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Editorial

The TSUG website has just been revamped in the first stage of a 2-stage project to improve its usefulness to members. Please look at www.tsug.org.uk and email nina.webster@tfl.gov.uk to tell us what you think of it. We would welcome feedback on progress to date.



“The first lesson that you must learn is, when I call for statistics about the rate of infant mortality, what I want is proof that fewer babies died when I was Prime Minister than when anyone else was Prime Minister. That is a political statistic.” (Winston Churchill)



Publications

Waterborne Freight in the United Kingdom 2006

The DfT published in November 2007 National Statistics on freight traffic carried on UK inland waters, around the UK coast, to and from UK offshore installations and sea dredging. The report shows that in 2006:

- Traffic on UK domestic waters accounted for 5% (126 million tonnes) of all goods lifted in the UK, and 21% (52 billion tonne-kilometres) of all goods moved
- Goods lifted on domestic waters fell 5% compared with 2005, and goods moved by 15%. This was largely due to a decrease in oil landed from North Sea oil fields, and reduced coastwise transport of oil
- Over the decade to 2006 goods lifted on UK waters has fallen by 11%, and goods moved by 6%, but there have been fluctuations during the period
- About three quarters of goods moved is accounted for by crude petroleum and petroleum products
- Of the total goods moved on UK domestic waters:
 - 62% was traffic around the coast
 - 35% was one-port traffic (to or from offshore installations, or dredged materials)
 - 3% was inland waters traffic (including both non-seagoing traffic and seagoing traffic crossing into inland waters)
- Goods moved on inland waters rose by 3% over 2005, while coastwise and one-port traffic fell by 18 and 11% respectively

- The River Thames was the busiest of the major inland waterways, with 0.76 billion tonne-kilometres of goods moved (45% of the inland waters total, and 1.5% of all waterborne traffic)

This publication is available free of charge from the Department's Maritime Statistics Branch, Zone 2/29 Great Minster House, 76 Marsham Street, London SW1P 4DR (tel: 0207 944 3087 or e-mail maritime.stats@dft.gsi.gov.uk) or from the web site at <http://www.dft.gov.uk/pgr/statistics/datatablespublications/maritime/waterborne/>.

A related Benchmark Report providing a summary of inland waterway track, wharfs and vessels in Great Britain will be published early in 2008, updating the 2002 edition published in 2003.

Transport Trends: 2007 Edition

The DfT published in December 2007 the tenth edition of Transport Trends. This National Statistics publication provides an introduction to the major trends in transport and travel in Great Britain. Through the inclusion of many charts it presents an overview of key trends over the past 25 years, and highlights some of the key issues. It is intended as a companion volume to Transport Statistics Great Britain, which contains reference tables containing more detailed figures and some longer time trends.

Transport Trends 2007 follows the structure of the previous edition, with the inclusion where possible of more up to date data. There are sections covering the following topics:

- Roads, vehicles and congestion
- Personal travel by mode
- Public transport
- Variation in personal travel and access to services
- Freight and logistics
- Ports and airports
- Safety
- Health and the environment

The complete publication, including a brief summary and the data underlying the graphics, can be found on the Department's website. It presents a wide range of statistical analysis to help put key policy targets and their trends into a broader context, and also reports on those of the government's sustainable development indicators which are most relevant to transport.

It is available free of charge from DfT - tel: 020 7944 4846, or e-mail: publicationgeneral.enq@dft.gsi.gov.uk and can also be found on the DfT website at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/trends>

Annual statistics of passenger behaviour on board aircraft 2006-07

The DfT published in December 2007 the Civil Aviation Authority Annual Statistics on Disruptive Passenger Behaviour on-board aircraft. The figures for the year 2006-07 show that:

- the total number of reported incidents of disruptive passenger behaviour rose from 1359 to 2219, of which 2161 were classified as significant and 58 as serious (i.e. one which threatens either personal safety or flight safety or has the potential to do so if the situation escalates)
- In 235 reported incidents passengers were removed from the plane
- the main contributory factors to disruptive behaviour were alcohol and tobacco
- the chance of an individual passenger boarding a flight on which a serious incident took place was around one in 18,000 in 2006-07. This is an improvement on one in 16,000 in 2005-06

The increase in the number of reported incidents is partly a result of airlines adopting a more rigorous reporting system and a zero tolerance approach to these passengers.

Although a small proportion of incidents involved violence towards cabin crew, there were no aviation accidents arising from disruptive behaviour.

The latest statistics, for 2006-07, can be found at <http://www.dft.gov.uk/pgr/aviation/hci/db/disruptive0607>

Compendium of Motorcycling Statistics: 2007 edition

The DfT published in December 2007 a compendium bringing together information from a range of sources to provide a comprehensive picture of motorcycling in Great Britain. This third edition includes the latest data currently available for 2006. The publication covers all types of two-wheeled motor vehicle transport, including motorcycles, scooters and mopeds. Statistics are presented in four chapters:

1. Motorcyclists - statistics on motorcycle ownership and training

2. Motorcycles - information about the vehicles and their characteristics
3. Journeys made - their number, purpose and characteristics
4. Motorcycling safety - statistics on road accidents involving motorcycles, and associated casualties

The Compendium is available as an electronic document on the Department's website.

You can see this DfT Statistical Bulletin at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/motorcycling/>

Regional Transport Statistics: 2007 Edition

The DfT published in December 2007 National Statistics that brought together a wide range of transport statistics for Great Britain and Northern Ireland at Government Office Region and former Metropolitan County level. A range of tables are presented in the report covering the following areas:

- Personal travel, including a selection of regional information from the National Travel Survey
- Public transport, including tables using data collected from public transport operators
- Road vehicles, including stock and first registrations, and vehicle crime
- Road traffic, including traffic and traffic speeds by region
- Roads, including road lengths and road condition by region
- Road safety, including regional casualty figures for different types of road users
- Freight, including road goods moved and lifted by origin and destination, and freight traffic at ports
- Air, including passenger and freight movements by region
- Other relevant data, including regional population and household numbers

Regional variations are complex, particularly because of the widely varying local circumstances. In particular, these include differences in economy, population structure and density, and transport systems. London, in particular, is very distinctive in transport terms.

This is an internet only publication that generally provides updated information relating to 2006, and is intended to complement the information that was published in Transport Statistics Great Britain 2007. These and other statistics publications can be found at <http://www.dft.gov.uk/transtat>

Bus and light rail statistics GB: July to September 2007

The DfT published in December 2007 National Statistics on passenger satisfaction, bus reliability, age of fleet and bus and light rail patronage. The key points, mostly in seasonally-adjusted terms, are:

- Bus and light rail patronage has continued to rise, with the index number for these journeys in England in the Summer quarter of 2007 reaching 119.4 (2000/01=100). This was up from 117.1 in the previous quarter
- The index for bus and light rail passenger journeys in London rose from 155.4 to 158.5. Patronage for both the Metropolitan and non-Metropolitan areas outside London also rose, to 93.4 and 102.6 respectively
- In Summer 2007, the average score for overall satisfaction given by passengers for the bus journey just completed in England was unchanged at 82 out of 100. Non-Metropolitan areas recorded a score of 85, one point higher than the previous quarter. The scores in London and the Metropolitan areas remained at 79 and 83 out of 100 respectively
- Satisfaction with reliability in England in the latest quarter fell back one point to 69 out of 100
- Satisfaction with bus stop information in England was up by one point to 72 out of 100. A highest-ever average score of 72 was achieved in the Metropolitan areas
- The proportion of scheduled mileage run excluding losses outside the operators' control in England was 99.0 per cent, the same as the last quarter. The department has agreed a target with the bus industry to run 99.5 per cent of scheduled route mileage, except where this is affected by factors beyond their control.

This Statistics Bulletin is available from DfT, ST1, Zone 3/09, Great Minster House, 76 Marsham Street, London, SW1P 4DR (tel: 020 7944 4139). It can be

viewed by following the links from the website at: <http://www.dft.gov.uk/transtat/publictransport>

Road casualties in Great Britain: Quarterly Provisional Estimates: Third Quarter 2007

The DfT published in February 2008 National Statistics which relate to casualties in accidents reported to the police. The provisional estimates show the number of fatalities in road accidents were down by 5% for the twelve months ending September 2007 compared to the previous twelve months. Total casualties were down 4%, and killed and seriously injured casualties 2%.

Due to data supply difficulties the second quarter National Statistics bulletin on road accidents was not published as announced in November 2007. The missing data has now been received and estimates for the second quarter are included in this bulletin.

The bulletin can be found on the website at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/rcgbq32007>. Published at the same time was a "Child Fact Sheet - Child Casualties in Road Accidents Great Britain: 2006" which can be found at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/supplettablesfactsheets>

These figures, and further details, are on the website at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/>

Research conducted in the 1990s has shown that not all accidents are reported. A note on this research has been included in the bulletin. The DfT has recently published an article on the level of reporting in Road Casualties Great Britain: 2006 Annual report. See: <http://www.dft.gov.uk/162259/162469/221412/221549/227755/rcgb2006v1.pdf>

Statistics bulletin: Traffic in Great Britain – 4th Quarter 2007

The DfT published in February 2008 National Statistics on road traffic in Great Britain for the fourth quarter of 2007 and for 2007 as a whole. These are provisional estimates. The final estimates to be published in July 2008 are liable to differ slightly from these figures.

