

TSUG NEWS

TRANSPORT STATISTICS USERS GROUP

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1.0 Editorial

As a student my family home was in Sutton Coldfield, West Midlands. During holidays I would sometimes drive to Wolverhampton to meet up with friends. The route I took was always cross town using busy local roads passing the M6 at junction 10 along the way. I would also sometimes drive to North Wales, for this journey I would join the M6 at Spaghetti Junction, point the car north, turn the radio on and start the trip proper – again passing junction 10 along the way.

Having made each trip a few times, I noticed I was passing the same place – M6 junction 10 using different routes depending on my final destination, the Spaghetti Junction choice being the longer. Without realising it, I was deciding that the benefits of using the motorway to avoiding the hassle of driving in urban traffic was worth the extra few miles expense. The marginal cost of this detour was small as it was part of the longer trip to Wales.

The recently published report UK Aviation Forecasts (Department for Transport, 2011) suggests that by 2030 Heathrow Airport would cater for 85 million passengers per annum compared to the current 65 million; with no new runways, the three largest London airports will be at capacity by 2030, and that all further growth beyond 2040 will occur at regional airports.

But would someone living in the South East be prepared to travel to a regional airport such as Birmingham to fly to Amsterdam? If the purpose of the trip was a weekend break then they would probably think twice, but if the trip was from Birmingham Airport to fly to Schiphol Airport Amsterdam and then on to Osaka, Japan they might give it serious thought. The determinants in this decision are exactly the same as those I considered in my student days, you are prepared to travel those extra few miles, in this case to a regional airport, if it is part of a much longer trip as the marginal cost of doing so is proportionately less. But in 19 years time when Heathrow is at capacity, will people in the South East be prepared to travel to a regional airport to fly on a package holiday to Spain? Simon Buck, Chief Executive of the British Air Transport Association commented "*The Government expects British people, especially those who live in the south east, to stop taking holidays overseas. This is completely unacceptable*".

Dr Alan J Tilly, editor alan.tilly@hants.gov.uk

1.1 UK Transport Energy Statistics 2011

The Department of Energy and Climate Change has recently published the Digest of Energy Statistics 2011. It is reported that total oil consumption in the UK fell marginally in 2010. The majority of final consumption of oil, around 75 per cent, was consumed in the transport sector. Energy use for transport fell by 1 per cent in 2010 compared to 2009, largely due to falls in aviation fuel resulting from disruptions due to snow and volcanoes. Consumption of diesel road fuel exceeded the consumption of motor spirit in 2010 by almost 6 million tonnes.

Energy consumption in the transport sector has now fallen for three consecutive years signalling an end to the continuous growth seen since 1970, with the falls related to the recession and specific weather events. Transport energy consumption rose 15 per cent (7.1 million tonne of oil) between 1990 and 2010. Within this, the largest increase occurred in the air transport sector, where consumption rose by 68 per cent - accounting for 70 per cent of the total increase seen in transport energy consumption. Over the same period, passenger road fuel rose by 3 per cent and water transport by 8 per cent.
Source Press notice: 2011/6628 July 2011

1.2 Comparison of diesel and petrol prices June 2010 to June 2011

The Department of Energy and Climate Change has recently released diesel and unleaded petrol price statistics. In mid June 2011, unleaded petrol was, on average, 135.9 pence per litre, an increase of 18.2 pence per litre compared to a year earlier and a decrease of 0.9 pence per litre compared to the previous month.

In mid June 2011, diesel was, on average, 139.8 pence per litre, 19.7 pence per litre higher than a year earlier and 1.7 pence per litre lower than the previous month. In May 2011 the UK price for petrol was eighth highest in the EU and diesel the highest.

The price difference between diesel and petrol has increased from 2.4 pence per litre a year ago to 3.9 pence per litre in June 2011

Source: Department of Energy and Climate Change Press Release Reference 2011/056
30 June 2011

1.3 Labour Force Survey Results, Travel to Work

Three out of four people work within 30 minutes of home. In October to December 2009 75 per cent took half an hour or less to travel from home to work, according to new analysis from the Office for National Statistics. Only 5 per cent took more than an hour.

However the data, which are the most recent available, show that people working in London tended to take longer to travel to work, with only 44 per cent having a journey of 30 minutes or less. Three times as many of London's workers as the national average – 16 per cent – took more than an hour.

Most people – 71 per cent – drove to work, with 10 per cent walking, 7 per cent catching a bus, 5 per cent getting a train and 3 per cent cycling. Again, however, the picture was very different in the capital, with only 35 per cent of those who worked in London driving to work and around half of all workers taking public transport (20 per cent the train, 18 per cent the Underground and 12 per cent the bus). Outside London, only 9 per cent of workers took any form of public transport to work.

