Key London Statistics Data Sheet – 2017/18

Figures from Transport in London Report 11 unless stated

Headline travel figures
Londoners made an average of 2.1 of trips per day in 2017/18, a 15% decline compared to 2.52 in 2013/14. Each Londoner travelled an average of 14.8 kilometres per day.

The average trip time was 28.6 minutes in 2017/18, up slightly from 28.5 minutes in 2016/17.

Approximately 26.8 million trips per day were made in 2017, a 0.1% decrease from 2016.

- 9.5 million trips as car driver/passenger
- 6.6 million walking trips
- 3.8 million bus (including tram) trips
- 2.9 million rail trips
- 2.8 million underground/DLR trips
- 0.6 million cycling trips
- 0.4 million taxi trips
- 0.2 million motor cycle trips

45% of journey-stages were made by public transport, 32% by private transport, 21% walking and 2% cycling in 2017.

The proportion of all trips in London made by active, efficient and sustainable modes (walk, cycle and public transport) increased to 62.7% compared to a 62.6% in 2016.

Between 2000 and 2017, daily cycling trips increased by 135%. In the same period, daily walking trips increased by 22% and car trips (as driver) decreased by 15%.

In 2018 Mayor of London Sadiq Kahn published the Mayor’s Transport Strategy, which places at its heart an aim for 80% of all trips in Greater London to be made on foot, by cycle or using public transport by 2041.

Cycling

Headlines
Demand for cycling in London continues to be seasonal, concentrated around the travel peak periods, concentrated among certain socio-demographic groups, and takes place in central and inner London.

The overall picture over the last decade has been one of relatively strong growth, albeit at a rate slower than required to achieve the Mayor’s 2041 mode share aim.

London wide, the number of cycle journey stages fell, from an average of 727,000 per day in 2016 to 721,000 per day in 2017. However, kilometres cycled in 2017 increased by 4.3% compared to 2016, and there was an increase in average number of people cycling per day.

Cycling continues to grow in Central, Inner and Outer London. While most cycling trips take place in Central London, these tend to be short, with total kilometres cycled per day by area travelled highest in Inner and Outer London.

Central London

- In 2016, cycles accounted for 24% of vehicles in Central London
- In peak times, average cycle share for Central London was recorded at highs of 33%
- The greatest growth in cycling has taken place around newly implemented infrastructure such as Cycle Superhighways and Quietways
- On Southwark Bridge and Torrington Place, the cycle share reached 55% and 65%, respectively, of daily traffic.
Time of day

- Cycling demand is mostly concentrated around the morning and evening peaks. However, this is more pronounced in central and then inner London, whereas in outer London demand is slightly more evenly spread throughout the day.
- Peak time for cycling shifts from an earlier peak in outer London to a later peak in inner London; to reach work on time, travel needs to begin earlier the further away the origin is.

Seasonality

- Seasonal cycling peaks and troughs are very evident and consistent from year to year
- Winter 'troughs' are about 20% lower than summer 'peaks'

Demographics

“Few people cycle regularly, and a large proportion of the population is not attracted to the idea of cycling. This suggests that the policy emphasis should continue to focus on making cycling safer and more attractive to a wider demographic of Londoners.”

- People who cycle are more likely to be white, male and earning more than £20,000 per year
- There is evidence of a long-term trend of a slow increase in the proportion of women who cycle at least once a year
- Introduction of infrastructure appears to encourage women to cycle; in 2017 the proportion of women cycling along Quietway 1 increased to 5% from 29% in the 2014 before construction
- The largest group of people who cycle is those between 25-44 years old, around 40% of people who cycle
- Only around 1 in 4 people who cycle (25%) is of a non-white or mixed race background, while the proportion of non-white and mixed-race people in London is 37%.
- The proportion of people who cycle in low-income households has followed a decline over the long term and is currently at around 15%
- The proportion of people who cycle from high-income backgrounds has increased in similar measure, reaching approximately 35%
- Most people who cycle regularly in London have been doing so for over 5 years, and only a small minority of 10% have started cycling in the most recent year.
- The proportion of people who cycle at least once a year has been stable over the last 10 years; only 1 in 6 people cycle. Increase in cycling volume is mostly due to population growth, rather than from new people cycling.