The provisional figures indicate that estimated traffic levels fell by 0.9% between the fourth quarters of 2006 and 2007. Comparing the whole of 2007 with 2006, traffic is provisionally estimated to have

increased by 0.6%. This is lower than the underlying annual rate of increase of 1.3% from 2001 to 2006.

The bulletin includes analyses by vehicle type and road class. Key results include:

Between the fourth quarters of 2006 and 2007:

- Car traffic decreased by 3%
- Light van traffic increased by 10%
- Heavy goods vehicle traffic increased by 3%
- Traffic on motorways and rural 'A' roads was unchanged
- Traffic on minor rural roads increased by 1%
- Traffic on urban 'A' roads and minor urban roads fell by 3 and 2% respectively

Comparing 2007 with 2006 as a whole, the provisional estimates show that:

- Car traffic decreased by 1%
- Light van traffic was 9% higher
- Heavy goods vehicle traffic was 1% higher
- Traffic on motorways was unchanged
- Traffic on both rural 'A' roads and minor rural roads rose by 1%
- Traffic on minor urban roads rose by 2%
- Traffic on urban 'A' roads decreased by 2%

To put this into context, based on the 2007 provisional annual estimates, cars account for 78% of all motor vehicle traffic, light vans 14%, goods vehicles 6%, and other vehicles 2%.

This quarterly bulletin also includes experimental statistics (whose quality cannot be assured to the rigorous standards required by National Statistics) on the PSA (Public Service Agreement) target used to monitor congestion on motorways and trunk roads in England. Between the baseline year (August 2004 - July 2005) and the latest year (December 2006 - November 2007) average vehicle delay on the slowest 10% of journeys rose from 3.78 to 4.05 minutes per 10 miles. The average journey time on these journeys rose from 13.4 to 13.7 minutes per 10 miles.

You will be able to find more information at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/speedscongestion/congestionontherategicroad5359>

This publication is available at the following address: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffict/traffic/qbtrafficgb/2007/traffingbq42007>. To open its PDF file directly click here: <http://www.dft.gov.uk/162259/162469/221412/221546/224925/224965/231253/329062/traffingbq42007.pdf>

Vehicle Excise Duty evasion 2007

The DfT published in February 2008 National Statistics on evasion of Vehicle Excise Duty in 2007. The key results are as follows:

- Substantial improvements in the way that the roadside survey data are collected mean that evasion estimates for 2007 are not directly comparable with those from previous years
- The vast majority of data in the 2007 survey were collected through Automatic Number Plate Recognition (ANPR) technology. This enabled the data collected to be quality assured in great detail
- Analyses of this year's survey data also suggest that misread registration marks do not have a neutral effect on estimates as previously thought and, instead, tend to inflate estimates of evasion
- Detailed checking has removed this inflationary effect from the 2007 estimates. However it is not possible to remove this effect from previous survey results. As a result, the 2007 estimates should be considered as the first point in a new statistical series and should not be compared with previous years.
- It is estimated that vehicle excise duty evasion could cost around £79 million in lost revenue in the year 2007/8, equivalent to about 1.5% of the total revenue that could be raised in that year
- Some of this revenue will be recovered through DVLA enforcement activity or through vehicles' keepers back-licensing their vehicles.
- The overall rate of unlicensed vehicles in Great Britain traffic was estimated to be 1.1% in 2007. In Northern Ireland, it was estimated to be 2.3%
- Evasion rates in Great Britain traffic were estimated to be highest amongst motorcycles (6.5%) and the other vehicles category (2.5%).
- The overall rate of unlicensed vehicles in stock in Great Britain was estimated to be 1.7%, equivalent to approximately 589,000 vehicles
- This estimate is higher than the 'in-traffic' evasion rate as unlicensed vehicles travel, on average, fewer miles than licensed vehicles and are therefore less likely to be observed on the road
- As with 'in-traffic' evasion, the rate for motorcycles and other vehicles was estimated to be highest at 9.8 and 5.2% respectively
- 18% of unlicensed motorcycles were observed whilst declared SORN (Statutory Off Road Notification). The equivalent figure for unlicensed private and light goods vehicles was 5%
- In addition, 58% of unlicensed motorcycles observed in the survey had been unlicensed for at least a year. The average figure across all tax classes was 14%
- 64% of unlicensed vehicles were over 5 years old, compared to 58% of all licensed vehicles
- The owner details were not known for 12% of unlicensed vehicles seen in the survey. Amongst all licensed vehicles, details of ownership are known in 98% of cases

The survey involved contractors recording registration marks of vehicles at 256 road sites across the United Kingdom. In total, around 1.7 million valid sightings of registration marks were collected. These were then checked against the computer record to determine the levels of traffic observed without a valid licence. Information on average traffic flow was used to weight together the results from the different sites to estimate the proportion of vehicle miles driven by evading vehicles.

The pattern of repeat sightings of vehicles in the survey is used to estimate the relative mileage of licensed and unlicensed vehicles. These estimates showed that vehicles that are not correctly licensed travel, on average, fewer miles than properly licensed vehicles. Those estimates in turn are used to estimate evasion amongst all vehicles and the revenue loss.

This publication is available from the DfT website at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/excisedutyevasion/>. The findings of a methodological review into vehicle excise duty evasion statistics can also be seen there.

Welsh Transport Statistics 2007

Welsh transport statistics are published in 14 separate chapters, the most recent updates to which were

published between November 2007 – February 2008. Some highlights from these chapters are given below.

Chapter 3: Road Freight

- In 2006 there were an estimated 754,000 tonnes of exports by road from Wales, an increase of 96,000 tonnes (15%) since 2005; but only 427,000 tonnes of imports by road to Wales, 3% less than in 2005
- In 2006, 75% of the tonnage of exports by road from Wales were to Belgium, Luxembourg, France or Germany. The same four countries accounted for 81% of the tonnage of imports by road
- An estimated 330,000 tonnes of chemicals were exported by road from Wales in 2006 - 108,000 tonnes (49%) more than in 2005
- In 2006, around 63 million tonnes of goods were moved within Wales by UK registered HGVs and a further 57 million tonnes were moved between Wales and the rest of the UK.
- More than half the tonnage of goods leaving Wales by road in UK registered HGVs were transported to the North West of England and to the West Midlands (28% and 26% respectively).

Chapter 4: Road Safety

- 8,701 personal injury road accidents were reported in Wales in 2006. There were 12,692 road accident casualties, 41 fewer than in 2005
- During 2006 the number of road accident deaths decreased by 17 to 163. The number seriously injured increased by 64 to 1,210 and the number of slight injuries decreased by 88 to 11,319
- In 2006, 1,373 people were killed or seriously injured, 32% fewer than the average for 1994-98. Of these, 144 were children, 50% lower than the 1994-98 average
- In 2006 the number of people slightly injured per 100 million vehicle kilometres was 25% lower than the 1994-98 average
- Road safety funding of £8.18 million was allocated to local authorities for 2007-08 compared to £8.07 million in 2006-07.

Chapter 7: Road Traffic

- It is estimated that the volume of motor vehicle traffic on all roads in Wales in 2006 was 2% higher than in 2005

- In 2006 traffic on minor roads accounted for 37% of all traffic; on motorways for 12%
- 80% of the volume of traffic on all roads was accounted for by cars, taxis and minibuses

Chapter 10: Sea Transport

- In 2006, there were 8,859 ship arrivals in Wales, 10% fewer than in 2005
- Milford Haven and Holyhead each had nearly one-third of all these ship arrivals
- Roll-on/roll-off vessels accounted for just over one half of all ship arrivals in Wales
- In 2006 there were over 56 million tonnes of goods on foreign and domestic traffic at ports in Wales, 4% less than in 2005
- Bulk fuels made up 70% of all cargo in the major ports in Wales in 2006
- During 2006, 738,000 accompanied passenger vehicles went to and from the Irish Republic, a decrease of 3% on 2005, and there were over 3 million sea passenger movements, 4% fewer than in 2005.

Chapter 11: Air Transport

- In 2006 there were around 42,000 aircraft movements at Cardiff International Airport, 2% fewer than in 2005, but the total number of passengers using the airport increased by 14%, to 2.02 million
- The total freight handled at Cardiff International Airport decreased by 14% between 2005 and 2006
- During 2006, Spain and the Canary Islands together accounted for 49% of all international air passenger traffic to and from Cardiff
- 31,000 (21%) fewer passengers travelled between Cardiff International Airport and the Irish Republic during 2006 than in 2005. During the same period, the number of passengers travelling between Cardiff and France decreased by around 28,000 (52%); 52,000 (32%) more passengers travelled between Cardiff and the Netherlands; and 42,000 (8%) more travelled between Cardiff and Spain (excluding the Canary Islands).

