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1. Editorial

Welcome to the 'Spring' edition of the Transport Statistics Users Group newsletter. As you may already be aware, I have been appointed the new editor following the recent retirement of James Woods. For the time being I have agreed to produce 4 newsletters, one each quarter to coincide with the new season. You may look forward to the 'Summer' edition on June 30th, 'Autumn' September 30th and 'Winter' 31st December.

There will be a few changes, but any comments and suggestions from the readership would be appreciated, may I also encourage members to submit articles of your own.

Since July 2005 I have worked for Hampshire County Council, my current post is Team Leader Transport Research and Intelligence. This involves the collection and analysis of all transport data required to develop transport policies, programmes and projects. My team also monitors Local Transport Plan targets, Local Area Agreement National Indicators and carries out 'before' and 'after' studies. Prior to Hampshire I worked at the Transport Research Laboratory. I studied for a PhD at the Transport Research Group, University of Southampton. The title of my thesis was 'The Role of Motorcycling in the Twenty First Century'. This investigated the costs and benefits of motorcycle use to determine what, if any, role they can play in the UK's transport strategy. I am married with a 13 year old daughter, in my spare time I enjoy running and cycling, producing music and following Aston Villa Football Club - albeit too often from my armchair!

In recent weeks the media has been busy discussing the forthcoming general election, the only thing the opinion polls seem agree on is that no one can predict the outcome with any great certainty. But no matter who holds the keys to Number 10, the development of High Speed 2 looks set to go ahead. Earlier this month the Government announced it would begin full consultation on the route and has asked HS2 Ltd to begin detailed work on options for equivalent lines from the West Midlands to Manchester, and to Leeds via the East Midlands and South Yorkshire. The most notable difference in policy between the political parties comes from the Liberal Democrats who it is reported propose to introduce a new lorry road user pricing scheme to help fund it. The party least likely to introduce road pricing for all are the Conservatives, their approach towards achieving a modal shift in favour of more sustainable modes is more attractive and affordable alternatives; Labour meanwhile has no immediate plans to introduce a national road pricing scheme.

Have a great Easter break,

Regards
Alan Tilly

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2. Road Casualties Great Britain 2008

Last September the Department for Transport published the statistical report 'Reported Road Casualties Great Britain 2008: Annual Report'. This reported that in 2008 there were a total of 230,905 reported casualties of all severities, this was 7% lower than in 2007. A total of 2,538 people were killed, a figure 14% lower than in 2007. There were 26,034 people seriously injured, a reduction of 6%.

The number of fatalities fell for almost all types of road user. There was a fall of 12% for car occupants, 11% for pedestrians, 16% for motorcyclists and 15% for pedal cyclists. These results suggest that the Government's target outlined in Tomorrows Roads Safer for Everyone (Department for Transport, 2000) is likely to be achieved. The target being by 2010 to achieve, compared with the average for 1994-98, a 40% reduction in the number of people killed or seriously injured in accidents reported to the police; a 50% reduction in the number of children killed or seriously injured; and a 10% reduction in the slight casualty rate.

Compared with the 1994-98 average baseline, in 2008:

- The number of reported killed or seriously injured casualties was 40% lower;
- The number of children killed or seriously injured was 59% lower; and
- The slight casualty rate was 36% cent lower.
- During the same period overall traffic rose by an estimated 16%.

Drink driving and speeding remains a road safety problem. In 2008, it was estimated that 13,020 reported casualties occurred when someone was driving whilst over the legal alcohol limit. This represents 6% of all casualties. The provisional number of people estimated to have been killed in drink drive accidents was 430, this represents 17% cent of all road fatalities. Fourteen percent of accidents had a speed related contributory factor reported, either exceeding the speed limit or travelling too fast for conditions. This rose to 24% for fatal accidents, accounting for 25% of all road deaths. Twenty three per cent of fatalities in these accidents were motorcyclists.

3. National Travel Survey 2008

The recently published National Travel Survey (Department for Transport, 2009) reports that the average distance travelled per person per year has remained relatively stable over the last ten years at around 7,100 miles, but declined slightly in 2008. Between 1995/97 and 2005 the proportion of households in Great

Britain without access to a car fell from 30% to 25% while the proportion with two or more cars increased from 25% to 32%. Since 1995/97, the proportion of men with a full driving license has remained relatively stable, at around 81% but it has continued to increase among women, from 57% to 65% in 2008. License holding also continued to grow among older people.