Perceptions of cycling in London

- Agreement with the statements that 'cycling is enjoyable' has declined since 2013
- There has been a noticeable increase in agreement with the statement that 'cycling is not for people like me' since 2013, reaching almost 50% of respondents in 2017
- There has been an increase in the agreement with the proposition that ‘London is a city for cycling’ since 2015
- There is also wide acceptance that ‘Cycling makes a positive contribution to the quality of life in London’, with agreement at approximately 75%

Perceptions of cycling safety

- The perception of cycling as a safe mode of transport has slowly increased since 2010 but is still relatively low, with only around 33% of people agreeing that cycling is safe
- People feel more confident cycling on London’s roads during the day
- The perception of vulnerability and fear of traffic has improved since 2010 in recent years, but remains high at over 80% agreement with the proposition
Santander Cycles

- In 2018 there were 11.9 million cycle hires, up 14% from 2017¹, averaging 900,00 per month.
- The trend in hires remains seasonal, with July being the most popular month for hires and February being the least, at 54% lower.
- By the end of 2018 there were around 11,700 bicycles and 781 docking stations available.
- 1.29 million Londoners live within 400 metres of a docking station.
- Commuting remains the main journey purpose for members, while casual users mostly use the scheme for leisure.
- The scheme is mostly used by young, white men. BAME groups are particularly under-represented among members.

Walking

Headlines

- TfL published its [Walking action plan for London in July 2018](#), focused on raising walking rates amongst children and the physically inactive.
- In 2017/18, London residents made 5.1 million walk-all-the-way trips, and 23.1 million walk journey-stages, equating to 0.7 walking trips per person, per day. An average decrease across all age groups of around 12% since 2008.

Demographics

- Walking trip rates remain consistently higher for 5-10 year olds compared to the population average.
- Using a three year rolling average, the walking trip rate for 11-16 year olds declined from an average 0.82 walking trips per day in 2005-2008 to 0.6 walking trips per day in 2015-2018. A 27% fall.
- 17-24 year olds make just 0.5 walk trips per day, compared to the all person average of 0.7 walk trips per day.
- Walk trip rates are below the London average for groups from minority backgrounds, with lower levels of walking amongst disabled people and black, Asian and minority ethnic people.
- People who do not have access to a car in their household make an average 0.81 walk trips per day, compared to 0.67 for those with one car, and 0.46 per day for those with two or more cars.
- In terms of employment, people who are not in work make more walking trips than those in work.

Public transport

Between 2000 and 2017, London’s population increased by 21.9%, but demand for public transport grew by an unprecedented 64.9% in total:

- Rail demand increased by 81.6%. Demand declined by 1.9% in 2017.
- Bus demand increased by 69.5%.
- Underground / DLR demand increased by 47.5%. Demand declined by 1% in 2017.
- Tram demand has grown since 2000 but declined by 1.5% in 2017.

This growth reflects an underlying change in mode share towards public transport and away from private car use.

Night Tube

- In 2016, TfL introduced night tube services on the Victoria, Central, Jubilee, Piccadilly, and Northern Underground Lines on Friday and Saturday.
- 8.7 million people used the Night Tube in 2016/17, at approximately 256,000 each weekend.

¹ Number of cycle hires
Travel to work and education

Work
Commuting accounted for 22% of weekday trips, and 18% of total trips, made by Greater London residents in 2017/18².

At 9%, Hackney has the highest proportion of residents in employment cycling to work as their main commute method. Harrow showed the lowest with 0.5%.

School
The average distance to secondary schools in 2010 was 1.5 miles³. School travel in 2017⁴:

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<thead>
<tr>
<th></th>
<th>Central London</th>
<th>Inner London</th>
<th>Outer London</th>
</tr>
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<tbody>
<tr>
<td>Walk</td>
<td>58%</td>
<td>53%</td>
<td>44%</td>
</tr>
<tr>
<td>Public transport</td>
<td>36%</td>
<td>31%</td>
<td>28%</td>
</tr>
<tr>
<td>Car passenger</td>
<td>4%</td>
<td>14%</td>
<td>27%</td>
</tr>
<tr>
<td>Cycle</td>
<td>&gt;1%</td>
<td>1%</td>
<td>1%</td>
</tr>
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Road safety
The number of fatalities on London’s roads increased during 2017, to 131, from the lowest level on record (116) in 2016, an increase of 12.9%.