Chapter 13: Tourism

- There were an estimated 1,136,000 visits to Wales by overseas residents in 2006. 72% of these were made by those resident in Europe

- During 2006, overseas residents spent an estimated £361 million in Wales
- The St. Fagans: National History Museum was the most popular tourist attraction in Wales in 2006, with around 589,000 visitors, 5% down on 2005.
- Pedestrian casualties fell by 34%, from 4,326 to 2,851
- Pedal cycle casualties fell by 40%, from 1,297 to 781; but motor cycle casualties increased by 26%, from 850 to 1,068

For full copies of these chapters and other transport data, visit the Welsh Assembly Government website: <http://new.wales.gov.uk/topics/statistics/publications/wts2007/?lang=en>

Road casualties: Wales

The latest edition of this was published in December 2007, containing detailed analysis of road accidents involving personal injury reported to the police. It includes detailed results for 2006 and many tables also provide data for some earlier years. Many of the tables provide comparisons with the average for 1994-98, the baseline for casualty reduction targets.

See [Road Casualties: Wales](#) for further information.

Road accidents Scotland 2006

This November 2007 publication by The Scottish Government revealed that on Scotland's roads in 2006 there were:

- 13,109 reported injury accidents in which 17,267 people were reported as being casualties
- 2,939 people reported killed or seriously injured (314 of whom died)
- 10,704 casualties in cars, 175 of whom died
- 2,851 pedestrian casualties, of whom 61 died
- 2,021 child casualties, of whom 25 were killed and 348 seriously injured

Between 1996 and 2006:

- The number of fatal accidents fell by 7%, from 316 to 293
- The total of fatal and serious accidents fell by 30%, from 3,631 to 2,540
- The total number of accidents (all severities) fell by 18%, from 16,073 to 13,109
- The total of killed and seriously injured casualties fell by 33%, from 4,398 to 2,939 (of whom 314 died)
- The total number of casualties (all severities) fell by 20%, from 21,716 to 17,267

- Male casualties fell by 21%, from 12,367 to 9,724; and female casualties by 19%, from 9,349 to 7,529
- Casualties aged 60 and over fell by 18% from 2,546 to 2,091
- Child killed and seriously injured casualties fell by 53% from 790 to 373
- Child pedestrians killed and seriously injured casualties fell by 54% from 540 to 247
- The estimated number of drink-drive accidents fell by 12%, from about 750 in 1996 to about 660 in 2005 - the latest year for which estimates are available
- The estimated total cost of all road accidents (including 'damage only' accidents) at 2006 prices fell by 23%, from £1,892 to £1,463 million.

Over the longer-term:

- Between 1950 and 2006 (inclusive), 33,710 people were killed, and over 1.4 million people were either killed or injured in accidents on Scotland's roads
- Since 1962 (the earliest year for which a figure is readily available), the vehicle stock has more than trebled, but the number of casualties has actually fallen by a third.

Copies of this publication are available, price £10.00, from Blackwell's bookshop, 53 South Bridge, Edinburgh, EH1 1YS (tel: 0131 622 8283 or 8258) or email: business.edinburgh@blackwell.co.uk

Scottish Transport Statistics: No 26 - 2007 Edition

Highlights from this Scottish Executive publication of December 2007 include:

- The number of motor vehicles licensed in Scotland in 2006 was almost 2.6 million, 2% more than the previous year and the highest figure ever recorded
- About 243,000 new vehicle registrations were made in Scotland in 2006, a fall of 3% over the

previous year. However, it was almost three times the number in 1962

- There were 51 vehicles per 100 population in Scotland in 2006, compared with 57 in GB
- The Scottish Household Survey (SHS) found that, in 2006, 68% of households had at least one car available for private use - up from 63% in 1999 - and 24% of households had two or more cars, compared with 18% in 1999 (see page 9 below)
- There were about 54,900 kilometres of public road in Scotland in 2006, of which the trunk road network accounted for 6%
- The estimated total volume of traffic on Scotland's roads in 2006 was almost 44 billion vehicle kilometres, 3% more than the previous year and 16% more than in 1996
- The volume of car traffic on major roads has grown since 1975 from an estimated 9,300 million vehicle kilometres to around 22,000 million
- In 2006, around 23.7 million vehicles were estimated to have crossed the Forth Road Bridge (about 64,900 per day), about 0.5% less than the previous year. About 8.9 million vehicles crossed the Tay Bridge, 1% less than in the previous year
- The number of road deaths in Scotland in 2006 (314) was 10% more than in 2005, but still the fifth lowest figure since current records began over 50 years ago (see page 7 for more details)
- In the 2006-07 financial year there were 482 million passenger journeys on local bus services in Scotland, an increase over the previous year of 1%. Though there have been increases in most years since 1999-2000, over the longer-term there has been a large fall: there were almost 1,700m passenger journeys on local bus services in 1960
- The total number of ScotRail passenger journeys in the 2006-07 (?2005-06 *Ed*) financial year was 77.3 million, 3% more than in the previous year, and 46% more than 10 years earlier. The equivalent figure for 2006-07 was not available at the time of going to press, but it is expected to be around 80-81 million (by far the largest number since the current series started in 1960)
- There were about 24.4 million air terminal passengers at airports in Scotland in 2006, the largest number ever recorded: 3% more than in the previous year, and 85% more than in 1996
- In 2006, over 6 million passengers were carried on those shipping services within Scotland for which figures are available back to 1973 - 1% more than in the previous year
- 66% of people aged 17 or over had a full driving licence in 2006: 77% of men, 58% of women
- In 2006, 40% of people aged 17+ said that they drove every day, compared with 44% in 1999. However, the percentages who said that they drove "at least 3 times a week (but not every day)" rose from 8% in 1999 to 12% in 2006
- In 2006, 53% of SHS respondents said they had walked to go somewhere on at least one of the previous seven days. Though this figure has fluctuated from year to year, the percentage who said that they had walked for pleasure, to keep fit or to walk a dog increased from 40% in 1999 to 47% in 2006
- In 2006, about 3% of adults said that they had cycled as a means of transport, and around 4% said that they had cycled for pleasure or to keep fit - much the same as in 1999
- In 2006, about two-thirds of commuters said that they travelled to work by car or van, 14% walked, 12% went by bus, 4% took a train and 2% cycled.
- In Autumn 2006 69% of people travelling to work in Scotland did so by car and 17% used public transport (compared with 15% for GB)
- 51% of pupils walked to school in 2006, 24% went by bus, 22% by car, 1% cycled, and 1% went by rail. Since the SHS started in 1999 the percentage walking to school has fallen from about 55% and the percentage going by car has risen from about 18%
- 172 million tonnes of freight were lifted by road in Scotland in 2006, much more than by any other mode of transport
- The volume of rail freight traffic lifted in Scotland fell from 29.8 million tonnes in 1960 to 5.4 million tonnes in 1994-95. Since then it has increased in most years, and stood at 14 million tonnes in 2005-06
- Coastwise freight traffic lifted in Scotland rose from 24 million tonnes in 1987 to 40 million tonnes in 1998. Since then, the total has fallen to around 19-21 million tonnes in five of the latest six years. The annual amount of freight lifted for

inland waterways has remained between about 9 and 12 million tonnes since 1982

- The amount of oil carried in Scottish pipelines has fluctuated since 1977 between 21 million and 30 million tonnes per year
- In terms of tonne-kilometres, coastwise shipping accounted for the largest amount of freight moved in most years, with road coming second
- In 2005, there were 20.4 million rail, air or ferry passenger journeys between Scotland and other parts of the UK, 42% up on 1996. Since 1996 the number of passenger journeys by air has doubled, but there has been relatively little change in rail and ferry numbers
- There were 9.17 million passenger journeys to or from Scotland to other countries in 2005, almost all by air. This was an increase of 10% over 2004 and compares with 3.98 million in 1995
- In 2005, 44.0 million tonnes of freight were lifted by road, rail or water and delivered to other parts of the UK, an increase of 12% over 2004. Freight delivered to Scotland from other parts of the UK was 25.3 million tonnes, a rise of 6% over 2004
- In 2005, 45.9 million tonnes of freight were delivered outside the UK, almost all by water, a decrease of 17% over 2004. Freight delivered to Scotland from outside the UK in 2005 was 17.8 million tonnes, an increase of 13% over 2004.

On-line Transport Statistics publications can be found on www.scotland.gov.uk/transtat (for *Scottish Transport Statistics* www.scotland.gov.uk/transtat/sts). See also www.scotland.gov.uk/transtat/stsupdate for updated versions of some *Scottish Transport Statistics* tables. Hard copies are available, price £10, from Blackwell's Bookshop (see page 7).

