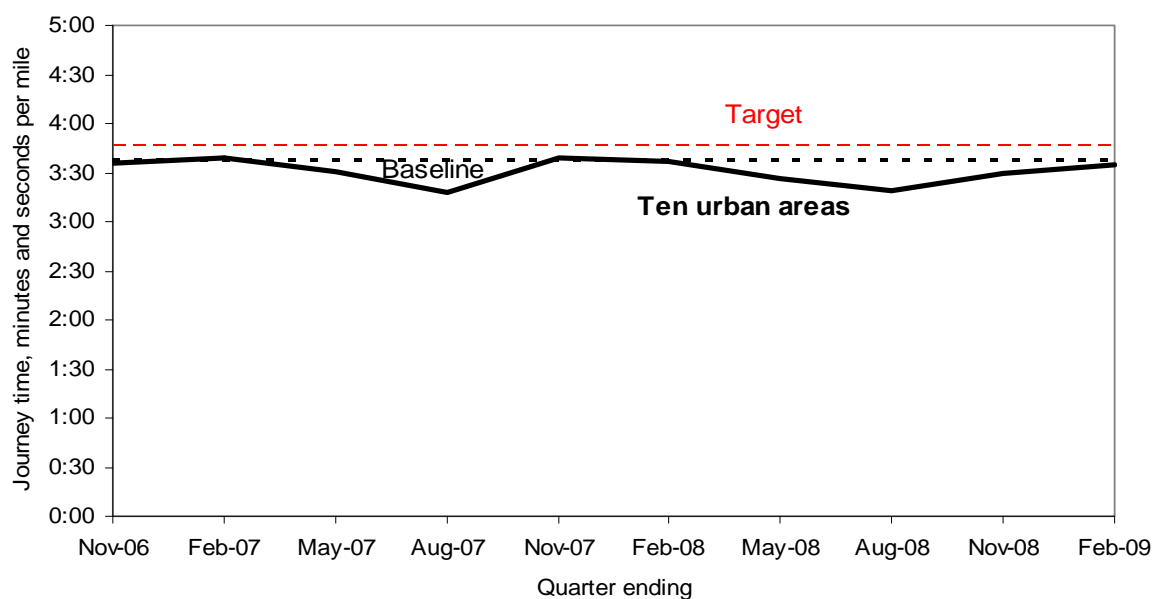
Table 5: Person journey times and travel

Year	minutes and seconds per mile			Percentage change since baseline	
	Person journey time			Person journey time	Person miles
	Baseline	2006-07	2007-08		
London	4:21	4:12	4:07	-5.1	-1.5
Greater Manchester	5:00	4:51	4:56	-1.6	-8.6
Merseyside	4:07	3:56	4:02	-2.2	-5.0
South Yorkshire	4:14	4:01	4:00	-5.4	2.9
Tyne & Wear	3:20	3:17	3:09	-5.3	-0.7
West Midlands	3:54 ^R	3:46 ^R	3:52 ^R	-0.7 ^R	-3.3 ^R
West Yorkshire	4:03	4:07	4:06	1.5	-3.0
Bristol	3:57	3:56	3:44	-5.5	-0.3
Leicester	4:21	4:18	4:24	1.1	1.5
Nottingham	3:48	3:52	3:48	0.0	-1.2
All areas	4:16^R	4:09^R	4:08^R	-3.1^R	-2.7^R

Chart 3 below tracks the vehicle journey time in aggregate across the ten urban areas over time. Vehicle journey times are faster than person journey times because stopping buses, which are generally slower than other vehicles, are not included in this measure. Person journey time data are not available quarterly.

⁴ The baseline uses data from both 2004-05 and 2005-06

Chart 3: Vehicle journey time, all ten areas



- Across the ten urban areas, the average vehicle journey time per mile was 3 minutes and 35 seconds per mile in the quarter ending February 2009. This is 2 per cent faster than the quarter ending February 2008.

Provisional vehicle journey times for each quarter and urban area are shown in Table 6 below, as well as percentage changes comparing each quarter with the same quarter in the previous year.