Trips by car (driver and passenger) accounted for 63% of all trips made and almost 80% of distance travelled. Between 1995/1997 and 2008 the average distance travelled by local bus outside London increased by 8% while the distance travelled by bus in London increased by 61%. Over the same period, the average distance travelled by surface rail increased by 54%, accounting for 8% of all distance travelled in 2008. In 2008 commuting and business trips accounted for 19% of all trips made, and represented 28% of all distance travelled.

On average, women make more trips than men, but men travel much further each year. However the gap is narrowing. Since 1996 the average distance travelled as a car driver has fallen by around 10% among men but has increased by over 20% among women. Just under half of primary school children walked to school in 2008, with a further 43% of children being driven to school. For secondary school children, two fifths of pupils travelled on foot, while a fifth travelled by car and a further fifth used local bus services.

In 2008, 51% of households in the lowest income quintile had no car compared with 11% in the highest income quintile. However, the gap in car availability between high and low income households is narrowing as car ownership increases among lower income households. Overall, 4% of people who were employed said they always worked from home, and a further 16% said it was possible for them to work from home.

4. Congestion

The Department for Transport publishes a variety of data on traffic and congestion in the UK. Data on congestion on inter-urban roads (all motorways and trunk 'A' roads managed by the Highways Agency) in England is published monthly. The indicator used to monitor reliability is the average delay in minutes per 10 miles experienced on the slowest 10% of journeys for each monitored route. Provisional figures for the year ending July 2009 show that average vehicle delay on the slowest 10% of journeys fell to 3.43 from 3.90 minutes per 10 miles since the baseline year ending March 2008, a decrease of 11.9%. However, there are signs that the reduction has bottomed out, with the shortest delay having been in May (3.39 minutes per 10 miles).

The Department for Transport also produces quarterly traffic bulletins. The latest 2009 bulletin is for quarter two and covers road traffic in Great Britain, inter-urban congestion and congestion in the 10 major urban areas in England. The bulletin shows that between the second quarters of 2008 and 2009:-

- All motor traffic fell by 1.3%
- Car traffic decreased by 1%
- Light van traffic was unchanged
- Heavy goods vehicle traffic decreased by 9%
- Traffic on motorways decreased by 1%
- Traffic on rural 'A' roads decreased by 1%
- Traffic on urban 'A' roads decreased by 1%
- Traffic on minor rural roads was unchanged
- Traffic on minor urban roads decreased by 3%

Across the major ten urban areas, the average vehicle journey time per mile was 3 minutes 18 seconds in the quarter ending May 2009. This is 5% less than the quarter ending May 2008, meaning some journeys have become quicker over the period.

Monitoring average vehicle delay on inter-urban roads across England over the period September 2006 to date shows that average vehicle delay peaked in July 2007 at 4 minutes 11 seconds. Since that time there has been an uninterrupted decrease in average vehicle delay until June this year. The figure for July 2009, increased to 3 minutes 26 seconds.

The National Travel Survey is a continuous survey on personal travel providing the Department for Transport with data to answer a variety of policy and transport research questions. The latest results were collected in 2008. Across England, the average number of car trips per person per year rose in 2008 to 410, from 408 in 2007. However, the average distance travelled by car fell from 3,641 miles per person per year in 2007 to 3,494 in 2008. The average car driver trip length fell in 2008 to 8.5 miles from a peak of 8.9 in 2007 (4.5%). The data combined suggests that people are making more shorter distance trips.

5. Road transport forecasts in England 2008

The latest road traffic forecasts released by the Department for Transport (DfT) and based on the National Travel Model 2008 predict a short-term fall in traffic in England as the current economic recession takes

effect. However, the government foresees traffic growth resuming in the longer term, with congestion actually forecast to become more severe than previously anticipated. Taking 2003 as the base year, traffic in England (measured in vehicle kms) is forecast to rise by 4% by 2010, 17% by 2015 and 32% by 2025. Associated with this, the latest forecasts for congestion (measured by lost time/km) are predicted to rise by 1%, 17% and 37% over the same time periods. This is because the new demographic and land use planning assumptions are based on forecast that the population to be much more concentrated in urban areas where congestion is more prevalent. The table below summaries these key central forecasts.