Enquiries on Transport Statistics should be addressed to: Andrew Knight, Transport Statistics, Scottish Government, Victoria Quay, Edinburgh EH6 6QQ. Tel: 0131 244 7256; Fax: 0131 244 7281; E-mail: transtat@scotland.gsi.gov.uk

Transport across Scotland in 2005 and 2006: some Scottish Household Survey results for parts of Scotland

Main points from this Scottish Government publication of December 2007 include:

- In the two-year period 2005 and 2006, 68% of households had one or more cars available for private use. The figure was highest in rural areas (85-86%) and lowest in large urban areas (58%). 24% of households had two or more cars
- The percentage of households *without* a car was highest in Glasgow (54%) and Dundee (47%), and lowest in Aberdeenshire (14%)
- 66% of people aged 17+ had a full driving licence
- 41% of people aged 17 or over drove every day: from 53% in 'accessible' rural areas to only 33% in large urban areas
- 20% of adults said that they were "very concerned" by the increase in the amount of traffic on Scotland's roads
- 67% of commuters usually travelled to work by car or van: 60% as the driver, 7% as a passenger. The percentage driving to work was highest for commuters from rural areas (73-76%) and lowest for large urban areas and 'remote' small towns (both 51-52%)
- 43% of commuters who travelled by car or van said that they could use public transport. However, 80% of car/van commuters living in 'remote' rural areas said that they could *not* use public transport, as did 88% of car/van commuters in Orkney
- 13% of commuters walked to work, rising to 26% of those who lived in 'remote' small towns. The bus was the usual means of travel to work for 12% of commuters - the highest percentage was in Edinburgh (27%)
- 11% of employed adults worked at or from home. The percentage was highest in 'remote' rural areas and in Orkney (both 26%)
- Walking was the usual method of travel to school for 52% of pupils, 23% went by bus and 21% by car or van. About three-fifths of pupils in towns and cities walked to school, compared with under 30% in rural areas
- 82% of people aged 60+ held a concessionary travel pass
- About 4% of householders said that they had no bus service or were at least 14 minutes walk away from the nearest bus stop (or place where one could get on a bus). However, the figure was

about 26% in 'remote' rural areas. Orkney (34%), had the highest percentage

- 24% of householders did not know the frequency of their nearest bus service
- 61% of adults in large urban areas described public transport as 'very convenient', but only 24% in 'remote' rural areas did so: there, 20% said that it was 'very inconvenient', and a further 14% felt that it was 'fairly inconvenient'. The 'very convenient' percentage was highest in Aberdeen (76%); and the 'very inconvenient' percentage was highest in Orkney (22%)
- 12% of adults had used their local bus service 'every day, or almost every day'. This figure was highest in large urban areas (18%) and lowest in 'remote' rural areas (3%). 44% of adults had used a local bus service in the past month
- 19% of adults had used a train in the past month
- Overall, 8% of adults felt, or would feel, 'not safe at all' from crime when travelling by bus in the evening. This figure was highest in Dundee (22%); it was only 2-3% in 'remote' small towns and 'remote' rural areas
- 17.5% of adults had heard of Traveline Scotland. Awareness was lowest in Shetland (5.2%); and highest in East Lothian (35%). 4.7% of adults said that they had used it
- 53% of adults had made a trip of more than a quarter of a mile by foot to go somewhere in the previous seven days, but only 38-40% in rural areas had done so. 61% of adults in 'remote' rural areas said that they had walked for pleasure or to keep fit in the seven days before the interview
- 35% of households had one or more bicycles that adults could use. The figure ranged from 18-21% in Dundee and Glasgow to 56% in Moray. 3% of adults said that they had cycled more than a quarter of a mile to go somewhere in the previous seven days.

Overseas travel and tourism

In February 2008 National Statistics Online published statistics showing that:

- During October to December 2007, the seasonally adjusted number of visits to the UK by overseas residents increased by 3% over the previous three months, to 8.3 million, with associated spending

also up 3%, to £4.2 billion. Over the same period, the seasonally adjusted number of visits overseas by UK residents decreased by 2% to 17.5 million, while the associated spending increased by 1% to £8.9 billion

- During the 12 months to December 2007, the number of visits by overseas residents to the UK increased by 1%, from 32.7 to 32.9 million. Visits from residents of Europe increased 2% (to 23.8 million), from North America decreased by 6% (to 4.5 million) and from other parts of the world remained broadly the same (at 4.6 million).
- In the same 12-month period, the number of visits abroad by UK residents increased by 1%, from 69.5 to 70.1 million. Visits to Europe remained broadly the same (at 55.1 million), to North America decreased by 2% (to 4.6 million) and to other parts of the world rose by 7% (to 10.4 million).

Go to <http://www.statistics.gov.uk/cci/nugget.asp?id=352> for further details.



Two statisticians were travelling in an airplane from LA to New York. About an hour into the flight, the pilot announced that they had lost an engine, but don't worry, there were three left. However, instead of 5 hours it would take 7 hours to get to New York. A little later, he announced that a second engine had failed. They still had two left, but the flight would now take 10 hours. Later still, the pilot returned to the intercom to announce that a third engine had died. Never fear, he said, because the plane could fly on a single engine, but it would now take 18 hours to get to New York. At this point, one statistician turned to the other and said, "Gee, I hope we don't lose that last engine, or we'll be up here forever!"



News

£4 billion investment in local transport

A further £4 billion will be invested in delivering better, more integrated local transport over the next three years, Transport Minister Rosie Winterton confirmed in November 2007. The Local Transport Capital Settlement will allow local authorities to plan and fund important community projects, such as bus infrastructure improvements, cycle lanes, new road safety measures and road maintenance.

This year's investment delivers £4.036 billion in funding for 2008/09 until 2010/11. It confirms the indicative integrated transport allocations of £1,768 million across the country for 2008/09 to 2010/11 announced last year, which were subject to this year's spending review.

A £286 million specific Road Safety Grant will allow local authorities to better tackle local road safety issues. They can use it to fund any tool they believe will best meet local need - from safety cameras to education initiatives.

Full details of individual local authority LTP allocations throughout England will be available on <http://www.dft.gov.uk/pgr/regional/ltp/capital/ltpsettle07/>

40% cut in drivers breaking mobile phone law

A new survey shows the number of car drivers using hand-held mobile phones at the wheel (illegal since December 2003) has fallen by 40%, Road Safety Minister Jim Fitzpatrick revealed in December 2007.

A survey commissioned by the DfT and published by TRL, showed that between September 2006 and August 2007 observed numbers of:

- Car drivers using hand-held mobiles dropped from 1.7% to 1%
- Car drivers using hands-free mobiles dropped from 0.9% to 0.4%
- Other drivers using hand-held mobiles dropped from 2.9% to 2.4%
- Other drivers using hands-free mobiles halved, from 1.2% to 0.6%.

Observational surveys were conducted at 30 sites in South East England chosen to represent the full range of conditions on British roads. Observers were equipped with an electronic device that detects the microwave radiation emitted by both hand-held and hands-free mobile phones. Despite combining visual and electronic detection, some phone use may not have been detected and the figures could under-estimate the actual level of use. Some 100,000 vehicles were observed. The survey is available on the TRL website - <http://www.trl.co.uk/>.

£140 million cycling fund launched

A record £140 million Government investment in cycling, announced by Ruth Kelly, Secretary of State

for Transport in January 2008, is set to help half a million children cycle safely and a generation of adults rediscover their bikes.

This new drive to boost cycling will help to tackle road congestion and improve air quality as well as create more opportunities for exercise. The money will be invested over the next three years and forms part of the Government's forthcoming strategy to tackle obesity. The funding package will go to Cycling England, the body set up by Government to promote cycling. The 6-fold increase in funding will:

- allow 500,000 more 10 year-olds across England to take part in Bikeability cycle training by 2012, equipping them to cycle safely and responsibly
- build another 250 Safe links to schools, connecting around 500 more schools to the National Cycle Network. Many schools with links have already doubled the number of pupils cycling to school
- create up to 10 more Cycling Demonstration towns in England and the first large Demonstration city. This will mean nearly 3 million people will have the chance to benefit from best practice and promotion of cycling.

The full breakdown of funding over the next three years is: 2008/09 - £20million; 2009/10 - £60million; and 2010/11 - £60million. Of the £140million total funding, £110million is new, as Government funding for Cycling England is already £10million a year. The economic research Cycling England commissioned from consultants SQW is available on: <http://www.cyclingengland.co.uk/>

UK welcomes EU climate change proposals

The UK welcomed in January 2007 the European Commission's ambitious proposals for tackling climate change and delivering a low carbon economy in Europe. These include a 20% reduction in EU greenhouse gas emissions by 2020, increasing to 30% when there is an international climate agreement; 20% of total EU energy consumption to come from renewables by 2020; and measures to support the development of carbon capture and storage (CCS). For the UK, the Commission's proposals include:

- A reduction of 16% in UK greenhouse gas emissions from sectors not covered by the EU ETS (Emissions Trading scheme) by 2020 from 2005 levels

- For 15% of the energy consumed in the UK to come from renewable sources by 2020
- For 10% of road transport fuels to come from renewable sources, subject to them being produced in a sustainable way.
- 1% of respondents said they were a member of a formal lift sharing scheme run by their employer or other organisation.