Table 6: Vehicle journey time by urban area *

	London	Greater Manchester	Mersey-side	South Yorkshire	Tyne & Wear	West Midlands	West Yorkshire	Bristol	Leicester	Notting-ham **	All areas
Vehicle journey times, minutes and seconds per mile											
Annual averages											
Baseline	3:23	4:26	3:47	3:46	2:48	3:32	3:56	3:17	4:01	3:46	3:38
2006-07	3:10	4:23	3:42	3:42	2:45	3:25	3:50	3:11	3:57	3:43	3:30
2007-08	3:12	4:25	3:47	3:44	2:43	3:24	3:47	3:10	4:02	3:39	3:31
Quarter ending											
Nov 2006	3:21	4:31	3:50	3:45	2:47	3:39	3:54	3:26	4:06	3:45	3:39
Feb 2007	3:16	4:35	3:40	3:48	2:51	3:29	4:06	3:23	4:03	3:48	3:37
May 2007	3:05	4:20	3:45	3:39	2:55	3:22	3:41	3:05	3:52	3:46	3:27
Aug 2007	3:05	4:07	3:33	3:38	2:30	3:09	3:28	2:53	3:43	3:29	3:19
Nov 2007	3:16	4:35	3:51	3:42	2:46	3:29	3:49	3:26	4:08	3:46	3:36
Feb 2008	3:13	4:39	3:54	4:02	2:51	3:32	4:06	3:18	4:06	3:48	3:39
May 2008	3:10	4:25	3:46	3:43	2:40	3:22	3:50	3:06	4:03	3:31	3:30
Aug 2008	3:08	3:54	3:32	3:32	2:28	3:13	3:22	2:48	3:46	3:25	3:18
Nov 2008 P	3:10	4:21	3:59	3:39	2:43	3:21	3:43	3:02	3:57	3:37	3:29
Feb 2009 P	3:09	4:28	4:13	3:54	2:52	3:28	3:55	3:14	4:18	3:47	3:35
Percentage change on previous year											
Nov 2007	-2	1	0	-1	0	-4	-2	0	1	0	-1
Feb 2008	-2	2	7	6	0	2	0	-2	1	0	1
May 2008	3	2	1	2	-9	0	4	1	4	-7	2
Aug 2008	2	-5	0	-3	-1	2	-3	-3	2	-2	-1
Nov 2008 P	-3	-5	3	-2	-2	-4	-3	-12	-4	-4	-3
Feb 2009 P	-2	-4	8	-3	0	-2	-4	-2	5	0	-2

* Most figures have been revised slightly

** The Nottingham journey times used in this table come from a different source to those used in Table 5

Change of data sources and the effect on person journey times

In mid-2007, the Department changed suppliers of congestion data. There is some overlap in the times covered by the two data sets and so the Department used the 2006-07 academic year to assess the extent of these differences, on the routes and at the times that make up the PSA indicator.

The two data sets give slightly different results on the same stretches of road. There are a number of reasons why the data are systematically different:

1. The two data sets track different vehicle fleets. The fleets have a different mix of vehicle types, and may behave differently.
2. The GPS devices in the two data sets report their locations with different frequencies; this has a number of knock-on effects on the way the data are processed.
3. The processing routines for the two data sets are different, in part reflecting the different make-up of the vehicle fleets and the GPS reporting intervals. In particular, the two processing methods treat outliers differently.
4. The two datasets use different representations of the road network.

Because of these differences, the person journey times in the baseline year were adjusted so that they are as far as possible comparable to those from the new data source, and maintain the changes from the baseline to 2006-07 recorded by the previous source for each area. The method for making this adjustment has been updated since the provisional person journey times were published in February 2009.

The methodology used to adjust the data can be found in the Urban Congestion PSA Target Technical Note, at:

www.dft.gov.uk/about/howthedftworks/psa/spendingreview2004psatargets2

Glossary

VEHICLE TYPES

Two-wheeled motor vehicles: Includes motorcycles with sidecars, scooters and mopeds.

Cars: Passenger vehicles with nine or fewer seats, three-wheeled cars and four wheel-drive 'sports utility vehicles'. Includes taxis. Cars towing caravans or trailers are counted as one vehicle.

Buses and coaches: Public service vehicles and works buses which have a gross vehicle weight greater than 3,500 kg.

Light vans: Goods vehicles up to and including 3,500 kg gross vehicle weight. Includes all car-based vans and those of the next larger carrying capacity such as transit vans. Also included are ambulances, pickups and milk floats.

Heavy goods vehicles: Goods vehicles over 3,500 kg gross vehicle weight. Includes road rollers, box vans and similar large vans as well as articulated goods vehicles and agricultural tractors. A two-axle motor tractive unit without trailer is also included.

ROAD CLASSES

Major roads: Include motorways and 'A' roads. These roads usually have high traffic flows and are often the main arteries to major destinations.

Motorways: Major roads often used for long distance travel. They are usually three or more lanes in each direction and generally have the maximum speed limit of 70mph.

'A' Roads: These are often described as 'main' roads and tend to have heavy traffic flows though not as high as motorways.

Trunk roads: Most motorways and many of the long distance rural 'A' roads are trunk roads. The responsibility for their maintenance lies with the Secretary of State and they are managed by the Highways Agency in England, the Welsh Assembly Government in Wales and the Scottish Government in Scotland (National Through Routes).

Strategic Road Network (SRN): Consists of motorways and trunk 'A' roads (dual and single carriageway) in England that are managed by the Highways Agency, as well as the M6 Toll.

