TSUG

Transport Statistics Users Group

Monthly Review: May 2019

This month's review shows that both in Florida and in the US nationally, transit ridership was generally on a positive trend between approximately 1995 and 2013. The number of people travelling into Dublin's city centre using bus, train or Luas in the morning peak has reached record levels. High rail mode shares were seen in Austria (up from 11.3% in 2011 to 12.1% in 2016), Hungary (10.2% in 2011, 9.3% in 2016) and the Netherlands (10.5% and 11.0%). In UK, cable theft has increased sharply in the last year with live cable thefts rising by 85%. Combined with non-live cable thefts, which rose by 54% over the same period, the total number of metal thefts in a year has risen from 257 to 453. Austria and Germany are the only countries where at least 20% of respondents use rail for suburban trips at least once a week, although the UK and Luxembourg's figures are 17%. FS achieved a 30% increase in turnover in 2018 to €12.08bn. Net profit grew by 1.3% to €559m. In Montreal, STM saw ridership growth last year, including 3.5% more riders using electronic ticketing and nearly 5% more riders using traditional paper ticketing, From April 2019, Britain's rail companies will be using 'to the minute' train performance data as the primary method to measure punctuality as part of the industry programme of work to improve satisfaction and tackle delays. In Poland, PKP Cargo recorded a net profit of Zloty 184m ($US 48.4m) in 2018, up 125% year-on-year from Zloty 82m in 2017. In Switzerland, SBB reported a record year in 2018, with operating revenue up by 2.2% to SFr 9.6bn and consolidated profit increasing by 42.5% to a record SFr 568.4m. This was achieved in spite of a 1.3% increase in operating expenses to SFr 9bn. US rail grade (level) crossing collisions rose 4.3%, crossing deaths remained constant and crossing injuries decreased 2.9% from 2017 to 2018. Between Berlin and Munich, DB recorded 2m passengers – more than twice the number using the route in the whole of 2017. About 15,000 travellers out of 630 million in the US are unlucky enough to denied boarding because of overbooking, and Spirit Airlines is the carrier most likely to do this. Industry-wide RPKs grew by 6.5% in 2018 as a whole, slightly below the 8.0% rate of 2017. Capacity grew at a slower pace than traffic in 2018 and the passenger load factor increased to a record high of 81.9%. Comparing the 4 quarters to Q1, 2019 with those to Q4, 2018 shows that United Airlines' RPMs, available seat miles and passenger numbers are all up slightly in the latest year. Ryanair is the 10th largest polluter in terms of CO_2e in the EEA, responsible for 10 megatonnes of CO_2e. The number of passengers at Swedavia's ten airports decreased 4.2% during the first quarter of the year to 8.9 million compared to the same period last year. There is a range of different kinds of road work, but the research implies that on average those completed under a permit system were completed more quickly than those under a notice procedure. Central London's streets will become more efficient and have less bus-on-bus congestion. Although the European Union has some of the safest roads in the world, more than 25,000 people still lose their lives on EU roads every year. We have Message from the Chairman, TSUG, Letters to the Editor, Letter from the Editor, and also Kit Mitchell's Statistics Digest.

Dr Shanta Bir Singh Tuladhar and Andrew Sharp

Contents

Dates of the next TSUG seminars

Date	Venue	Topic
Wed-22-May	TfL	Traffic Calming – Does It Work?
Wed-19-Jun	TfL	Methodology
Wed-17-Jul	TfL	Aviation Emissions
Wed-14-Aug	TfL	The Impact of Carbon Change
Wed-18-Sep	TfL	Trip Generation
Wed-16-Oct	TfL	Domestic Freight – Rail & Road
Wed-20-Nov	TfL	High Speed Rail
Wed-11-Dec	TfL	Fuel Use & Climate Change

The seminars can be booked through the TSUG website at www.tsug.org.uk/seminars.php

Statistics Digest

STATISTICS DIGEST May 2019

This digest lists major sets of statistics that have been released recently or which are due to be released. Regular monthly and quarterly releases are not included. The web links given allow free downloads of the documents cited.

Recent releases from Department for Transport

Recent releases from Department for Transport	
11 April	Vehicle licensing statistics: 2018
https://www.gov.uk/government/collections/vehicles-statistics	
18 April	Road freight statistics: October 2017 to September 2018
https://www.gov.uk/government/statistics/road-freight-statistics-october-2017-to-september-2018	

Forthcoming releases from Department for Transport	
9 May	Renewable Transport Fuel Obligation: Year 11 (2018) report 3 (15 April 2018 to 31 December 2018 supply)
https://www.gov.uk/government/collections/biofuels-statistics	
14 May	Road lengths in Great Britain: 2018
https://www.gov.uk/government/collections/road-network-size-and-condition	
14 May	Road traffic estimates in Great Britain: 2018
https://www.gov.uk/government/collections/road-traffic-statistics	
16 May	Road goods vehicles travelling to Europe: April 2018 to March 2019
https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics	
29 May	National Travel Attitudes Study: January 2019 panel
https://www.gov.uk/government/collections/statistics-on-public-attitudes-to-transport	
June	Travel time measures for the Strategic Road Network and local 'A' roads: April 2018 to March 2019
https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics	
June	Provisional road traffic estimates, Great Britain: April 2018 to March 2019
https://www.gov.uk/government/collections/road-traffic-statistics	
June	Vehicle speed compliance statistics for Great Britain: 2018
https://www.gov.uk/government/collections/speeds-statistics	
June	Search and rescue helicopter annual statistics: year ending March 2019