England, Forecast change compared to 2003	Year	Traffic (vehicle km)	Congestion (lost time/km)	Journey time (time/km)
Central Forecast	2010	4%	1%	0%
	2015	17%	17%	3%
	2025	32%	37%	6%

Source: National Transport Model

Retrieved from <http://www.dft.gov.uk/pgr/economics/ntm/roadtransportforecasts08/rtf08.pdf> 11 March 2010

6. Fuel consumption by mode

Changes in the overall amount of petroleum (petrol, diesel, marine and aviation fuels) purchased in the United Kingdom and consumed by transport are affected by a number of factors. These include the mode of travel, the fuel efficiency of vehicles and the type of fuel used. Petroleum consumption by transport has increased by 61 per cent between 1980 and 2008 from 36 to 57 million tonnes of oil equivalent. Road transport accounted for most of the increase during the 1980s, but its consumption has been fairly stable since then despite continued growth in traffic, reflecting an improvement in fuel efficiency of vehicles. Between 1997 and 2008, the fuel consumption for new petrol cars improved from 8.28 to 6.93 litres per 100 kilometres, while new diesel cars have improved from 7.10 to 5.97 litres.

The majority of the increase in petroleum consumed by transport since the 1990s was accounted for by aviation, up from about 7 to 13 million tonnes (1990 to 2008) of oil equivalent. Aviation (both international and domestic flights) now accounts for 23 per cent of all petroleum consumed by transport compared with

15 per cent in 1980. There had been a steady decline in the amount of petroleum consumed by rail transport until 1996, it has been slowly rising since then. However, rail accounts for only 1.3 per cent of all petroleum consumed by transport. Since 1980 there has been an increase in the share of rail transport powered by electricity.

Retrieved from <http://www.dft.gov.uk/adobepdf/162469/221412/190425/220778/trends2009.pdf> 25 February 2010

7. Price of unleaded petrol and diesel

In January 2010 average UK unleaded petrol prices, including taxes, were the ninth highest in the EU at 111.5 pence per litre when presented in a common currency basis. The highest price was in the Netherlands, at 126.4 pence per litre, whilst the lowest price was in Cyprus at 81.1 pence per litre.

Average UK diesel prices including taxes in January 2010 were the highest within the EU at 113.3 pence per litre, whilst the lowest price was in Cyprus at 76.3 pence per litre. The high UK diesel price is mainly due to the taxes levied, which formed 64 per cent of the total price for diesel in January 2010, compared to a range of 43 to 58 per cent in the rest of the EU. The UK VAT rate for ULSP and ULSD has risen from 15% to 17.5% from 1 January 2010.

Retrieved from <http://www.decc.gov.uk/en/content/cms/statistics/source/prices/prices.aspx> 25 February 2010

8. Low Carbon Van Survey 2009

Last summer, the Department for Transport undertook a questionnaire survey concerning the use of low carbon vans. Questionnaires were sent to both owners of low carbon vans and owners of non low carbon vans. The survey asked owners about the reasons for buying and not buying low carbon vans, and incentives which might persuade them to purchase low carbon vans in the future.

The survey found that 65 per cent of owners of non low carbon vans were aware of the availability of low carbon vans. The main reason for not purchasing a low carbon van was reported as being 'purchase costs'. This was reported by 68 per cent of respondents. Respondents were asked about what would encourage them to purchase low carbon vans, scoring various incentives out of 10. The top ranked answers for existing owners of low carbon vans were:

- reduced operating costs (average score 9.1 out of 10)
- environmental concerns (8.2)

For owners of non low carbon vans the main incentives were:

- reduced purchase costs (9.1)
- reduced operating costs (9.0)
- performance, e.g. improved carrying capacity, improved reliability including battery life (8.6)

45 per cent of the low carbon vans were used for the primary activity of the carriage of equipment, which compared to 52 per cent for all vans. However the percentage used for delivery and collection of goods is higher than for all vans, 34 per cent for low carbon vans compared to 21 per cent. There is no difference in the weekly distance travelled by low carbon vans compared to all vans.

Retrieved from <http://www.dft.gov.uk/pgr/statistics/datatablespublications/freight/lowcarbonvan> 11 March 2010

9. Sea Passenger Statistics 2009

The Government has published National Statistics on the UK international and domestic short sea passenger statistics for 2009, based on returns to the Department for Transport, according to the arrangements approved by the UK Statistics Authority.