The Government's Climate Change Bill, currently before Parliament, sets targets to reduce CO₂ emissions by at least 26-32% by 2020 - approximately equivalent to reducing greenhouse gases from the whole economy by 32-37%, which goes beyond the EU's proposals for 2020.

The Government has already introduced a range of measures to increase the use of renewable energy in the UK. The Planning and Energy Bills currently before Parliament will drive greater and more rapid deployment of renewables in the UK. The Energy Bill also enables investment in CCS.

Renewable energy in transport is mainly in the form of biofuels. From April 2008, the Renewable Transport Fuel Obligation (RTFO) will require fuel suppliers to ensure that a given proportion of road transport fuel comes from renewable sources (2.5% by volume in 2008-09, rising to 5% from 2010-11). In 2006, it was announced that the level of the RTFO would rise above 5% after 2010-11, subject to various conditions including a requirement that the biofuels should be sustainably produced. The Government has also announced that from 2010-11 rewards from the RTFO should be based on the greenhouse gas savings of the biofuel, and from 2011-12 would be given only for biofuels that meet appropriate sustainability standards.

See Tyndall Briefing Note 17 "A response to the draft climate change Bill's carbon reduction targets" at <http://www.tyndall.ac.uk/publications>

New car sharing research launched

The popularity of car sharing was highlighted by new research unveiled in January 2008 by Transport Minister Rosie Winterton. A survey - the first ever undertaken by the Department into levels of car sharing - showed that:

- 61% of those surveyed had taken part in some form of car sharing in the past month
- 28% said the lift took place at least once a week
- 25% of those receiving a lift said the last journey was for work/business related

The research paper "Public Experiences of Car Sharing" can be found on the DfT website: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/trsnstatsatt/pubexofcarsharing>

New railway carriages for busy routes

Transport Secretary, Ruth Kelly, published in January 2007 a *Rolling Stock Plan* which gives details of how extra capacity will be delivered on some of the rail network's busiest routes. 1,300 extra carriages were promised as part of last year's White Paper *Delivering a Sustainable Railway* which set out plans to increase capacity to carry 180m+ more passengers over the next seven years - growth of more than 20%.

Extra capacity will be secured not only through additional new carriages but also re-deployment of existing carriages to create longer vehicles on busy routes and at peak times. The new carriages will increase the current rolling stock fleet by around 10% and put around 100,000 extra seats each day on the busiest parts of the network. Following publication of the rolling stock plan, Network Rail can now begin their preparations for extending platforms, depots and sidings to accommodate longer trains.

Copies of *Delivering a Sustainable Railway* and the *Rolling Stock Plan* are available online on the DfT website: <http://www.dft.gov.uk/>

25th anniversary of seatbelts

It was revealed in January 2008 that seatbelts have prevented an estimated 60,000 deaths and 670,000 serious injuries since 31 January 1983 when seatbelts were made mandatory for drivers and front seat passengers. But on the 25th anniversary of the law change all passengers are being reminded to belt up in the back as well as the front. New research shows 9 out of 10 people agree it is dangerous to travel in the back of a car without a seatbelt but only 7 in 10 adults actually wear belts when sitting in the back.

Seatbelt facts:

- 75% of passengers thrown from a car die. Unbelted occupants are 30 times more likely to be thrown from a car
- In a crash at 30mph, if unrestrained, you will be thrown forward with a force up to 60 times your own bodyweight

- The latest surveys show 93% of adult front seat passengers and 94% of drivers wear seatbelts. For back seat passengers, 93% of children (under 14) and 70% of adults are secured
- All car safety features have been tested with the assumption belts would be worn. Without a belt, those safety features are not designed to work
- If you are not wearing a seatbelt and you have a crash, there may be implications for how much your insurer might pay in respect of injuries

Research on numbers of lives saved by seatbelts was conducted by TRL. Its report (TRL 563) is available on http://www.trl.co.uk/store/report_list.asp?pid=211&pn=7&searchtext=&advancedsearch=&allwords=&submitted=1 the Transport Research Laboratory.

For full details of seatbelt wearing rates 1982-2007 see <http://www.thinkroadsafety.gov.uk/campaigns/seatbelts/rates.htm>

Metrolink upgrade gets final seal of approval

Plans to upgrade Manchester's tram for the 21st century were given the final seal of approval by Transport Minister Tom Harris in February 2008 as he signed off the last part of a £102million improvements package. He confirmed that a further £25.7m will be invested in the project, which completes the £58m central Government contribution.

In June 2000 the DfT gave full approval for extensions at £282million consisting of some refurbishment of the existing system and three new lines (north to Oldham and Rochdale; south to Manchester Airport; and east to Ashton-under-Lyne). However, due to significant cost increases, the Department withdrew funding in July 2004. In December 2004, the DfT confirmed that the £520m budget was still available subject to GMPTE developing a satisfactory plan for the areas included in the original scheme. In July 2006 the Department granted conditional approval for the scheme to extend the Metrolink system to Oldham, Rochdale and Chorlton with a central Government contribution of £244m. GMPTE are expected to approach the DfT for full approval for the project by May this year. Approval will be granted provided that the costs and risks remain as approved in 2006. GMPTE are also funding a separate extension to Droylsden in the east of the city.

Tom Harris also announced plans to move forward with improvements to Blackpool's tram system,

including refurbishment of the track and tram stops out to Fleetwood, as well as 16 new fully accessible trams.

Support for free England-wide bus pass

New research published in February 2008 reveals that most of those entitled to the free England-wide bus pass are eagerly awaiting its introduction on April 1st 2008, when the current bus concession scheme for older and eligible disabled people will be extended to provide free local off-peak bus travel anywhere in England. According to a recent independent survey for the DfT by Tickbox.net:

- 91% of people aged 60 or over, or eligible disabled, support the new pass
- 79% of those aged 60 or over believe it will provide greater independence with many planning to use it to visit shops outside their local area
- 68% of respondents believe that pass holders will save more than £10 per month, with half of those believing the figure could be over £20
- 70% of eligible disabled respondents will use the pass to keep in touch with friends and relatives no matter where they are

The full survey is available at: <http://www.dft.gov.uk/pgr/scienceresearch/orresearch>

The new statutory entitlement will give up to 11m eligible people more freedom and independence and greater access to vital services such as hospitals and shops. The England bus concession covers free off-peak local bus travel in England for people aged 60 and over and eligible disabled people. It does not cover national coach travel or other modes of transport. However, individual Travel Concession Authorities (TCAs) are able to extend the travel benefits (such as to tubes, trains and all day travel) at their own discretion and their own cost. The Government is providing additional funding of £212 million a year from April 2008 to fund the England-wide bus concession.



Seminar: Statistics behind a simplified streetscape design

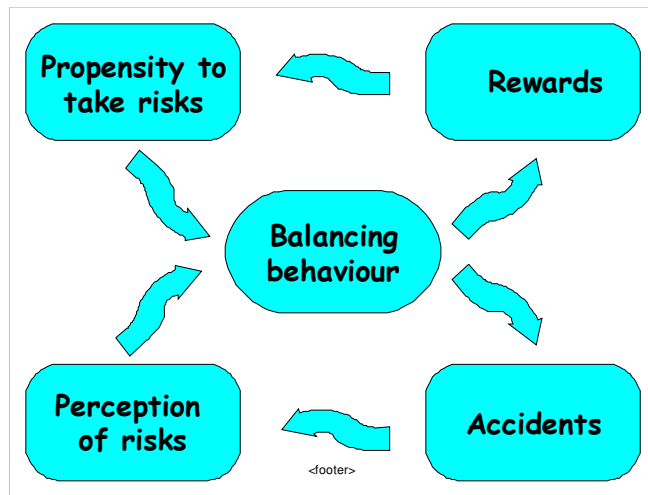
There was a record attendance of about 50 people at this seminar at London Underground HQ on Wednesday 18 July 2007. I am indebted to Alison Hill for most of the following account of the event.

Professor John Adams of University College London opened proceedings by saying that the subject of ‘shared surfaces’ was not well researched, but was one which attracted a lot of debate and conflicting opinions.

Politicians talk of ‘risk’ rather than the more correct term ‘accidents’. What needed to be assessed was what was acceptable in terms of the number of accidents, their severity and who suffers. Professor Adams gave an overview of risk management frameworks and described his concept of the ‘risk thermostat’. This conceptualises three kinds of risk and the ‘perceptual filters’ (fatalist; hierarchist; individualist and egalitarian) that people use that then result in particular attitudes towards risks and attendant behaviours. The three kinds of risk are:

- Perceived through science – e.g. cholera, which needs a microscope to see it and scientific training to understand it
- Perceived directly – e.g. climbing a tree or driving a car
- Virtual risk (on which scientists are ignorant or cannot agree) – e.g. BSE/v CJD, global warming, low-level radiation, pesticide residues...

He talked about the dance of the risk thermostats, in which the importance of the various factors illustrated below vary according to circumstance (such as a confrontation between a lorry driver and a cyclist, or an insurer and a lawyer on a contingency fee):



He argued that accident statistics don’t provide the information required to judge safety and therefore a greater attention to risk perception and behaviour is required in order to assess the potential of shared surfaces.