Vulnerable road users (pedestrians, cyclists and motorcyclists) accounted for 82% of KSIs in 2017 compared 70 80% in 2016⁵.

Pedestrian and cyclist KSI in 2017⁶:
- 73 (+20% vs 2016) pedestrians and 10 (+25% vs 2016) cyclists were killed
- Compared to a baseline average taken from 2005-2009, these figures represent 24% and 40% reductions respectively
- 1,339 (+9%) pedestrians and 675 (-1%) cyclists were seriously injured

Child casualties (0-15 years old) in 2017
- Total casualties (slight, serious, fatal): 2,397 (+6%), compared to 2,255 in 2016
- Serious injuries: 3,878 (+2%) compared to 3,812 in 2016
- Fatalities: 3 (-50%) compared to 6 in 2017

Public transport
- In 2017/18 there were 110 major injuries on the London Underground
- In 2017, 106 bus users sustained major injuries

Air Pollution
Over 9,000 Londoners die early every year as a result of toxic air⁶. 25% of all educational establishments are in areas that breach the legal limit for NO₂⁷

Motorised traffic in Greater London contributes to⁸:
- 48% of PM₁₀ emissions
- 45% of NOₓ emissions
- 17% of CO₂ emissions

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² London Travel Demand Survey
³ School Destinations of secondary school pupils
⁴ Mayor’s Walking Action Plan
⁵ Casualties in Greater London during 2017
⁶ Understanding the Health Impacts of Air Pollution in London
⁷ https://data.london.gov.uk/dataset/analysing-air-pollution-exposure-in-london
⁸ Lethal and illegal: London’s air pollution crisis
An Ultra Low Emission Zone will be implemented in the Congestion Charge Zone from 8th April 2019.9

- Cars and vans will need to meet Euro 4 and or Euro 6 standards for petrol and diesel respectively. Non compliant vehicles will be charged £12.50 daily.
- Heavy Goods Vehicles will need be Euro 6 compliant. Non-compliant vehicles will be charged £100 daily.
- The zone boundary will expand to the North / South Circular roads from October 2021

**Vehicle travel**

**Vehicle kilometres**

The DfT produce an annual estimate of vehicle kilometres in London:

- Vehicle kilometres in London as a whole in 2017 were 8.9% lower than in 2000
- Since 2000, the number of motor vehicles crossing the central cordon has fallen by 27.6%
- In 2017, however, motorised vehicle kilometres in London were up by 0.1% overall against 2016

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2000</th>
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<tbody>
<tr>
<td>Central London</td>
<td>1 (-23%)</td>
<td>1.3</td>
</tr>
<tr>
<td>Inner London</td>
<td>7.6 (-16%)</td>
<td>9.0</td>
</tr>
<tr>
<td>Outer London</td>
<td>20.9 (-5%)</td>
<td>22.1</td>
</tr>
<tr>
<td>Greater London</td>
<td>29.5 (-9%)</td>
<td>32.4</td>
</tr>
<tr>
<td>Great Britain</td>
<td>526.4 (+13%)</td>
<td>466.2</td>
</tr>
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**Car travel**

- Car traffic has continued to decline, and is now 15% lower than in 2000
- London made substantially fewer car trips per person in 2017, with a 30% decline in car trip rate since 2005/06
- The greatest decline has been across the Central cordon. Cars crossing the inner cordon has declined by 17%. Cars crossing the London boundary cordon has increased since 2000.

**Travel and retail trends**

22% of respondents to the London Travel Demand Survey received at least one delivery for a purchase made online in the week that they were surveyed:

- 94% of purchases made online were delivered to the home.
- A further 5% were delivered to workplaces, with just 1% delivered to a ‘click-and-collect’ location.
- London residents with higher disposable incomes are continuing to visit shops as well as purchase products online
- Those with lower incomes make fewer shopping trips and are less likely to make online purchases

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9 [https://tfl.gov.uk/modes/driving/ultra-low-emission-zone](https://tfl.gov.uk/modes/driving/ultra-low-emission-zone)