During 2009 there were 21.6 million international short sea passenger journeys to and from the UK, this figure was 5% lower than in 2008. Dover, the largest UK ferry port, handled 13.1 million journeys, again 5% lower than in 2008. Portsmouth experienced a 2% growth in the number of ferry passengers rising to 2.1 million, by contrast the number of ferry passengers using Holyhead fell by 3% to 1.9 million. For comparison there were also 17 million passenger journeys through the Channel Tunnel, 4 per cent lower than 2008.

There were 3.4 million domestic passenger journeys (passengers travelling between mainland Great Britain and Northern Ireland, the Isle of Man, the Channel Islands and Orkney & Shetland), almost identical to the 2008 figure.

Over the last 10 years, 1999-2009, international short sea passenger journeys to and from the UK fell by 9.8 million a fall of 31 per cent. Journeys through Dover fell by 5.3 million or 29%. Similarly Channel Tunnel passenger numbers also decreased falling by 1.5 million, a 8% reduction. Published on 11 February 2010 by Transport Statistics

10. Rail and Freight Key results: 2008-09 on 2007-08

According to the National Rail Trends Year Book 2008-09 (Office of Rail Regulation) total passenger kilometres for franchised operated services in 2008/09 were 50.7 billion, this represents an increase of 3.4% on 2007/08. This is less than the 6.0% between 2006/07 and 2007/08. Similarly total passenger journeys for franchised operated services increased by 3.4% from 1.23 billion in 2007/08 to 1.27 billion in 2008/09. Again the rate of growth appears to be slowing, there was a 6.9% increase from 2006/07 to 2007/08. Total passenger revenue for franchised operated services increased from £5.6 billion to £6.0 billion in 2008-09 representing an 8.1% increase on 2007/08; the increase from 2006/07 to 2007/08 was 10.8%. Timetabled train kilometres for franchised operated services increased by 4.2% in 2008/09, these figure indicate that rail use continues to rise but the rate of growth is starting to fall. The total amount of freight moved for 2008-09 was 20.63 billion net tonne kilometres, a 2.6% decrease compared to 2007-08. This is the second consecutive year that total freight moved has fallen. Total freight moved is at its lowest level since 2004-05.

The spring 2009 wave of the National Passenger Survey reported that nationally the percentage of passengers satisfied with their journey in spring 2009 was 81%, an increase of 1% compared to spring 2008. London was the origin or destination point for around half of all rail journeys in Great Britain; 35.6% of all rail journeys in Great Britain were within London.

11. Seat belt and mobile phone use surveys: 2009 results

The Department for Transport has commissioned regular surveys of seat belt wearing in England since 1988. Surveys take place at 32 sites in two areas centred on Nottingham and Crowthorne. They are undertaken during daylight hours, and involve survey staff located at signal controlled junctions making observations about seat belt and child restraint use by vehicle occupants. In October and November 2009 surveys were carried out to determine estimates of seat belt wearing rates and mobile phone use by drivers in England. It found that the proportion of car drivers observed wearing seat belts has not changed since the 2008 survey, remaining at 95 per cent in 2009. The proportion of car front seat passengers observed wearing seat belts or child restraints has decreased slightly from 96 per cent in 2008 to 95 per cent in 2009. The proportion of car rear seat passengers observed wearing seat belts or child restraints has risen to 89 per cent in 2009 from 88 per cent in 2008.

The results from the mobile phone use survey found that since the last survey in September 2008 the proportion of drivers observed using hand-held mobile phones whilst driving increased from 1.1 per cent to 1.4 per cent for car drivers and from 2.2 per cent to 2.6 per cent for van and lorry drivers.

Similarly there was an increase in the number of drivers who appear to be using hands free mobile phones; from 0.5 per cent to 1.4 per cent for car drivers and from 1.1 per cent to 2.4 per cent for van and lorry drivers was observed in the same period.

Retrieved from <http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/seatbeltmobile> 10 March 2010

12. Drink driving over the Christmas holiday

According to figures published by the Association of Chief Police Officers, 223,423 drivers were breathalysed during the Christmas period 2009. Of these 7,638 drivers were arrested for being over the legal limit of having more than 80mg of alcohol per 100ml of blood. This figure is 16.51% lower than the previous year, Christmas 2008. In all 3% of all drivers tested were over the limit, but the percentage rose to 4% for drivers under the age of 25, and to 7% for drivers involved in an accident. Retrieved from