Professor Adams’s website lists his publications and presentations, many of which can be downloaded, on: <http://www.geog.ucl.ac.uk/~jadams/publish.htm>

He was succeeded by Susan Sharp of the Guide Dogs for the Blind Association, for whom the concept of ‘shared space’ prioritised attractive design, people friendly streets and slower traffic speed.

Shared surfaces are designed to reduce separation between pedestrians and traffic space, remove kerbs or physical divisions between the footway and carriageway, and encourage negotiation through eye contact. As blind and partially-sighted people, guide dog owners, long cane users and those with no mobility aid, rely on the kerb for orientation, its removal in a shared surface environment is an issue. People with disabilities expect to be mobile and although accessibility issues have improved greatly there is a need for planners and designers to have a greater understanding of the issues relating to shared surfaces and how they are not always compatible with the concept of shared space.

Guide Dogs’ have researched the issue in order to identify the concerns of blind and partially-sighted people, make recommendations on how these concerns can be addressed, develop design principles that provide for the requirements of blind and partially-sighted people and reflect the Shared Space Concept, and ensure that the requirements of other disabled people are taken into account .

Focus group research in The Netherlands identified the concerns of blind and partially-sighted people as: safety risks; reduced independence; and lack of effective consultation.

Focus group research was undertaken with 7 visual impairment groups and 3 pan-disability groups to record first-hand experiences and assess levels of concern. Findings showed that the key issues were about safety (accidents and hazardous situations), reduced confidence and independence, avoidance of shared surface areas, and the lack of effective consultation in areas where shared surfaces were being developed.

The Shared Surfaces Street Design Research Project involves a range of disability organisations and has developed a joint statement on Shared Surface Schemes. This statement (available in full on the GDA website – address below) states that the pedestrian environment needs to be inclusive and safe for all users. The organisations supporting the

statement will only support projects and designs that meet the requirements of disabled people, and they call on central and local government to demonstrate their commitment to social inclusion and meet their Disability Discrimination Act duties. Professionals and designers are called on to take into account disabled people and demonstrate robust research and clear access and design statements, and to consult with disability organisations at all development stages.

Other aspects of the Shared Surfaces Street Design Research Project have looked at how awareness can be raised amongst urban designers and town planners, and a briefing booklet has been prepared for local groups to help disabled people to be effectively involved. The project has also commissioned international designers Bjarne Winterberg (of Ramboll Nyvig) and Lars Gemzoe (of Jan Gehl Practice) to consider how the requirements of blind and partially sighted people could be met in a 'shared space' scheme. Their report states that shared space designs should include 'a shared space and a safe space'. The safe space for vulnerable pedestrians would not prevent pedestrians, cyclists and motorists sharing the rest of the area.

The report concludes that safe space must be clearly defined and the definition both visible and physically detectable. To understand the practicalities of this further work has been commissioned by the project at the Pedestrian Accessibility and Movement Environment Lab at University College London (PAMELA facility). The research there tested delineation between shared space and safe space and using two groups (visual impaired and mobility impaired participants) tested their ability detect and follow delineators and their acceptance of surface delineators.

The project's next stages include: analysis of the testing, further laboratory testing; "real world" testing; and producing design principles and guidance in collaboration with the Department for Transport and others.

In conclusion, Susan Sharp reiterated that, "Guide Dogs wants to achieve the benefits of the Shared Space concept within the concept of an inclusive environment." www.guidedogs.org.uk/sharedsurfaces

Finally Councillor Daniel Moylan, Deputy Leader of the Royal Borough of Kensington and Chelsea, took the floor. He said that although there were some

statistics available for Kensington High Street, and some comparative statistics from the Netherlands, there weren't sufficient to really inform the discussion.

Accident statistics only reflect people who are out on the streets and prepared to use the shared space environment. Therefore there was a need to contextualise the available statistics. The work done on Kensington High Street wasn't driven by safety issues, but by considerations for civility, dignity, and equality of treatment. It was done because it was the right thing to do as non-vehicle users had been engineered to the margins. The appearance of central urban areas contributed to antisocial behaviour.

People were entitled to choose whether or not to use the area and to take personal responsibility whilst there.

The aim was to improve the aesthetics as well as to improve safety: there should be no conflict between these. The number of killed and seriously injured people decreased by 47% in the 3-year period immediately after the redevelopment, compared to a decrease of 17% for London as a whole. Bicycle usage in London had increased by 25% during the morning peak, but there had not been a comparable increase in accident rates. Kensington High Street didn't have bike lanes or advanced stop-lines, or potholes.

The Royal National Institute for the Blind used the phrase 'safe space within shared space', but all travel was dangerous. Safety was a comparative notion. Safety could not be the dominant force behind creating a travel system as there would always be a residue of risks that could not be engineered away. There were no safe spaces in the public realm for blind and partially sighted people given that other pedestrians, cyclists and 'clutter' were around. Some of the 'clutter' was unavoidable and a lot of it was not in the realm of local authorities to remove. There was therefore a need to ensure that people knew how to safely navigate and negotiate their way around public spaces.

The management of shared space, rather than the creation of 'safe space' was the most important thing. There needed to be a reasonable and realistic framework for accommodating multiple user needs. The aim of the work done on Kensington High Street was to increase inclusiveness, and to that end some wheelchair users had been aided, even though other

users may feel that the developments had not been so positive.

The Borough Council was keen to work with all groups in a 'bottom up' way.

More information on the Kensington High Street project could be found on the Council's website: http://www.rbkc.gov.uk/EnvironmentalServices/general/hsk_intro.asp

Question and Answer session (all 3 speakers)

Q: How many blind, partially-sighted and deaf people were "meaningfully consulted" prior to the redevelopment of Kensington High Street?

DM: What does "meaningfully consulted with" mean? It wasn't a radical scheme, and it hadn't been felt that there'd be widespread or sustained interest. The council consulted 'Accident Disabled Kensington and Chelsea', a lively local interest group, but didn't have a wide programme of consultation.

The new guard rail on the staggered crossing was trialled by blind people. Trials of the tactile surfaces revealed that the original stud profile was uncomfortable for wheelchair users, so this was changed, even though the original is the type used in the Royal Parks.

The DfT's mobility unit were negative and unhelpful; they were only concerned about checking the scheme's conformity with guidelines.

SS: The council was to be commended for trying things on a small scale and being prepared to alter aspects that didn't work before rolling them out on a grand scale.

DM: The government at all levels is very bad at learning by doing and the council was keen not to make the same error.

Q: Not all wheelchairs are the same. A heavy, powered chair can be more difficult to manoeuvre up a chamfered kerb than a manual chair.

SS: The equipment issued to people is often unsuitable and a lot of mobility equipment is not designed to meet users' needs.

Q: Was there much party political conflict over the plans to redevelop Kensington High Street?

DM: There wasn't a party dividing line, although the transport officers didn't want to remove the central guide-rail because of concerns of liability, even though there isn't any legislation requiring guide-

rails. Transport officers are more used to being asked to implement mandatory designs rather than to look at broader options. The two objectors to the plans were both engineers: one Conservative, one Labour.

Q: How do wheelchair users get from a flat surface onto a bus?

DM: Kensington High Street has kerbs on both sides all the way along. These are slightly higher than traditional London kerbs and give access to buses.

Q: Training for using tactile surfaces is not always sufficient. Many users haven't been provided with up-to-date information. Road builders don't always put tactile surfaces in the correct places.

DM: The borough council used high quality York stone and granite kerbs and they've found that builders take pride in doing a good job when they are provided with high quality materials. Local authorities that don't insist on high standards of work should be criticised.

SS: The Guide Dogs Association is working to address the problems with training people in using tactile surfaces.

Q/statement: Shared space needs to be developed in consultation with a range of groups and when a big new scheme is planned you can't just try and test. Involvement means ownership of shared space.

Q: Is the borough council using Kensington High Street as a 'laboratory' for collecting statistics?

DM: No, because more changes are being planned.

Q: What is happening to Exhibition Road?

DM: Engineers from Imperial College have been commissioned to do before and after monitoring. Consultation and involvement doesn't mean that everyone will get what they want, but the aim is to minimise unhappiness. There's a need to recognise trade-offs are required, but it's not about asking some groups to fit in with what's best for others.

Q: How did you persuade Councillors to accept the liabilities that the Council's officers were concerned about?

DM: The actual problem was restraining them from immediate action and insisting that all the issues were fully debated.

Q (a former access and disability officer for Kensington and Chelsea Borough Council): Since she

left her post her concerns have still not been addressed.

DM: Agreed to look at these concerns in person.

Q: The PAMELA project is looking at kerbs and upstands of 30mm, but the DfT guidance is for a minimum of 25mm. Why the discrepancy?

SS: The RNIB research is looking at solutions from other European countries to see whether they may be suitable. The 25mm minimum is not based on scientific assessment.

Q: How do guide-dogs cope with shared surfaces?