https://www.gov.uk/government/collections/search-and-rescue-helicopter-statistics	
June	Light rail and tram statistics: year ending March 2019
https://www.gov.uk/government/collections/light-rail-and-tram-statistics	
June	Air passenger experience of security screening: 2018
https://www.gov.uk/government/collections/aviation-statistics	
July	Reported road casualties Great Britain, main results: 2018
https://www.gov.uk/government/collections/road-accidents-and-safety-statistics	
July	Road freight statistics: 2018
https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics	
July	National Travel Survey 2018
https://www.gov.uk/government/collections/national-travel-survey-statistics	
July	British social attitudes survey: 2018
https://www.gov.uk/government/collections/statistics-on-public-attitudes-to-transport	
July	Rail passenger numbers and crowding on weekdays in major cities in England and Wales: 2018
https://www.gov.uk/government/collections/rail-statistics	

Recent releases from Office of National Statistics	
9 April	2016-based population projections for nations, regions and local authorities
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datalist	
9 April	2016-based population projections for local authorities
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2	

Seminar Write-up

Members can find past seminar slides here: http://www.tsug.org.uk/past_seminars.php

TSUG SEMINAR ON SAFETY - 17 April 2019 – Q & A

Andrew Evans, Emeritus Professor Imperial College – Rail safety

Robin Whittaker Has Professor Evans applied his method to other countries such as India?

Professor Evans Differences in safety performance between countries are influenced by culture.

Delphine Robineau What value of a life has Professor Evans used in his analyses?

Professor Evans The standard value from WebTAG, about £1.7 million

John Cartledge There seems to be a bit of a paradox in the rail safety data. The UK has one of the best rail safety records, and the accidents that do occur are mainly results of SPADS (Signals Passed at Danger) and overspeeding. The defence against these types of error is ATP (Automatic Train Protection), which was only used on two lines in Britain. Instead it put in an alternative system, TPWS (Train Protection and Warning System), which gives most of the benefits at a lower cost and could be implemented more quickly.

Andrew Sharp added that the UK is not only 4th in the list of countries for rail safety, but it is also 4th in overall passenger satisfaction.

Delphine Robineau, Head of Road Safety Statistics, Department for Transport – An Update on Road Safety Statistics

Steven Salmon What is the definition of a fatality in terms of how long after an accident the death occurs?

Delphine Robineau 30 days.

Peter Gordon How are contributory factors for cause of death established?

Delphine Robineau All deaths are considered accidents unless deemed a death from natural causes or a suicide by the decision of a coroner. Contributory factors are entered onto the STATS19 form on the basis of a judgement by the police officer recording the accident. Anecdotally, some factors tend not to be chosen because they could cause difficulties; implying crime or suicide, for example. DfT is looking at how other countries record accident's contributory factors, and is looking at STATS19 to make it easier to complete and the data from it more useful.

Questioner What are the guidelines for assessing the severity of injuries?

Delphine Robineau Until recently the severity of injuries recorded on STATS19 was based on police judgement, and there were indications of differences in practices between forces. In some systems (CRASH and COPA) there is now a list of injuries that police officers select which automatically maps to severity, but of course some injuries do not fit neatly into the list, some need better defining to ensure the classification is correct; this will be looked at in the Stats19 review.

John Cartledge To what extent are injuries to bus passengers included? Some occur during collisions, but the majority are due to falls when boarding or alighting, when moving within the bus, or while standing. Is DfT interested in these?

Delphine Robineau A person injured whilst aboard a bus or coach as a result of braking, a sudden manoeuvre or a collision, whether or not another vehicle is involved, is in the scope of STATS19. There is a specific STATS19 field indicating whether the bus passenger was boarding or alighting the bus.

Andrew Sharp In the US, it has been found that CCTV is reducing the number of fraudulent claims for passenger injuries.

Professor Evans Does DfT have an estimate of the number of road accidents that are suicides?

Delphine Robineau Currently there is no national estimate but the STATS19 review will look into formalising this. For suicides, the Department relies on decisions made by coroners.

David Sutanto Are the severity ratings used by CRASH and COPA consistent? Also, are accidents on level crossings included in both the rail safety statistics and STATS19, and does this lead to double counting?

Delphine Robineau CRASH and COPA use the same injury-based severity reporting approach, and the same list of injuries.

If an accident involves a train at a level crossing (e.g. in collision with a pedestrian, or a motor vehicle) then this is not in the scope of STATS19. If the accident occurs at a level crossing but does not involve a train then it is in scope of STATS19. There is therefore no double counting between rail accidents and road accident statistics.

Kit Mitchell For a while STATS19 data were available online for users to define their own tables, but that has been withdrawn. Are there any plans to restore this capability?

Delphine Robineau DfT is looking at this as part of the review, and hope to make it easier for users to navigate the road safety tables. The issue is finding a tabulation system that is sufficiently easy for users who are not very familiar with the data.