Minor roads: These are 'B' roads, 'C' roads and unclassified roads and are all maintained by the local authorities

Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. The definition is based on the 2001 ODPM (DTLR) definition of Urban Settlements. The urban areas used for this bulletin are based on 2001 Census data.

Rural roads: All other roads, i.e. those outside areas with a population of 10,000 or more.

MEASURES OF TRAFFIC AND CONGESTION

Vehicle kilometre: One vehicle times one kilometre travelled (vehicle kilometres). For example, 1 vehicle travelling 1 kilometre a day for a year would be 365 vehicle kilometres. This is sometimes known as the volume of traffic.

Average vehicle delay: The difference between observed journey times and a reference journey time (the time that could theoretically be achieved when the traffic is free flowing) for the routes monitored on the inter-urban road network in England.

Average person journey time per mile: The average time it takes a person to travel one mile on the routes monitored for the urban congestion PSA target, during the morning peak, excluding school holidays. Includes passengers of cars, light vans, minibuses, coaches and stopping buses.

Average vehicle journey time per mile: The average time it takes a non-stopping vehicle to travel one mile on the routes monitored for the urban congestion PSA target, during the morning peak, excluding school holidays. Includes cars, light vans, heavy goods vehicles, minibuses and coaches.

Symbols and Definitions

..	=	not available
.	=	not applicable
0	=	zero
-	=	less than half the final digit shown
billion	=	thousand million
bvkms	=	billion vehicle kilometres
P	=	provisional
PSA	=	Public Service Agreement

Percentage changes: Note that percentage changes are calculated from unrounded figures and may differ from those produced using the rounded figures shown in this bulletin.

Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Assembly Government - Llywodraeth Cynulliad Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Assembly Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)29-2082 5054
E-mail: stats.pubs@wales.gov.uk
Internet: <http://new.wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held.

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

Nina Webster
Walking and Accessibility Programme Manager
Surface Transport Strategy
Transport for London
9th floor (area green 7)
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SE1 8NJ

Tel: 020 3054 0874
Fax: 020 3054 2004
Email: nina.webster@tfl.gov.uk

The TSUG is contributing to the production of the *Transport Yearbook 2009*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

Transport Statistics Publications (as at May 2009)

TSO publications (Transport Statistics Reports - priced)

Obtainable from:

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PO Box 29, Norwich NR3 1GN
Telephone orders & general enquiries: +44 (0)870 600 5522
Fax orders: +44 (0)870 600 5533
E-mail: customer.services@tso.co.uk
Textphone: +44(0)870 240 3701

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Annual Reports

Transport Statistics Great Britain: 2008 Edition (ISBN: 978-0-11-553030-2)
Maritime Statistics: 2007 (ISBN: 978-0-11-553023-4)
Road Casualties in Great Britain: 2007 (ISBN: 978-0-11-552981-8)
Focus on Ports: 2006 Edition (ISBN: 978-0-230-00215-3)
Focus on Freight: 2006 Edition (ISBN: 978-0-11-552785-0)
Focus on Personal Travel: 2005 Edition (ISBN: 978-0-11-552658-7)

See also TSO's virtual bookshop at: -
<http://www.tsoshop.co.uk>

Publications no longer produced by Transport Statistics, which have transferred to other Government Departments:

National Rail Trends (replaced Bulletin of Rail Statistics)
(From Q1 2005/06 editions of this quarterly bulletin are produced by the
Office of Rail Regulation –
Contact ☎ +44 (0)20 7282 2007 for details)

DfT: Transport Statistics Publications (Transport Statistics Bulletins - free)

Obtainable from:

Department for Transport

2/29
Great Minster House
76 Marsham Street
London
SW1P 4DR
+44 (0)20 7944 4846

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Compendium of Motorcycling Statistics
National Rail Travel Survey
National Travel Survey
Public Transport Statistics: GB
Regional Transport Statistics
Road Casualties in Great Britain: Main Results
Road Conditions in England (formerly NRMCS)
Road Statistics: Traffic Speeds and Congestion
Road Freight Statistics
Sea Passenger Statistics
Transport Trends
UK Seafarer Statistics
Vehicle Excise Duty Evasion
Vehicle Licensing Statistics
Waterborne Freight in the United Kingdom

Quarterly Bulletins – produced by Transport Statistics

Bus and Light Rail Statistics ☎ +44 (0)20 7944 4139
Road Traffic and Congestion in Great Britain
☎ +44 (0)20 7944 3095
Road Goods Vehicles Travelling to Mainland Europe
☎ +44 (0)20 7944 4131
Road Casualties in Great Britain: Quarterly Provisional Estimates
☎ +44 (0)20 7944 3078

See also the Transport Statistics web site at: -
<http://www.dft.gov.uk/pgr/statistics>

NOTE: Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (020)7944 4846.