SS: Dogs are trained to go in straight lines where possible and to stop at kerbs, so new developments do impact on guide-dog training. There are issues about how the dogs can adapt. The dogs aren't decision makers! They are also monochromatic and so coloured surfaces instead of raised edges aren't helpful to them. There are currently 4700 guide-dogs in service with more dogs in training. Training is done at district and local levels so there is a big issue for the Guide Dogs Association to update training to ensure that it suits the needs of users.

Q: Concerned about the extent to which the focus is on safety rather than the inclusion or exclusion of particular users and of their perceptions of safety.

DM: Safety itself only becomes an issue once you've addressed perceptions and looked at issues of inclusiveness: what attracts people to use a particular area. Safety is unattainable; a highly elusive concept. There is a more practical issue of navigability.

Seminar: Transport planning tools

A seminar on transport planning tools was held at DfT HQ, Great Minster House, on Wednesday, 14 November 2007. Les Coupe and Ian Coles gave presentations on the software packages ACCESSION and TRICS. My thanks to Richard Butchart for the following lightly edited account of the proceedings.

Les Coupe, Senior Transport Planner from Hampshire County Council, talked about the ACCESSION package from a user's perspective, not a technical appreciation.

The raison d'être of ACCESSION grew out of the increasing interest in social exclusion. It was realised that some elements of the population were disadvantaged by poor access to services and facilities such as schools, jobs and health facilities. Transport was a key element in this and access had to be judged

by the entire journey chain, not just the timing of the main mode. Even so, transport was not the only consideration as the problems of disability and wheel chair users also needed thought. Poor access for whatever reason meant prevention of activity, with public transport not always available in a convenient and useful way and walking and cycling not always the answer.

Local government was asked to provide accessibility plans to reduce barriers. ACCESSION was commissioned in 2001 from MVA to provide a tool to help develop such plans. With a single tool, it would provide a consistency of approach with one free copy provided to each local authority. Though it was not mandatory, its use was strongly recommended. ACCESSION has a GIS-based model with a large data requirement. Advances in technology have made it possible to implement such a model on a normal desktop PC even though the time taken for the very largest problems can be excessive. As a tool for transport analysis, it has proved to have a wider market particularly for land use/new developments and the planning of public transport operations.

The output is in the form of tables and maps so that barriers can easily be identified. Overlaying with socioeconomic data can provide a different perspective. The model incorporates the whole journey chain and takes account of one way streets. Essentially, it is easy for planners to use the tool. Wizards are provided to help in setting up the system but the data demands are large. Data sets needed are

- Origins – journey start from identified houses, OS coordinates, post code or new development sites
- Destinations – these have attractiveness attributes, OS coordinates, specific schools, town centres, new developments
- Public transport data – stops, timetables. Size means one week in October has been chosen as representative. The data can be updated.
- Mapping of roads from OS in GIS format

Other parameters to be set are maximum walking time either crow fly or based on network. Average network to crow fly factor is 1.2. While the system produces maps, it is better to export the data to a specialist GIS system such as MAPINFO. Additionally, MOSAIC data can be used to identify areas of very specific needs. There are of course

some anomalies such as walking access to roads other than motorways. More important limitations are:

- All walking routes are assumed to be available to all users
- No inclusion of perceptions about safety
- Perfect public transport, no congestion
- High quality public transport routes ignored
- Patients referred to hospitals other than the closest one
- Affordability of public transport not considered
- MOSAIC use for car ownership, but not all family members have equal access to family car
- Problems in understanding public transport timetables

Given the importance of ACCESSION to local authorities, a questionnaire was launched in May 2006 to explore experience with the system in use. Responses were received from 40 out of 85 local authorities to which the questionnaire had been sent. The biggest problem reported was with the crashing of the software and the need for specialist assistance in setting up the system. Other problems were:

- Obtaining the datasets
- Lack of confidence in the results, particularly on completeness and positioning of the destinations
- Windows limitation on number of files allowed – no warnings, lack of knowledge
- ACCESSION mapping facilities were poor – need to export to specialist GIS program
- Need for indices of multiple accessibility for a range of different destinations

Half the survey respondent had made no use of the Helpdesk. Where they had, 10% of the problems raised had remained unresolved.

However, ACCESSION was well used by local authorities with two out of three finding uses outside the DfT core requirement such as land use planning. While the DfT's aims had been met (all but one user was satisfied) more than half had felt compelled to use ACCESSION. Only a quarter had used such software before.

Looking to the future, Les felt that development of the system was required. Issues involved were:

- Development of the model to remove the 2MB limit on the Access database and the 1,100 Windows file limit
- Publicity – on sourcing data and on MVA's ACCESSION forum
- Training
- Feedback on good practice

A lively discussion session followed in which Les responded to a number of problems raised. He did not think there was any respondent bias in the sample. There was some exploration of the waiting time and frequency for public transport and how this was handled or not handled. He also explained that destinations outside the area covered by the analysis could be included: for example, Hampshire included Salisbury for some analyses. Finally, John Dickson-Simpson asked what Les had learned that he did not already know. Les responded by saying that ACCESSION gave a good strategic overview but was of limited use at a very local level. It was a good tool for public transport operators.

* * *

Ian Coles, TRICS manager at JMP Consulting, then gave an introduction to the use of TRICS. First he outlined how the system was currently changing from a PC based system to a fully internet based one. In December 2007 both a new PC version and an internet version would be released but this would be the last PC version. Future development would be internet based only. There were many changes and new features.

Moving on to the presentation of the system, there were now 110 land use categories with 5000 surveys for analysis. As an example, Ian illustrated the system with the superstore category, showing a full list of the surveys available. The introductory screen for superstores had the main parameters for the calculations such as floor area, parking spaces, employees, etc. There was also an indication of whether this was a vehicle or multimodal survey.

The screen looking at the superstore hinterland provided details of population, car ownership, etc. There was also a comments section to include details of access by bus and train and whether there were design features for non-car access. There was also a picture of the site and links to maps.

The development details screen provided information on size, hours of opening, employment and distance

to nearest equivalent, but all this will depend on the category of site.

For the parking screen for newer surveys, there were details of on site/off site parking, including goods vehicle facilities with details such as charges, enforcement and whether surface or high rise. Included in the surveys were controlled parking zones which were important for some site types such as schools.

Finally, Ian showed us the survey counts showing the hourly counts of vehicle entering and leaving and showing the current accumulation. There was a breakdown by vehicle type. The survey type, i.e. manual or automatic counters, though the latter were now being abandoned. Taxis had recently been introduced as a further vehicle type.

Ian then moved on to show the operation of the system to provide useful output. Filtering was a key issue, making sure that only relevant and relatively recent surveys were included. It was also necessary to ensure that the specific days required were included and that others were excluded. Once the filtering was complete, it would be possible to evaluate trip rates and adjusted to the size of site under consideration. However, it was also useful to examine the dispersion of the results from the surveys included in the analysis to ensure that no “rogue” surveys had been included. To help users, a Good Practice Guide had been developed and maintained on the system. It has a help section with a list of definitions used in the system. In the estimate section of the system, it was possible with multimodal surveys to produce trips rates for modes other than car.

TRICS was widely used with 300 members. This meant that there was a good budget for development, research and surveys. As a travel planning tool, it was now appearing in the conditions for planning consent that a TRICS survey should be carried out. However, the results could be subject to challenge if the recommendations in the Good Practice Guide were not followed.

Again, a lively discussion followed, producing more information, such as:

- Data could be extracted to an Excel spreadsheet but a reports facility was available
- The surveys were not JMP surveys: they were agreed by the owners and carried out by separate sub-contractors

- On the multimodal surveys, Ian outlined the survey methodologies available including full interviews with all or a sample of visitors
- Cost of membership depends on the type of licence. For a single user, the cost was £2,040 per annum plus a £500 registration fee.

At the conclusion of the seminar, the audience expressed its appreciation of both presentations in the traditional manner.

Statistics shaping Scottish transport policy

I am indebted to John Dickson-Simpson for the following very lightly edited account of the 8th annual Scottish Statistics Seminar of the Transport Research Institute and TSUG held in Napier University, Edinburgh on 23 January 2008.

Assembly of statistics, primarily to shape regional transport policy but actually also guiding environmental matters, was the project described by the transport planning leader for West Scotland, Bruce Kiloh.

His region, embracing 12 councils, is one of seven in the process of revising transport policy in line with a White Paper *Scotland Transport Future* issued in 2006. Eventually the studies by the regions will be combined with two other studies, one for local transport and one for a national strategy.

All the concomitant gatherings of statistics have been obliged to take account of the political desires for eliminating pockets of social exclusion, crime, air pollutants and congestion. These aims are seen relevant to public transport in terms of safety, universal access, service availability, comfort and service reliability – whether bus or train.

A parallel study into the interaction with goods transport is taking place. Estimates of effects on regional commerce from proposals such as freight consolidation points, congestion charging and unloading restrictions have not been completed.