Members' Forum

Message from the Chairman, TSUG

We have added the presentations of most of the recent meetings to the website. They are available by visiting our website at http://www.tsug.org.uk/index.php. You will need to log in using your e-mail address. Please contact us if you have any problems. Select the Seminar tab (the third from the left) and click on 'You can view a list of past seminars'. A few are missing either because the speaker did not wish us to use them or because they are not available.

Peter Gordon

Letter to the Editor 1

From: Stats User Network (SUN - RSS)
Sent: Wednesday, April 10, 2019 1:11 AM
To: admin@tsug.org.uk
Subject: Transport Statistics User Group (TSUG) Digest for Tuesday April 9, 2019

Transport Statistics User Group (TSUG)

Dear all

The Office for Statistics Regulation is starting a new assessment for the National Rail Passenger Survey produced by Transport Focus. Meeting users' needs is at the heart of the Code of Practice for Official Statistics, and collecting your views is an important part of the assessment process.
For current and potential users of these statistics, we are interested in finding out how you use (or wish you could use) the statistics, how well they meet your needs, what you like about them, and what you think could be better.
Please let us know either here on the forum, via email to the regulation team or direct to us. We would love to hear from you!
If you want to see the detailed questions that we ask, please go to our website

Thanks
Oliver Fox-Tatum and Vicky Stone

Letter to the Editor 2

Dear all

Perhaps a little correction, if I may?

Former Eurostar Area at Waterloo

On page 8 of last month's review, as an attempted comparison to Californian rail travel data, you note that Waterloo station had 22m passengers last year.

Please note that that figure only refers to passengers on full-price tickets. You need to add in another 31.5m passengers on reduced-price tickets, and another 40.8m on season tickets, to get to the real total of 94.4m. That was in a 'poor' year which included two weeks of disruption during major engineering works. From this we really can see the relative difference in rail trip rates in the two conurbations.

Regards

Nigel Harris, The Railway Consultancy Ltd.

Ed – Absolutely correct. Apologies for a too-quick look at a spreadsheet. At least I got the right Waterloo – there is, of course, another near Liverpool!

Letter from the Editor

TSUG Review

The editors would like to encourage more people to write articles for the Review. At the moment, this work falls on a small number of people, and of course reflects their interests. Both of these reduce the comprehensiveness of our coverage.

YOU could easily write once a year about some statistics you have seen: please do so, and send them to the Editors.

Editor, TSUG Newsletter

Changes in Transit Use in Florida

Palm Beach Airport Bus Interchange

"Understanding Ridership Trends in Transit" was published for the Florida DoT in February: it can be downloaded from https://www.nctr.usf.edu/wp-content/uploads/2019/03/508complete_understandingridershiptrendsintransit.pdf. At 280 pages, I baulked at reading it, but I did manage the 4-page executive summary. Below is an edited version.

Both in Florida and nationally, transit ridership was generally on a positive trend between approximately 1995 and 2013. Growing population, expanded services and facilities, increased urbanization, higher fuel prices, and other factors were credited with this positive trend. In 2013, the industry was hitting ridership totals that had not been witnessed since the 1950s. Florida was reporting transit ridership growth percentages twice the level of population growth. Ridership nationally was stable to slightly declining.

Around 2013, trends changed dramatically. Public transportation entered a period of ridership declines in spite of an improving economy, growing population and generally increasing levels of service. As the decline accelerated and affected virtually every metropolitan area in the country, the public transportation industry began to seek to understand these new trends.

In Florida, the trends were broad-based and more pronounced than industry averages. The significant decline in transit ridership, coupled with the prospect that technology changes and demographic and economic trends will continue to challenge traditional public transportation going forward, has given rise to questions about what is causing the change and how public transportation stakeholders should respond. Both the magnitude and pervasiveness of the declines in transit ridership have made it increasingly apparent that this ridership downturn is unlike many other ridership fluctuations. This research effort, supported by the Florida Department of Transportation, explores the issue of declining transit ridership in greater detail.

It is important to understand the nature of changes in travel behaviour, explore the factors that may be underlying the changes and provide insights and perspectives on what responses might be appropriate. Florida has seen dramatic ridership declines in the past four years. These declines are twice as severe as those for the nation, on average, and have continued well into 2018. The declines are relatively pervasive. Of concern, the most severe declines have been in those locations, like southeastern Florida, that are the most conducive to transit. The magnitude of the declines exceeds those observed in prior economic cycles and have been traced to a set of conditions, some of which have not been witnessed previously and have not necessarily fully played themselves out.

The changes in ridership on public transportation in Florida appear to be associated with the fact that more travellers now have additional options for carrying out their activities or travelling to and from them. In general, transit service in Florida has continued to expand in many communities. Unlike some other communities across the country, high profile safety, service reliability or chronic substance abuse and homeless loitering issues are not key causes for declining ridership. Service reductions, where they exist, appear to be in response to ridership declines, not an initial cause. Housing patterns and origin-destination travel patterns which change relatively slowly over time preclude attributing short-term ridership declines to changes in land use patterns.

In light of having new options, the population is opting for alternatives to transit. Some travellers are replacing travel with communication, for example working at home and using e-commerce. Some have added household vehicles: others are using transportation network companies as an alternative to transit for some trips.