Around three in five, or 59 per cent, of all workers in the UK worked and lived in the same local authority district. The remaining, around 41 per cent, worked in a different local authority district from the one in which they lived.

Retrieved from

<http://www.statistics.gov.uk/pdfdir/comm0611.pdf> 2 June 2011 2 June 2011

1.4 Reported road casualties Great Britain 2010

The recently published Reported Road Casualty figures which are derived from the 'STATS 19' forms completed by the police show the number of people killed in road accidents reported to the police fell by 16 per cent from 2,222 in 2009 to 1,857 in 2010. This the lowest figure since national records began in 1926. A total of 22,660 people were reported killed or seriously injured in 2010, 8 per cent less than in 2009. There were 208,655 casualties (slight injuries, serious injuries and fatalities) in road accidents reported to the police in Great Britain in 2010, 6 per cent less than in 2009. Total reported child casualties (ages 0-15) fell by 5 per cent to 19,569 in 2010. The number of children killed or seriously injured in 2010 was 2,502, down 6 per cent on 2009. Motor

vehicle traffic levels fell by 2 per cent compared to 2009. The overall casualty rate for accidents reported to the police per billion vehicle miles therefore fell to 677 per billion vehicle miles, compared to 709 casualties per billion vehicle miles in 2009.

Retrieved from

<http://www2.dft.gov.uk/pgr/statistics/datatablespublications/accidents/reported-road-casualties-gb-main-results-2010.html> 6 July 2011

1.5 Road traffic in Great Britain 2010

The latest estimates of road traffic in Great Britain were published by the Department for Transport in June. These data show that in 2010 the overall motor vehicle traffic volume in Great Britain was 308.1 billion vehicle miles, down by 5.1 billion vehicle miles from last year.

Car traffic was 243.8 billion vehicle miles in 2010, accounting for 79.1 per cent of all motor vehicle traffic. Car traffic has accounted for about 80 per cent of all motor vehicle traffic since 1980. In 2010 car traffic was 2.1 per cent lower than in 2009, but 4.1 per cent higher than 2000. Light van traffic increased by 0.9 per cent between 2009 and 2010 to 41.8 billion vehicle miles. This was 28.6 per cent higher than 2000. Light van traffic showed the greatest increase in traffic volume in 2010. In 2010 heavy goods vehicle traffic was 16.4 billion vehicle miles. This represents a 0.3 per cent increase from 2009; although heavy goods vehicle traffic levels remain 6.3 per cent lower than 2000. In 2010 20 per cent of traffic was on motorways, 28.2 per cent on rural 'A' roads, 16.1 per cent on urban 'A' roads, 14.1 per cent on rural minor roads and 21.8 per cent on urban minor roads.

Retrieved from

<http://www2.dft.gov.uk/pgr/statistics/datatablespublications/roads/traffic/index.html>

6 July 2011

1.6 Free-flow vehicle speeds in Great Britain

In the ten years from 2000, the percentage of vehicles exceeding the 30 mph speed limit on built-up roads has fallen for every vehicle type. The most significant decrease was for cars. In 2000, 66 per cent of cars travelled at speeds in excess of the limit; by 2010 this dropped to less than half (46 per cent).

On motorways in 2010, 49 per cent of cars exceeded the 70 mph speed limit. In addition, 14 per cent of cars were recorded as travelling at 80 mph or faster. Very few heavy goods vehicles exceeded their speed limit of 60 mph on motorways. However, over 83 per cent of them exceeded the 50 mph speed limit on dual carriageway non-built-up roads and 70 per cent exceeded the 40 mph limit on single carriageway non-built-up roads.

In 2010, 45 per cent of motorcycles travelled faster than the 30 mph speed limit in built-up areas. Twenty per cent exceeded the speed limit by 5 mph or more.

1.7 Road length statistics

The total road length in Great Britain in 2010 was estimated to be 245 thousand miles. This is an increase of nearly 2.5 thousand miles (1.0 per cent) over the ten years from 2000.

Minor roads made up 87.3 per cent of total road length, with motorways and 'A' roads accounting for 0.9 per cent and 11.8 per cent respectively. Despite accounting for only 12.7 per cent of road length in 2010, major roads (motorways and 'A' roads) accounted for 64.1 per cent of road traffic. 76.4 per cent of the road length in Great Britain in 2010 was in England, with 15.0 per cent in Scotland and 8.6 per cent in Wales.