<http://www.rospa.com/safetyconnections/issues/036.htm> 3 February 2010

13. Railway casualties 1st April to 30th September 2009

RSSB is a not-for-profit company owned by major railway industry stakeholders. Established in April 2003, its primary objective is to facilitate the railway industry's work to achieve continuous improvement in the health and safety performance of the railways in Great Britain, and thus to facilitate the reduction of risk to passengers, employees and the affected public. The RSSB's half-year Safety Performance Report for the financial year 2009/10, covering 1 April to 30 September 2009 reported that there were no passenger or workforce fatalities during the first half-year. The provisional number of suicides was 99 compared to 105 recorded for the same period last year. There were ten public fatalities not related to trespass or suicide. Nine of these fatalities occurred at level crossings and one was a fall between train and platform. Five of the level crossing fatalities were pedestrians and four were road vehicle occupants, three of whom were fatally injured in the same accident. The number of derailments rose from six to ten.

14. Motorcycle sales

According to the latest figures published by the Motorcycle Industry Association, 7,020 new motorcycles were registered in August 2009. This figure is almost a third lower (-30.5%) than the number registered in August 2008. The fall in registrations was greatest amongst motorcycles with smaller engines. Comparing the number of moped scooters registered in August 2008 to August 2009 shows a 39.6% fall. Over the same time period the number of motorcycles with an engine capacity 651 to 1000cc fell by just 24.7%. It is estimated that there are 1.6 million motorcycles registered in the UK.

15. Survey of foreign road goods vehicles United Kingdom 2009 - Provisional unweighted results

Department for Transport has undertaken a survey of the activity of foreign-registered heavy goods vehicles (HGV) in the United Kingdom during the period May to August 2009. Provisional unweighted results show that foreign-registered vehicles stayed in the UK for an average of 45 hours and only 15 per cent stay longer than 72 hours. The average length of trip for foreign-registered vehicles is 660 kilometers and 14 per cent travel more than 1,000 kilometers. Five per cent of sampled vehicles had carried out cabotage, i.e. carried goods on a wholly domestic trip within the UK. The average foreign registered HGV enters the UK with just under 800 litres of fuel and only 3 per cent of those surveyed purchased fuel in the UK. Those that did purchase fuel bought an average of approximately 300 litres per trip. The mean maximum gross vehicle weight of vehicles leaving the UK was 40 tonnes and 91 per cent of vehicles had a maximum gross vehicle weight of at least 40 tonnes.

Retrieved from <http://www.dft.gov.uk/pgr/statistics/datatablespublications/freight/foreignvehicle/> 19 March 2010

16. Discarded rubbish on the M25

The Highways Agency will be campaigning this Easter to raise awareness of the dangers of discarding food wrappers and other rubbish on the M25 - Europe's busiest motorway and the major A roads that connect with it, such as the M1, M2, A3 and A13. Special bags carrying the campaign's slogan, Bag It! Bin It!, will be handed out to drivers at four service stations around the M25, encouraging them to take their litter home with them, instead of dropping it on the road. So far this month, enough rubbish to fill 5,000 bin liners has

been collected from the M25 by the Highways Agency – that's 43 bags a mile. As well as being unsightly and bad for the environment it can block drains and lead to localised flooding increase the risk of a collision. The Highways Agency collect around 700,000 bagfuls of rubbish from our motorways and major A roads every year. In 2008, abandoned litter on the M25 filled 45,000 bags.

17. Seminar Round Up

i) January 2010 seminar: Reviving Local Railways

An audience of more than 30 attended the seminar 'Reviving Local Railways' held in London at the Transport for London offices in January. The seminar was introduced and chaired by TSUG Member John Cartledge, who referred to the efforts made in recent years to increase the use of local railways, and to renewed interest in the possibility of expanding the local rail network.

The first speaker was Neil Buxton, the Director of the Association of Community Rail Partnerships (ACORP). He explained the role of ACORP in bringing together some 60 community partnerships and other volunteer groups formed to support the development of local rail services and stations. In a well-illustrated talk, he reviewed the wide range of initiatives taken by these groups to promote and encourage the use of local railways, including working with schools, adopting stations, and improving publicity and information about both the railway services themselves and the local attractions they serve. Neil referred to the results achieved by these initiatives, quoting an average growth in patronage on rural and local lines of 3% above that being achieved on the rail network as a whole. He also quoted research for ACORP which had shown that a Benefit to Cost Ratio of 4.6 to 1 could be achieved through the activities of Community Rail Partnerships, even before taking into account the wider social benefits of sustaining local communities. In answer to questions, he suggested that the British concept of volunteering was a major factor in efforts to sustain and develop local railways, and one which others in Europe were only now beginning to recognise. He also argued strongly for continued integration of local railways into the national rail framework, rather than their separation from it; referring to the economies of scale from infrastructure management by Network Rail and the integration of local services into rail franchises.