Transit has not got worse; the other options have got better. Accordingly, the challenge facing transit is not one of undoing actions that hurt ridership but rather finding new ways to be more competitive. This challenge is complicated by the fact that declining ridership creates financial pressures for agencies and undermines the productivity and efficiency of public transportation in ways that diminish its potential benefits in areas such as congestion reduction, air quality, and energy use. This undermines both the justification for services as well as the political and public support for them.

There is no simple formula to tell transit agencies what to do. The answers are complex, context specific, and may include rethinking the role of public transportation and finding additional multimodal ways to pursue the fundamental objectives of providing resource efficient mobility opportunities for travellers. Florida faces a dilemma: growth is still robust and decision makers aspire for the growth that provides employment and economic opportunities. There is often an unwillingness or inability to meet mobility needs by expanding roadway capacity despite demand, but the hoped-for public embrace of public transit is not materializing. Individuals' travel decisions are not growing transit ridership. The challenge facing transportation planning and operations is profound. To craft a constructive role for public transportation will require agencies to fully understand their markets and the needs of travellers who may find transit an attractive alternative.

It will be critical to refine our understanding of activity patterns with a high propensity to support public transportation services so that services can be correctly targeted to travel patterns that can support public transportation. Similarly, it will be important to recognize that as more options have become available to travellers and activity patterns continue to disperse as metropolitan areas in Florida grow, we may see increasing areas where markets may not justify fixed route services. Meanwhile, meaningful numbers of travellers still need assistance in meeting their mobility needs.

Many do not realize the significance of what has been going on. Some presume the ridership decline is a cyclical phenomenon. Others assume it is a result of underinvestment and can be reversed with more money. Still others are reluctant to talk about the issue, as they worry it might undermine the public support for public transportation. Segments of the public transportation planning community realize there are no easy answers. Service reconfigurations, new investment in service and amenities, and other actions, while certainly supportive, are unlikely to quickly

reverse the trend of the past several years nor enable public transportation to return to the productivity levels it has enjoyed in the past.

Other communities may see an intensification of development in select areas. With proper planning, these areas may be increasingly supportive of public transit services. Where communities plan to have intense urban developments, careful design and coordinated transportation investments such that transit's competitive position is not undermined by actions such as underpriced parking or poor intermodal integration, can support robust public transportation. If communities want public transportation to be successful, they need both the physical and policy environment to support it. Stakeholders beyond the transit operating agencies will need to be engaged as many of the conditions that influence public transit use are influenced by broader community, state, and federal actions.

Public transportation stakeholders will need to be facilitators of mobility in their communities. In this role, the responsibility will be to ensure mobility options are available and that basic elements of safety, accessibility, reliability, equity, and other quality parameters meet community standards. This may involve integrating public and private sector operators, ensuring modal integration, enabling convenient travel information and fare payment, and potentially providing user side subsidies to ensure access to market priced services.

Land-use planning, transportation pricing, and transportation investment and coordination are responsibilities that require all stakeholders to be engaged. Solutions and strategies may vary across areas as local travel needs and priorities influence actions. The pace of change may be influenced by the pace of technological progress with respect to vehicle automation and customer acceptance and its influence on travel choices available to the public. The nature of changes in ridership and the prospect of their continuation suggests the need to review and modify transportation planning activities as they relate to planning for public transportation. The planning data sets, tools, and processes should reflect, to the extent possible, the recent changes in travel behaviour. The uncertainty inherent in travel behaviour and technology change indicate a need for planning processes that more fully embrace evaluations of different scenarios with respect to future conditions and demand for transportation. Travel behaviour is changing, the technology, economy and demographics are changing: public transportation must change as well.

There are no simple fixes to restore public transit ridership. The most prudent path forward involves ensuring mobility options are available to all residents and striving to ensure that travel choices are resource efficient and have minimal externalities. Traditional public transportation services can contribute to that goal, but new options and new actions will be necessary.

In Dublin's Fair City

From Intelligent Transport

The number of people travelling into Dublin's city centre using bus, train or Luas light rail in the morning peak has reached record levels, according to figures published by Dublin City Council and the National Transport Authority. The figures are included in the Canal Cordon Report 2018 on mode share of people coming into the city centre in the morning. The field work for the report was conducted over a number of days in November 2018.

The number of cars travelling into the centre has fallen for the 10th successive year with 48,820 vehicles coming into the city carrying 60,537 people. This compares to 2008 when 59,000 vehicles carried 67,700 people into the city centre. The car now accounts for 28% of journeys compared to a 2010 peak of 39.8%.

The numbers on public transport on the other hand, continue to increase. 112,512 people came into the city on bus, train or Luas light rail in 2018 compared to 107,160 in 2017 and 83,000 in 2010. All three modes grew in 2018 compared to the previous year. Luas recorded a 15% increase in morning peak passengers from 11,953 to 13,835. This is the first year that the Cross City segment of the Green Line has been operational for this survey.

This means that 52.6% of all commuters are using public transport compared to 45.9% in 2010.

Cycling and walking numbers also remain strong. 12,227 people cycled into the city centre – the second highest number ever – although down very slightly from the previous year. Walkers accounted for 11.2% of commuters, with 23,858 constituting a slight drop from the record high.

Of the 213,920 people recorded coming into the city centre, 150,753 – or 70% – used sustainable modes such as public transport, cycling and walking. That's up from 106,415, or 59%, in 2010.