1.8 Design and procurement of railway rolling stock

There are now 12,000 vehicles on the GB rail network, these are divided into 64 different rolling stock classes; a recently published report by Network Rail has identified that significant cost savings could be made if the rail industry works together to design and

procure new trains. By reducing the number of different types of trains and by phasing orders over time, potentially hundreds of millions of pounds could be saved.

The draft Rail Utilisation Strategy (RUS) recommends the rail industry should:

- Exploit the economies of scale in procurement wherever feasible
- Meet the needs of passengers and each market sector when ordering rolling stock
- Consider those infrastructure works needed to allow the rolling stock to be interoperable within the market sector it serves
- Consider the phasing of future rolling stock procurement and infrastructure planning, including the potential for extending the life of existing vehicles;

The draft RUS also shows:

- Passenger rolling stock costs are currently £1.8bn per year – 15% of the railways annual running costs
- 5,000 new vehicles have been introduced to the network since 1996

The average cost per vehicle, according to the Competition Commission is £1.1m
Owing to the plethora of different vehicle designs 8% (£75m) of average procurement costs is on non-recurring costs associated with the development of bespoke rolling stock
20% of procurement costs could have been saved between 1988 and 2010 if there had been continuity of orders

1.9 BAA Airports Passenger Figures 2010

For the calendar year 2010 the headline result was a group total of 103.9 million passengers, a drop of 2.8% on 2009. BAA highlight that 2010 was a year marked by a series of exceptional events. Apart from severe weather late in the year, there were the effects of two extended periods of BA strikes and the Icelandic volcanic ash cloud.

Taken together these events are estimated to have caused the loss of 3.6 million passengers at BAA's UK airports. In their absence, it is estimated that instead of an actual drop of 2.8% in passenger volumes there would have been a 0.6% increase.

| Terminal passengers (000s) | January to December 2010 | % change |
|----------------------------|--------------------------|-------------|
| Heathrow | 65,747.2 | -0.2 |
| Stansted | 18,564.7 | -7.0 |
| London area total | 84,311.8 | -1.8 |
| Southampton | 1,734.4 | -3.2 |
| Glasgow | 6,527.8 | -9.6 |
| Edinburgh | 8,597.1 | -5.0 |
| Aberdeen | 2,777.0 | -7.4 |
| Scottish total | 17,901.9 | -7.1 |
| UK total | 103,948.2 | -2.8 |
| Naples | 5,548.3 | 4.9 |

| Air transport movements | January to December 2010 | % change |
|--------------------------|--------------------------|-------------|
| Heathrow | 449,220 | -2.3 |
| Stansted | 143,335 | -8.3 |
| London area total | 592,555 | -3.8 |
| Southampton | 40,371 | -0.5 |
| Glasgow | 69,573 | -6.3 |
| Edinburgh | 101,337 | -5.3 |
| Aberdeen | 90,445 | -6.6 |
| Scottish total | 261,355 | -6.1 |
| UK total | 894,281 | -4.4 |
| Naples | 63,564 | -0.7 |

| Cargo (metric tonnes) | January to December 2010 | % change |
|------------------------------|---------------------------------|-----------------|
| Heathrow | 1,473,083 | 15.2 |
| Stansted | 202,756 | 10.4 |
| London area total | 1,675,839 | 14.6 |
| Southampton | 116 | -44.5 |
| Glasgow | 3,744 | 38.0 |
| Edinburgh | 20,709 | -14.0 |
| Aberdeen | 5,128 | 4.2 |
| Scottish total | 29,581 | -6.7 |
| UK total | 1,705,537 | 14.2 |
| Naples | 1,840 | -7.4 |

Retrieved from <http://www.baa.com> 21 June 2011

2.0 Department for Transport Statistics Update

2.1 Consultation on the National Travel Survey

A public consultation on the future design of the National Travel Survey (NTS) began on 9 June 2011 and will run until 5 September 2011. The current contract for the NTS covers fieldwork to the end of 2012. The Department for Transport (DfT) will therefore need to put new arrangements in place for data collection in 2013 and beyond. This consultation is being carried out to inform the detail of these arrangements.

The consultation document can be found at:

<http://www.dft.gov.uk/consultations/dft-2011-16>

There are four key sections to the consultation, as follows:

- A proposal to switch from using paper-based travel diaries to collect personal travel data, to using electronic Global Positioning System devices. We believe this could offer potential cost savings (alongside other benefits) over a multi-year contract. The exact cost implications will become clearer later in the year, once we have the results from a pilot study which is currently in progress;
- A number of proposed reductions to the length of the questionnaire, which would reduce survey fieldwork costs;
- The cessation of DfT funding for data collection in Wales and Scotland (which would save approximately 10 per cent of costs under the current survey design), and;
- Some broader changes that could potentially reduce costs further in the medium term, alongside an open invitation to users and stakeholders to suggest wider and potentially more radical cost-reduction proposals.