The second talk was given by Chris Austin and Ben Condry from the Association of Train Operating Companies (ATOC). They described the work they had conducted to assess the potential for creating new

links to places which currently have no direct rail connections, which had led to the recent report on 'Connecting Communities published by ATOC. They emphasised that key to their work was adopting a consistent approach to analysis. They had started by identifying all places with a population of more than 15,000 which did not have immediate or very easy access to the rail network. This list was then whittled down to 70 places by eliminating those which site visits showed would be very difficult and expensive to connect physically with the existing network. Ultimately, they had carried out a preliminary business case evaluation of some 35 schemes. Ben illustrated the evaluation undertaken by reference to providing a link from Cranleigh to Guildford, one of 14 schemes which showed a positive Benefit to Cost Ratio on the basis of indicative cost and revenue estimates. The speakers emphasised that the report had been published with a view to stimulating further interest, particularly amongst local authorities. In answer to questions, they indicated that rolling stock requirements could often be minimised by integrating services on new lines with existing services. They highlighted that the report had also addressed the need to look further at a number of potential new regional links to connect larger places already having rail access, such as the East-West Link between Oxford and Cambridge. Summary by Jock Robertson

ii) Latest developments in statistics in Wales and concessionary fares

TSUG returned to Wales on 19th November 2009 to hold its first seminar there for more than five years. The seminar was organised by TSUG Member Kwaku Opoku-Addo (from Bridgend County Borough Council) and was held at the premises of the Local Government Data Unit in Cardiff. It was introduced by Jock Robertson (Committee Member) and chaired by Kwaku. An appreciative audience heard from three speakers.

Nick Holmes of the Local Government Data Unit began by discussing some of the basic principles of gathering and interpreting statistics, and stressed the importance of those involved having a clear understanding from the outset of why the statistics are needed and what they will be used for. He reviewed some of the key considerations to be addressed in using different sources of published statistics, including the census, government and local surveys, and administrative sources. He was followed by Henry Small, head of transport statistics for the Welsh Assembly Government, who provided an introduction to the process of selecting indicators for future monitoring of the new National Transport Plan for Wales. He discussed the criteria which should be used when selecting indicators, and reviewed the potential relevance of different sources of statistics for monitoring the various outcomes which the Plan seeks to achieve. Finally, the audience heard from Professor Graham Parkhurst of the Centre for Transport and Society at the University of the West of England. He reviewed the work which has been and continues to be undertaken

into the impact of the introduction of national arrangements for concessionary fares for older persons. He discussed the justification for the introduction of such arrangements, presented some of the early findings of surveys into the use of concessionary bus passes, and suggested how far these matched up to the intended policy objectives. He also set out some key questions for the future of concessionary fare arrangements, and suggested the principles which should underpin any reform of the arrangements."

The seminar was deemed to be such a success that a further TSUG seminar is now planned for Cardiff in early June. Dr Nina Williams, Head of Public Health at Swansea NHS, and Henry Small, Head of Transport Statistics at the Welsh Assembly Government will discuss various sources of accident data, and links between accident casualties and deprivation, and Dr Karen Lucas of Oxford University will talk about transport as a welfare tool. For further details, please contact: Kwaku.Opoku-Addo@bridgend.gov.uk

18. Forthcoming Seminars

Date	Seminar	Venue
Wednesday, April 21 st	Helping bus services run on time	The Lecture Theatre, The Royal Statistical Society, 12 Errol Street, London, EC1Y 8LX
Wednesday, April 28 th	10 th Annual Tri-TSUG Scottish Transport Statistics Seminar	Merchiston Campus, Napier University, Edinburgh. Contact Jill Napier 0131 455 2951 j.napier@napier.ac.uk
Wednesday, May 19 th	Transport Statistics: Viewed from Eurostat and UK Statistics Authority	Transport for London, Southwark
Wednesday, June 16 th	Can't get no satisfaction from local surveys	Department for Transport, Westminster
Wednesday, July 14 th	Encouraging Cycling	Transport for London, Southwark

Transport Statistics User Group Web site address <http://www.tsug.org.uk/>

19. Contacts

To book a place at a seminar contact:-

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