Research for TRAN Committee – Modal Shift in European Transport: A Way Forward

FYRA High Speed Train at Amsterdam Airport Schiphol

This was published for the European Parliament in November: it is almost a progress report on the policies to encourage modal shift in the 2011 white paper on transport. It contains a lot of useful data, mainly at country level.

For freight, the changes in the amount moved by mode have been as follows: figures are in billion tonne-km: percentages are in brackets.

	1996	2001	2006	2011	2016
Road	1303 (47.2)	1553 (49.2)	1810 (50.8)	1699 (50.6)	1804 (50.9)
Rail	394 (14.3)	388 (12.3)	438 (12.3)	422 (12.6)	412 (11.6)
Inland waterway	120 (4.3)	133 (4.2)	139 (3.9)	142 (4.2)	147 (4.2)
Sea	942 (34.1)	1083 (34.3)	1173 (32.9)	1095 (32.6)	1181 (33.3)
Air	2 (0.1)	2 (0.1)	2 (0.1)	2 (0.1)	3 (0.1)

For passengers, comparative figures are as follows (in billion passenger-kilometres, percentages in brackets).

	1996	2001	2006	2011	2016
Passenger cars	3968 (73.2)	4387 (73.3)	4549 (72.5)	4590 (72.1)	4829 (71.0)
Powered 2-wheeler	114 (2.1)	108 (1.8)	120 (1.9)	122 (1.9)	126 (1.9)
Bus & coach	519 (9.6)	550 (9.2)	546 (8.7)	544 (8.5)	552 (8.1)
Rail	349 (6.4)	374 (6.2)	389 (6.2)	415 (6.5)	450 (6.6)
Tram and metro	75 (1.4)	81 (1.4)	88 (1.4)	97 (1.5)	106 (1.6)
Air	368 (6.8)	455 (7.6)	552 (8.8)	579 (9.1)	713 (10.5)
Sea	31 (0.6)	29 (0.5)	28 (0.4)	22 (0.4)	25 (0.4)

Excluding air and sea transport, high rail mode shares were in Austria (up from 11.3% in 2011 to 12.1% in 2016), Hungary (10.2% in 2011, 9.3% in 2016) and the Netherlands (10.5% and 11.0%).

A useful table gives average actual construction costs for high speed lines (€m/km) ranging from 14 (Madrid – Galicia) to 49.7 (Berlin – München): the arithmetic average of the 10 lines listed is around €24m/km.

Road infrastructure charges for HGVs are listed: the highest appear to be in Croatia and Austria (between €0.3/km and €0.4/km for HGVs over 12 tonnes and buses and coaches): several countries (including the UK) are very low. Rail access charges are also plotted, with high charges for high speed rail in Belgium (€22/train-km), the Netherlands (€25) and the UK (€16).

The report cites a study of Amsterdam Schiphol, well connected by high speed trains. It was estimated that about 1.9m passengers could change from flying to going by rail by 2030. This is the equivalent of 2.5% - 5% of Schiphol's flights.

Another study of the potential of car-sharing concludes that the distance travelled by cars can be reduced by 22% and emissions by 27%.

The report has a comprehensive set of recommendations - objectives should be clearly expressed and measurable, targets should be established for each transport sector, clear measures should be adopted to level the playing field between modes, priorities for investment and interventions in the network should be redefined, investment in multi-modal terminals should be strengthened, information exchange and intermodality should be supported, and things like Sustainable Urban Mobility Plans should be promoted further.

Rail

Cable Theft on Network Rail infrastructure

From Global Railway Review

The latest analysis of British Transport Police (BTP) data by VPS Security shows that cable theft has increased sharply in the last year with live cable thefts rising by 85%. Combined with non-live cable thefts, which rose by 54% over the same period, the total number of metal thefts in a year has risen from 257 to 453, according to BTP's latest 2017-2018 BTP annual summary.

Arson on railway property also saw a surge in the last 12 months, almost doubling from 74 to 143 incidents in 2017/2018. Trespass now accounts for 43% of all disruption to services. These data indicates that disruption from trespass accounts for some 10,000 hours in delays due to police investigating such incidents.

Phil Bunting, a Director of VPS Security, said: “Metal theft, arson and vandalism are crimes that have a serious impact on freight and on passengers getting to and from work or to see family. Stealing even just a few pounds worth of cable can leave thousands of railway passengers and many tonnes of freight stranded for hours.”

Phil continued: “The Scrap Metal Dealers Act in 2013 and the police have significantly helped reduce the theft of copper and cable over that five-year period. The numbers of thefts had been dropping, until now that is, and the suspicion is - that they are increasingly the result of more organised crime. This particular rise comes at a time when copper prices have fallen, which is a worrying trend. It may mean this problem could even get worse if we don’t keep an active eye on the issue.”

Rail tracks and cable run through both urban environments and remote areas, so they are vulnerable to tampering, damage or removal by trespassers, vandals, thieves and saboteurs.
VPS Security researches current issues and designs solutions to protect remote or challenging sites such as railways, highways, construction and utility sites across the UK, with an advanced mix of CCTV, wireless and remote monitoring technologies.

Europeans’ Satisfaction with Passenger Rail Services

This report, Flash Eurobarometer 463, was published last September. It assesses (by questionnaire survey) the level of satisfaction with passenger rail services by people in EU countries with a rail service. The previous one was some five years ago.