For further information please contact Lyndsey Avery or Abby Sneade in the NTS team:

Tel: 020 7944 3097

Email: National.travelsurvey@dft.gov.uk

2.2 Recent and forthcoming publications

DfT publishes a wide range of transport related statistics on the DfT website. Recent and forthcoming publications which might be of interest include:

Air Passenger Experience of Security Screening: Results from CAA survey module (2010)

<http://www.dft.gov.uk/statistics/releases/air-passenger-experience-of-security-screening-results-from-cao-survey-module-2010>

Reported Road Casualties in Great Britain Main Results 2010

<http://www.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010>

Road Traffic Estimates 2010

<http://www.dft.gov.uk/statistics/releases/traffic-estimates-2010>

Road Lengths 2010

<http://www.dft.gov.uk/statistics/releases/road-lengths-2010>

Free Flow Vehicle Speed Statistics 2010

<http://www.dft.gov.uk/statistics/releases/free-flow-vehicle-speeds-in-great-britain-2010>

National Travel Survey 2010

<http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>

September 2011 Reported Road Casualties Great Britain 2010: Annual Report
Port Freight Statistics 2010: Annual Report

A full list of recent publications and of all publications to be published in the next 12 months can be found here: <http://www.dft.gov.uk/statistics>

2.4 Department for Transport contact details

The major change programme to reshape the Department for Transport is now complete. There are three statistics divisions in the new Departmental structure: Statistics Travel and Safety, led by Head of Profession Tim Stamp, Statistics Roads and Freight, led by June Bowman and International Strategy and Environment Statistics - the Department is currently recruiting for a Chief Statistician to lead this division. An up-to-date contact list for DfT is below.

International Strategy Environment

Vacant
Chief Statistician

Statisticians

Jeremy Grove
Maritime Statistics
☎020-7944 3087
E-mail: maritime.stats@dft.gsi.gov.uk

Olivia Christophersen
Aviation & International Statistics
☎020-7944 3088
E-mail: aviation.stats@dft.gsi.gov.uk

Dorothy Anderson
Environment Statistics
☎020-7944 4129
E-mail: environment.stats@dft.gsi.gov.uk

Taj Gul
Transport Statistics Publications and Website Management & UKSA Compliance
☎020-7944 3098
E-mail: publicationgeneral.enq@dft.gsi.gov.uk

Rail Statistics (Sits within Rail Policy Division)

Margaret Shaw
Rail Statistics.
☎020-7944 4977
E-mail: rail.stats@dft.gsi.gov.uk

Statistics Roads and Freight

June Bowman
Chief Statistician
☎020-7944 6399

Statisticians

Iain Ritchie
Road Traffic Statistics
☎020-7944 3095
Email: roadtraff.stats@dft.gsi.gov.uk
roadtraff.manual@dft.gsi.gov.uk

Ben Coleman
Congestion Statistics
☎020-7944 5383
E-mail: congestion.stats@dft.gsi.gov.uk

Darren Stillwell
Road Freight Statistics
☎020-7944 3180
E-mail: roadfreight.stats@dft.gsi.gov.uk

Stephen Reynolds
Network Condition and Geography: Road maintenance and Road lengths statistics.
☎020-7944 3093
E-mail: stephen.reynolds@dft.gsi.gov.uk
E-mail: roadmaintenance.stats@dft.gsi.gov.uk

Statistics Travel and Safety

Tim Stamp
Chief Statistician
(Head of Profession)
☎020-7944 3079

Statisticians

Anna Heyworth
Buses and Local Transport Statistics
☎020-7944 4589
E-mail: bus.statistics@dft.gsi.gov.uk
E-mail: subnational.stats@dft.gsi.gov.uk

Daryl Lloyd
Vehicles and Admin Data: Vehicle licensing and registrations; accessibility statistics
☎020-7944 6142
E-mail: vehicles.stats@dft.gsi.gov.uk
E-mail: subnational.stats@dft.gsi.gov.uk

Abby Sneade
National Travel Survey development; Public Attitude Surveys; Labour Force Survey data
☎020-7944 3097
E-mail: attitudes.stats@dft.gsi.gov.uk

Lyndsey Avery
National Travel Survey
☎020-7944 3097
E-mail: national.travelsurvey@dft.gsi.gov.uk