Bruce Kiloh said that constraints on the extent to which the ideals might be achieved were the limitations of working within the existing infrastructure and the challenges of getting land developers to take transport consequences into account – despite the pledge to “partnership working”.

Besides that, his team was trying to get ahead of the environmental requirements in the name of climate

change. As far as raising the appeal and usage of public transport were concerned, Bruce Kiloh said he was urging a standard, multimodal, ticketing system. He suggests, too, that a northern extension of the West Coast main rail line would promote industrial development beyond Glasgow.

* * *

Trends in Scottish road accidents were examined by Frank Dixon, who for a long time has been Scotland's transport statistics stalwart in government (though he will soon be switching his attention to public health matters). He observed that although there had been a quadrupling of cars on the road since the 1950s, accident casualties had halved.

As expected, a greater proportion of travel on motorways has cut risk. Also, contrary to public perception, congestion brings fewer serious injuries, mainly because traffic is slowed. This is reflected in the statistics that showed more improvement in safety on urban roads than on rural roads.

When it came to recording causes of accidents Frank Dixon was not satisfied with the reliability of the statistics. "So many on-the-spot judgments are subjective," he said. Unfortunately subjective priorities might distort eventual political conclusions and there was always the risk of misuse of statistics to justify preconceptions. His caution was magnified, he recalled, when the results came of a trial to place a percentage of reliability on data. Over 70% reliability was expected. The outcome was only 40%.

More work was needed on collection, analysis and weighting of questions and responses, he thought.

Nevertheless, a broad picture of perceived causes of accidents was a start. From 13,109 reported injury accidents the main-cause scores were 3,248 for "driver didn't look properly", 2,260 "loss of control", 1,980 "misjudgment of other road users", 1,696 "carelessness", 1,527 "pedestrian not looking", 1,523 "slippery road", 1,432 "poor turn" and 1,338 "too fast for conditions".

There is continual divergence of severe accident statistics between hospitals and police. There are different interpretations of "severe" and separated descriptions of injuries could bring multiple counting.

A prominent example came in records of injuries to cyclists. Over a recent period in Scotland there were 2,092 injured cyclists according to police records, yet 7,765 hospital admissions. One explanation for the

discrepancy was that hospital treatments of cyclists were not always the results of collisions. Moreover, there could be more than one visit to hospital per injury.

Statistical distortions could arise also from further detailing of accidents after the event because of solicitor pressure in pursuit of claims. It was worth bearing in mind that there was no legal requirement to report minor accidents to the police.

The complication gives scope for confusion. Efforts are being made to improve the quality of statistics by a review in 2008, especially on segregation of "contributing factors". However, he thought that consequent changes would be unlikely to affect national statistics until 2011.



Statistics are like a bikini - what they reveal is suggestive, but what they conceal is vital (Aaron Levenstein)



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Closing date for receipt of applications: 14 March 2008.



In earlier times, they had no statistics, and so they had to fall back on lies (Stephen Leacock)



Dates for your diary

The table below gives details of the proposed outstanding seminars in our 2007/8 season.

18 Mar 2008 14.30-17.00	<i>Transport and health</i> at TfL, 55 Broadway, London, SW1H 0BD. Andy Cope of Sustrans and Stella Goddard of Natural England will be talking on the subject of monitoring and evaluating initiatives to promote health through active travel and green exercise
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15 Apr 2008	<i>Maritime statistics</i> at TfL, 55 Broadway, London, SW1H 0BD
21 May 2008	<i>Transport and the environment</i> at TfL, 55 Broadway, London, SW1H 0BD
18 Jun 2008	<i>Scheme appraisal for walking and cycling schemes</i> at TfL, 55 Broadway, London, SW1H 0BD
15 Jul 2008	<i>Safety (multi-modal)</i> at TfL, 55 Broadway, London, SW1H 0BD

To book for any of these seminars please phone Nina Webster on 020 7027 8340 or e-mail her on <mailto:nina.webster@tube.tfl.gov.uk>.

I would also like to remind you of the following non-TSUG event that could be of interest to members:

Between 4-6 June 2008, the 7th European Congress and Exhibition on ITS (Intelligent Transport Systems) will be held in Geneva, Switzerland. Topics to be discussed will include:

- Sustainability of mobility (environmental, societal and economic impacts)
- Co-modality (personal and freight transport)
- Traffic and transport management (efficiency - in terms of capacity and congestion; safety; and reliability)
- Paying for mobility
 - Overall mobility user invoice
 - Using ITS to pay for mobility
 - Financing ITS services
- Case studies in Switzerland and Alpine Regions

The preliminary programme will be circulated in April. For registration, fees and other information visit the Congress website at: www.itsineurope.com



Next newsletter

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Appendix: Future statistical publications

A schedule of publications to be produced during the next six months by Transport Statistics, DfT, is given below. It includes some significant changes to the schedule published in the November 2007 newsletter, including the amalgamation, with some delay, of Sea Passenger Statistics and Provisional Port Statistics, and the apparent loss of Vehicle Speeds in Great Britain 2007. Some other publications are also delayed.

13 Mar Personal Travel factsheet

An ad-hoc release. For further information email national.travelsurvey@dft.gsi.gov.uk

13 Mar Bus and Light Rail Statistics: Oct-Dec 2007

A quarterly bulletin. (internet only). For further information email bus.statistics@dft.gsi.gov.uk

13 Mar Public awareness of bus concessionary fares (internet only)

For further information email attitudes.stats@dft.gsi.gov.uk

20 Mar Domestic Waterborne Freight Benchmark Report 2007

An occasional report. (internet only). For further information email maritime.stats@dft.gsi.gov.uk

8 May Traffic in Great Britain: Provisional Estimates Q1 2008

A quarterly bulletin (internet only). For further information email roadtraff.stats@dft.gsi.gov.uk

22 May Road Goods Vehicles Travelling to Mainland Europe: 2007

An annual bulletin (internet only, including 3rd and 4th quarters of 2007), and provisional estimates Q1 2008. For further information email roadfreight.stats@dft.gsi.gov.uk

29 May Provisional Port Statistics and Sea Passenger Statistics: 2007

An annual bulletin. (internet only). For further information email maritime.stats@dft.gsi.gov.uk

May P Vehicle Licensing Statistics: 2007

An annual bulletin. For further information email vehicles.stats@dft.gsi.gov.uk

19 Jun Bus and Light Rail Statistics: Jan-Mar 2008

A quarterly bulletin (internet only). For further information email bus.statistics@dft.gsi.gov.uk

26 Jun Road Casualties in Great Britain: Main Results: 2007

An annual bulletin (includes final figures for RCGB Q4 2007). For further information email roadacc.stats@dft.gsi.gov.uk

Jun P UK Seafarer Statistics: 2007

An annual report. For further information email maritime.stats@dft.gsi.gov.uk

Jun P Road Conditions in England: 2007 (previously called NRMCS)

An annual bulletin. For further information email roadmaintenance.stats@dft.gsi.gov.uk

Jul P Road Freight Statistics: 2008 Edition

An annual bulletin. For further information email roadfreight.stats@dft.gsi.gov.uk

Jul P Road Statistics 2007: Traffic, Speeds and Congestion

An annual bulletin. For further information email roadtraff.stats@dft.gsi.gov.uk

7 Aug Road Casualties in Great Britain: Provisional Estimates: Q1 2008

A quarterly bulletin (internet only). For further information email roadacc.stats@dft.gsi.gov.uk

7 Aug Traffic in Great Britain: Provisional Estimates Q2 2008

A quarterly bulletin (internet only). For further information email roadtraff.stats@dft.gsi.gov.uk

28 Aug Road Goods Vehicles Travelling to Mainland Europe: Provisional Estimates Q2 2008

A quarterly statistical release (internet only). For further information email roadfreight.stats@dft.gsi.gov.uk

Aug P National Travel Survey: 2007

An annual bulletin. For further information email national.travelsurvey@dft.gsi.gov.uk

* * *

Below is a schedule of publications to be produced over the next six months by the Scottish Government.

Apr 2008 SHS Travel Diary results for 2005 and 2006

Travel by adults - e.g. purpose, means of transport, distance, duration, time of day and day of week,

drivers' experience of congestion, parking arrangements

Jun 2008 *Key 2007 Road Accident Statistics*

Provisional numbers of accidents and casualties by severity, casualties by type of road, and child casualties, including recent trends.

Aug 2008 *Main Transport Trends 2008*

Topics include motor vehicles licensed, road traffic and casualties; bus, rail and air passengers; and road, rail and water freight. It shows trends for Scotland

For more information about any of these publications please contact Scottish Executive Transport Statistics Branch on 0131 244 7256.



Finally, below is the schedule of publications over the next two months by the National Assembly for Wales

21 Feb: Walking and Cycling Trends, 2005-06

28 Feb: Motorcycle User Casualties, 2006

28 Feb: Public Transport Use, 2005-06

18 Mar: Welsh Transport Statistics 2007 - Chapter 2: Licensing and Vehicle Ownership

18 Mar: Welsh Transport Statistics 2007 - Chapter 6: Personal Travel