The results are complicated by the fact that some cover all respondents and others look only at those who have used rail in the last 12 months. There are also comparisons with the previous survey – so it takes detailed study to understand exactly what each figure means. That said, it is a very interesting and detailed piece of work.

% using this kind of rail service	Daily (or almost)	Several times a week	Once a week	Several times a month	Several times a year	Never
Suburban	5	4	2	8	20	37
National or regional	2	2	1	7	26	32
International	0	0	0	1	4	78

Austria and Germany are the only counties where at least 20% of respondents use rail for suburban trips at least once a week, although the UK and Luxembourg’s figures are 17%. Use of suburban rail has increased since 2013, with a 16% decrease in those saying they never use it.

5% of respondents use rail for regional national or international travel at least once a week: 7% do so several times a month. 30% never make them.

13% of respondents were frequent travellers (riding a train at least once a week): 67% are occasional and 20% never travel by train. The UK has the 5th highest percentage of frequent travellers (18%).

The younger the respondent, the more likely they are to be a frequent traveller. The more urbanised their environment, the more likely they are to use rail.

35% mostly use rail for ‘other leisure’ while 23% use it for holidays. 16% say their most frequent use is for work, school or university.

44% of rail users get between home and station by car, motorbike or taxi: 27% walk and 25% use public transport. 3% use a bike (although this figure is 27% in the Netherlands, 15% in Denmark and 11% in Belgium). The UK is the country where the highest percentage (27%) walk. Those aged 40-54 are most likely to use car, motorbike or taxi: those aged 15-24 are most likely to use public transport. The younger the respondent, the more likely they are to walk. People travelling to and from work are most likely to walk.

On average, 38% of respondents were satisfied with the ease of complaints handling: the figure for the UK was 47 (6th in ranking). 62% of respondents were satisfied with the cleanliness and good maintenance of stations: the UK ranked 2nd at 81%.

The survey looked at both satisfaction and importance: valuable. There are several grids measuring satisfaction against importance: looking at information about train timetables and platforms, for example, about 72% of UK respondents are satisfied with this and 90% say it is important. The figures are similar (72% and 89%) for ease of buying tickets. The grid for cleanliness and good maintenance of stations shows 90% of UK respondents see it as important and under 70% are satisfied – which doesn’t tie up with the figure of 81% quoted above: this may be a difference between users and respondents.

Respondents in Latvia, Lithuania and the UK are the most likely to say that the availability of tickets for a journey using several modes of transport is not important.

An index of overall satisfaction with rail services was compiled from responses to previous questions. The UK ranked 4th, after Ireland, Austria and Lithuania: my recollection is that we were 3rd last time. Among users (as opposed to respondents), the UK ranked 7th after Estonia, Lithuania, Ireland, Austria, the Czech Republic and Denmark.

66% of respondents are satisfied with the frequency of trains, with the UK ranking 4th (76%) behind the Netherlands, Austria and Denmark. For punctuality and reliability, we ranked 10th at 69% (and note that the surveys were in January/February 2018). For information during the journey, especially in times of disruption, we ranked 2nd at 73%.

Overall, 68% of all respondents and 73% of passengers are satisfied with the availability of seats on trains.

Looking at general accessibility of stations (and not accessibility specifically for those with reduced mobility), the UK ranks third in satisfaction after Ireland and Austria.

Respondents who never travel by train were asked why they didn’t: 16% said difficulties in travelling to the station, 12% inaccessibility of stations or platforms and 10% lack of pre-journey information.

There is much detail about the technical specifications of the survey. One table shows that, when asked if the household contained anyone with accessibility issues when using different means of transport, 89% said no (as did 88% in the UK). Of the total, 5% said yes as a result of a disability, 1% as a temporary impairment, 3% age and 2% because of the need to travel with young children.

FS in 2018

From International Railway Journal

FS Trains at Gallarate, North of Milan

Italian State Railways Group (FS) achieved a 30% increase in turnover in 2018 to €12.08bn.

Net profit grew by 1.3% to €559m. FS says net profit growth would have exceeded 30% taking into account non-recurring operations as windfall profits (€128m in 2017) resulting from new regulations on electrical energy for rail traction in 2015 and 2016.

FS has made several acquisitions since April 2017. This increased the size of the workforce from 74,436 to 82,944. Acquisitions include Dutch bus operator Qbuzz, Busitalia Simet, British franchisee C2C, and Greek train operator TrainOSE in 2017, followed by Italy's national road operator Anas in January 2018. Anas made a net profit of €399m in 2018 and Netinera, which has passenger rail concessions in Germany, achieved a net profit of €190m.

Rail and bus transport recorded a 4% increase in revenue in 2018 to €7.95bn, a 6.6% rise in operating costs to €6.27bn and an 18.4% rise in operating profit to €336m.

Revenue from short-distance passenger operations increased by €167m in 2018. This was generated from:

- Trenitalia: €59m
- Netinera Germany: €13m
- Trenitalia C2C, Britain: €27m, and
- TrainOSE, Greece: €66m.

Long-distance passenger revenue was down by 0.6% or €15m, while freight turnover fell by €18m due to what FS describes as "greater complexity and risk."