Pat Kilbey
Road accident and casualty statistics
☎020-7944 6595
E-mail: roadacc.stats@dft.gsi.gov.uk

2.5 Use of GIS in Transport Planning

DfT is planning an internal event with Ordnance Survey to look at the use of mapping and GIS for transport planning at local authority level. If you are aware of any particularly good and innovative examples of local authority work in this area, particularly those which can demonstrate cost savings and/or environmental benefit, then please contact Stephen Reynolds at DfT (stephen.reynolds@dft.gsi.gov.uk, 020 7944 3093) with details

3.0 TSUG News

3.1 Update from the Chairman

We are pleased to welcome to the TSUG Committee the following co-opted members who will serve until the 2011 AGM in December when we hope they will join as permanent committee members

| | |
|------------------|---|
| Jane Cornthwaite | Independent Transport Consultant |
| Toby Cuthbertson | Director, Booz & Co |
| Siva Nagarajah | Director, Count On Us |
| Frances Ross | Department for Transport statistician, working with June Bowman |

The committee is looking to continue to improve our management efficiency and will review our sub-group structure in September - any thoughts would be appreciated. Each committee member generally works on at least one of the sub-groups. The current structure is:

- The Full Committee is meeting face-to-face quarterly - the chair is Peter Norgate
- The Management Sub-Group is meeting by telephone conference monthly - the chair is Peter Norgate
- The Finance and Membership Sub-Group is meeting by telephone conference as required - the chair is Peter Gordon
- The Seminars Sub-Group is meeting by telephone conference as required - the chair is Simon Lister

- The Regional Sub-Group, the Yearbook Sub-Group and the Newsletter Sub-Group are not actually working as sub-groups rather the chairs, Jock Robertson for Regional and Yearbook and Alan Tilly for Newsletter are taking personal responsibility to deliver these important TSUG services with some level of Full Committee support

The committee is preparing a new TSUG constitution for presentation and agreement at the 2011 AGM in December - this just updates the existing constitution to reflect current practices. Watch this space!!

Peter Norgate

peter.norgate@mottmac.com

3.2 TSUG Seminar 13 July 2011 – Difficult areas for transport data

This seminar was different in format to most TSUG meetings, it centred around four short presentations followed by a discussion facilitated by Peter Norgate (Mott MacDonald and TSUG Chair). The aim was to provide attendees with a forum where they could highlight areas where there was a lack of data that affected their work, and for others to offer potential solutions or ideas.

The Speakers were

- Duncan Kay, AEAT, who discussed issues encountered while preparing the publication “Fairness in a car dependent society” for the Sustainable Development Commission.
- Ian Woolnough, Landmark Group/Point X, who gave a presentation on locational data availability
- Peter White, University of Westminster, who spoke on comparing data availability for different modes, and
- Gordon Stokes (University of Oxford) who summarised the key issues related to difficulties in obtaining data.

Areas where data was felt to be lacking included:

- Difficulty in conducting roadside interviews on motorways with the result that journey purpose for motorway journeys is not properly known
- Data on which travel mode *caused* accidents
- Data on the number of people with a car who don't drive after dark or long distance, etc, who are therefore dependent on public transport. Discussion raised other issues such as people being much more sensitive to bright lights and being dazzled
- Rail journey data that includes Freedom Pass users
- Air quality data
- Local bus data more detailed than local authority level
- Identifying villages or other areas without bus services
- Data on the total amount of parking space in a city centre, especially off street

It was agreed that this kind of self-help question and answer session had been very useful to many and it was hoped that similar sessions would be run occasionally at TSUG meetings.

3.3 Forthcoming London seminars

20-September 2011 International Passenger Survey and air analogue of NTS car trip data

12-October 2011 The effects on travel patterns of recent transport investments

16-November 2011 Public transport ticket data - Analysis of ticket type and time of travel on public transport (**NOTE** this will start at 17:00 as an experiment)

07-December 2011 Barriers to Data Collection and the 2011 AGM

The probable topics for the 2011 Spring and Summer seminars are

- Accessibility modelling and data
- Rail and related safety and multimodal safety: along multistage journeys, passenger perceptions of rail safety, international rail safety comparisons
- Peak car and parking data

- Green Transport, Electric Cars and meeting the 2020, 2030 and 2050 carbon emissions Targets
- Crowd sourcing and related sources of transport data
- The impact of spending cuts on transport

And one from

- Barriers to providing transport statistics?
- Transport and Tourism?
- Transport and the 2012 London Olympic Games?

Or something else?. If you have a preference please contact Simon Lister email

lister3@btinternet.com