

Key London Statistics Data Sheet

Travel Mode in London

44% of journey-stages were made by public transport, 33% by private transport, 21% walking and 2% cycling in 2012 ⁽¹⁾ [Transport in London Report 6](#)

25.9 million trips per day were made in 2012, an increase of 1.5% from 2011⁽¹⁾ [\(Transport in London Report 6\)](#):

- 9.6 million trips as car driver/passenger
- 6.3 million walking trips
- 4.1 million bus (including tram) trips
- 2.6 million rail trips
- 2.4 million underground/DLR trips
- 0.5 million cycling trips
- 0.3 million taxi trips
- 0.2 million motor cycle trips

Between 2002 and 2012 cycling trips increased by 63.2%⁽¹⁾ [Transport in London Report 6](#)

In 2012 over two-thirds of trips by public transport (excluding taxi) (83% underground and DLR services, 57% of bus trips) included a walk stage of more than five minutes ⁽¹⁾. [Transport in London Report 6](#)

Londoners spent 38.1% of their travel time in cars and taxis (more than any other mode), 26.5% walking and 1.5% cycling ⁽²⁾ [Transport and health in London](#)

Secondary School Journey in London [School Destinations of secondary school pupils](#)

The average distance to secondary schools in 2010 was 1.5 miles ⁽³⁾

Secondary school travel in 2010: 44.8% public transport, 34.8% walked, 10.3% car, 1.6% car share, 1.1% cycle, 1.9% other and 5.6% unknown ⁽³⁾

Travel to work in London

London residents trips to the usual workplace account for 29% of trips in 2011/12. ⁽¹⁾ [Transport in London Report 6](#)

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% residents bicycling to work as their main method ⁽⁴⁾ [2011 Census Analysis, Method of Travel to Work in England and Wales](#)

Distance travelled in London [Transport in London Report 6](#)

2.8 is the average number of trips per person per day in 2012. ⁽¹⁾

Distance travelled in 2012 in:

- Central London fell to 1 billion vehicle km compared to 1.3 billion in 2000 ⁽¹⁾
- Inner London fell to 7.6 billion vehicle km compared 9 billion in 2000 ⁽¹⁾
- Outer London fell to 20.3 billion vehicle km compared to 22.1 billion in 2000⁽¹⁾
- Greater London fell to 28.9 billion vehicle km compared to 32.4 billion in 2000 ⁽¹⁾
- Great Britain increased to 487.1 billion vehicle km compared to 466.2 billion in 2000 ⁽¹⁾

Approximately 2/3 of walking trips are over 5 minutes. ⁽¹⁾

On average Londoners travelled around 15 kilometres per person per day in 2012. ⁽¹⁾

The average trip time was 27.1 minutes in 2012/13, down from 27.7 minutes in 2006/07. ⁽¹⁾

Safety in London

Vulnerable road users (pedestrians, cyclists and motorcyclists) accounted for 79% of KSIs in 2013. ⁽⁵⁾ [Casualties in Greater London during 2013](#)

Serious injuries to cyclists and children increased by 18% and 19% respectively between 2011 and 2012 ⁽¹⁾ [Transport in London Report 6](#)

In 2011 95% of people felt safe whilst travelling during the day whilst 76% felt safe travelling at night. ⁽¹⁾ [Transport in London Report 6](#)

Pedestrian and cyclist KSI In 2013: ([Casualties in Greater London during 2013](#))

- 65 pedestrians and 14 cyclists were killed (69 and 14 respectively in 2012). ⁽⁵⁾
- 773 pedestrians and 475 cyclists were seriously injured (1054 and 657 respectively in 2012). ⁽⁵⁾
- There were 1,864 0-15 year old casualties in Greater London of which 989 were pedestrians and 161 were pedal cyclists ⁽⁵⁾

In 2012/13 there were 156 major injuries on the London Underground ⁽¹⁾ [Transport in London Report 6](#)

In 2012 92 bus users sustained major injuries ⁽¹⁾ [Transport in London Report 6](#)

Cycling in London

Cycle journey by purpose: leisure 35%, 27% commuting, 18% shopping and personal business, 9% other work related travel, 7% education, and 4% other ⁽⁶⁾ [Travel in London Report 4](#)

In 2012 there were 1.8% more cycle stages than in 2011 ⁽¹⁾ [Transport in London Report 6](#)

In 2013 financial year there were 9.5 million cycle hires, up 33% from 2012 ⁽¹⁾ [Transport in London Report 6](#)

In the six months after the launch of Barclays Cycle Hire, 52% of cycle journeys made by London residents entirely within central London were made by hire bicycle ⁽⁶⁾ [Travel in London Report 4](#)

By 30th July 2013 there were around 6,000 bicycles and 400 docking stations available ⁽⁶⁾ [Travel in London Report 4](#)

In July 2011, 62% of casual users of the cycle hire scheme used it for leisure purposes whereas 45% of members used the scheme for commuting to and from work ⁽⁶⁾ [Travel in London Report 4](#)

Having fun was the main motivation for casual users (65%) whilst for members speed and convenience remained most important ⁽⁶⁾ [Travel in London Report 4](#)

Cycle flows on the Transport for London Road Network increased by 173% between 2000/01 and 2011/12 ⁽⁷⁾ [Roads Task Force – Technical Note 4](#)

Transport Costs [Transport in London Report 6](#)

In 2012/13 the number of households in London with no access to a car has increased to 43.2% from 41.8% in 2006/07 and households with access to two or more cars has fallen to 15.1% from 15.4% in 2006/07. ⁽¹⁾

In 2012, the average adult composite bus and Underground fare paid fell to 21.6 pence per kilometre from 21.8 in 2011. ⁽¹⁾

Air Pollution in London

Motorised traffic in London contributes: ([Roads Task Force Technical Note 21](#))

- 60% of PM₁₀ emissions⁽⁸⁾
- 47% of NO_x emissions⁽⁸⁾
- 17% of CO₂ emissions⁽⁸⁾

Obesity and Physical Inactivity in London

Around 25% of Londoners' meet their physical activity needs through transport ⁽²⁾ [Transport and health in London](#)

In 2012: ([PHE: Active People Survey](#))

- 57.3% of adults were overweight or obese ⁽⁹⁾
- 57.2% of adults were active according to CMO guidelines ⁽⁹⁾
- 27.5% of adults were inactive according to CMO guidelines ⁽⁹⁾

- 23% of 4-5 year olds were classified as overweight or obese ⁽⁹⁾
- 37.4% of 10-11 year olds were classified as overweight or obese ⁽⁹⁾

References

- (1) **TfL, 2013** Travel in London Report 6 [Link](#)
- (2) **Greater London Authority, 2014** Transport and health in London: The main impacts of London road transport on health [Link](#)
- (3) **Department for Education, 2010** School destinations of secondary school pupils resident in London boroughs 2010 [Link](#)
- (4) **ONS, 2013** 2011 Census Analysis, Method of Travel to Work in England and Wales [Link](#)
- (5) **TfL, 2014** Casualties in Greater London during 2013 [Link](#)
- (6) **TfL, 2011** Travel in London Report 4 [Link](#)
- (7) **TfL, 2013** Road Task Force – Technical Note 4: How has cycling grown in London and how will it grow in the future? [Link](#)
- (8) **TfL, 2013** Roads Task Force Technical Note 21 [Link](#)
- (9) **PHE, 2013** Active People Survey January 2012 – January 2013 [Link](#)