FS increased investment from €5.4bn in 2017 to €5.87bn last year. Of this, €1.4bn is self-financed and €5.4bn is from government grants. Italian Rail Network (RFI) invested €4.77bn in the rail network, Trenitalia €798m, rail freight subsidiary Mercitalia €119m, and foreign subsidiaries €35m. FS Group net debt fell by €618m to €6.66bn in 2018.

Montreal's Transit

From Progressive Railroading

Société de transport de Montréal (STM) saw ridership growth last year, including 3.5% more riders using electronic ticketing and nearly 5% more riders using traditional paper ticketing, agency officials said in a press release announcing STM's 2018 annual report.

STM credited the ridership increase to the city's economic vitality, sustained employment growth, tourism, the expansion of reduced fares to full-time

Montreal Windsor Station

students, and measures to encourage motorists to use public transit.

More than 5,600 minutes of service disruptions in 2018 were caused by avoidable customer behaviour affecting the trips of more than four million passengers. STM has developed strategies to improve that issue, including ways to better identify staff on train platforms and by launching a campaign aimed at preventing service disruptions caused by passengers.

Initiatives completed in 2018 include:

- a 3% reduction in greenhouse gas emissions/passenger kilometre;
- retirement of the last MR-63 car, with 87% of the materials from 333 cars being reused or recycled;
- the Honoré-Beaugrand and du College metro stations becoming accessible by elevator, bringing the total number of accessible stations to 14;
- development of an inclusive mobility strategy and a training program on using the regular bus and metro networks for customers with functional limitations; and
- introduction of electronic ticketing, which makes it possible to more accurately characterize network use.

National Rail Punctuality Measures

From Global Railway Review

From April 2019, Britain's rail companies will be using 'to the minute' train performance data as the primary method to measure punctuality as part of the industry programme of work to improve satisfaction and tackle delays.

Train operators and Network Rail have worked to develop a range of measures including 'on time measures' to create a way of tracking train punctuality that better matches the real experience of customers in different markets and to provide companies with more detailed information about delays, so they can understand and address the root causes.

The current punctuality measure, known as the Public Performance Measure (PPM), considers a train to be 'on time' if it reaches its final destination within five minutes for short-distance services, or 10 minutes for long-distance services. 'On time measures' will record train punctuality to the minute at every stop on its journey. The data are already being used to pinpoint issues that cause delays and improve punctuality.

Rail companies will now publish information about train punctuality in several ways - early, within a minute of the timetabled arrival or within three, five, 10 or 15 minutes and after 15, 20 or 30 minutes.

The introduction of the new measure is part of a programme of work led by the National Task Force (an industry group of operations leaders) and the RDG Board of rail industry CEOs, to improve performance across the network now and in the long-term. Elements of the programme include using best practice to improve performance and analysis of challenges causing poor performance, preparing for and improving coordinated responses to changes in seasonal weather, and supporting the new timetabling task force to ensure that the roll out of 6,400 additional services by the early-2020s goes smoothly.

The Office of Rail and Road will continue to publish 'on time measures' on its data portal and it will form part of the framework for measuring punctuality in reports that it produces, from April 2019 onwards.

Polish Performance

From International Railway Journal

Polish Long-Distance Train in Berlin Hauptbahnhof

Polish rail freight operator PKP Cargo recorded a net profit of Zloty 184m ($US 48.4m) in 2018, up 125% year-on-year from Zloty 82m in 2017 according to its annual results, which were published at the end of March. Revenue also increased 11% from Zloty 4.73bn to Zloty 5.24bn, the highest level since PKP Cargo was listed on the Warsaw stock exchange. Capital expenditures rose 59% to Zloty 894m, with rolling stock investments, including the purchase of three new Dragon 2 electric locomotives, accounting for the majority of spending.

PKP Cargo carried a total of 121.9 million tonnes of freight in 2018, up 2.3% compared with 2017. The increase was mostly due to demand for aggregates and construction materials, which increased 17.4% from 22.2 million tonnes to 26 million tonnes, as well as the development of the intermodal sector, which was up 21.6%. Carriage of metals and ores fell by 3.3% to 12.6 million tonnes, while carriage of hard coal was also down 1.1% to 51.2 million tonnes.

PKP Cargo said the intermodal market was the key sector it was looking to grow in future, with numerous plans to purchase intermodal wagons and locomotives in 2019-2022. The company carried 9.2 million tonnes of intermodal freight in 2018, up 21.6% from 7.6 million tonnes in 2017.

SBB in 2018

From International Railway Journal

Swiss Federal Railways (SBB) reported a record year in 2018, with operating revenue up by 2.2% to SFr 9.6bn and consolidated profit increasing by 42.5% to a

record SFr 568.4m. This was achieved in spite of a 1.3% increase in operating expenses to SFr 9bn.

Passenger traffic showed a slight increase of 0.8%, at 1.25 million passengers a day. It made a profit of SFr 241 million (up 29.9%) on revenues of SFr 3.4bn, up 2.2%. SBB sold 107 million tickets in 2018, breaking the 100 million barrier for the first time.

This was due to a 37% increase in the use of digital sales platforms and the SBB Mobile app. The company also has more regular customers than before with more than 3 million: 490,000 (+2.1%) with rail passes and 2.6 million with half-price passes (up 2.6%). SBB plans to continue improving service quality and value for money.

In the freight sector, SBB Cargo returned to the black with a profit of SFr 13m after a loss of SFr 239m in 2017, having initiated a reorganisation programme. However, the situation remains critical as the company will receive its last government subsidy, amounting to SFr 8m, this year. SBB Cargo has been an independent company since the beginning of 2019, and is negotiating with third parties interested in a partnership. It is also negotiating with clients to find alternative solutions to loss-making single-wagon traffic.

Meanwhile, SBB Infrastructure carried out a record volume of maintenance and reconstruction work under contract in 2018, investing a total of SFr 3.6bn.

US Crossing Incidents

From Railway Age

US level (grade) crossing collisions rose 4.3%. Crossing deaths remained constant and crossing injuries decreased 2.9% from 2017 to 2018.

Total casualties—deaths and injuries—from rail trespassing were up 2.8%, trespass deaths grew 12% and trespass injuries fell 6.3% in 2018.

VDE 8

Railvolution

This is the code for the Berlin – München high speed line: it is the German Unity Project number 8. A final stretch south of Erfurt was inaugurated at the end of 2017, and in the first 6 months of operation DB recorded 2m passengers – more than twice the number using the route in the whole of 2017.

Air

Denied Boarding in the US

From Business Traveller

About 15,000 travellers out of 630 million in the US are unlucky enough to denied boarding because of overbooking, and Spirit Airlines is the carrier most likely to do this.

Data from the US Department of Transportation found that in the year ending April 2018, Spirit Airlines denied boarding at a rate of 78/million boarded, followed by Frontier Airlines (55/million), Southwest Airlines (41/million), Alaska Airlines (28/million), and American Airlines (24/million).

Airlines are legally allowed to sell more tickets on flights than seats available, but must compensate travellers denied boarding due to overbooking.

Normally, airlines offer a variety of cash and other incentives to get travellers to voluntarily give up their seats on flights. Involuntary bumping can occur when volunteers cannot be found.

In terms of sheer numbers, Southwest Airlines bumped the most passengers – 6,411. But it also boarded the largest number of passengers, 157.7 million.

Delta Air Lines, which boards passengers at a rate comparable to American Airlines, only bumps about three travellers/million boarded. And JetBlue bumps just 2 passengers/ million.

Recent IATA Statistics

At the beginning of February, IATA published its Air Passenger Market Analysis for December. Figures are a bit old, but are included because of the picture they give of calendar year 2018.

Key points included the following:

Industry-wide revenue passenger kilometres (RPKs) grew by 6.5% in 2018 as a whole, slightly below the 8.0% rate of 2017. Capacity grew at a slower pace than traffic in 2018 and the passenger load factor increased to a record high of 81.9%.

Although passenger demand has moderated, 2019 is still looking robust in the face of economic uncertainty.

The moderation in traffic came alongside growing signs of slowing global economic expansion in the second half of 2018. While lower average airfares still provided support to RPK growth during 2018, the impetus was not as strong as in the previous years.

Growth in global passenger traffic is continuing into 2019. Nonetheless, the softening in the upward traffic trend over the past six months, has seen year-on-year passenger growth moderating to 5.3% in December – the slowest pace since January 2018.

IATA's current forecast is for passenger demand to rise by 6.0% in 2019, marking the tenth consecutive year of above trend growth in RPKs. The outlook is being supported by forecasts of a relatively sound global economy. That said, the slower rate of RPK growth in the second half of last year and the increasing uncertainty about global economic conditions in 2019 pose downside risks to the passenger demand growth forecast in the upcoming year.

During 2018, capacity (available seat kilometres – ASKs) grew at a slower rate than traffic, leading to a rise in the industry-wide passenger load factor (PLF). ASKs increased by 6.1% compared to 2017 and the PLF reached a record high of 81.9%, up from 81.5% in 2017.

At the beginning of April, IATA published its **Air Passenger Market Analysis** for February.

Annual growth in industry-wide revenue passenger kilometres (RPKs) eased to 5.3% in February, broadly in line with its long-run average rate of growth.

For the 5th consecutive month, European carriers had the strongest performance over the year to February, with international RPKs up a strong 7.6%, unchanged from last month.

Despite the ongoing uncertainty surrounding Brexit and some signs of a softer economic outlook – both of which have contributed to a sizeable unwinding in business confidence over recent months – European international RPKs continue to trend solidly upwards, outperforming the other regions by a considerable margin on this occasion.

The load factor remains high, at 80.6% this month, as capacity growth continues to match demand. New record high load factors for the month of February were set for airlines in Asia Pacific, North America & Africa.

China was the fastest growing domestic market again this month with RPK growth of 11.4% year-on-year. Russia and India also saw double-digit annual growth in February.

The slowdown in industry-wide RPK growth reflects a range of factors, including a softening in some of the key leading indicators, as well as concerns about the broader global economic outlook.

Recent Airline Statistics

United Planes at Toronto

United Continental, one of the big global American carriers, has recently reported Q1, 2019 figures. Historically in their reported data they have separated Mainline (which, generally, are long-haul flights they operate themselves) from Regional. The latter are usually shorter flights, operated on their behalf by another carrier, like the United Express Embraer E175 in the centre of the photo which is operated by SkyWest (photo taken at Toronto Pearson airport). I have reported trends in Mainline data. However, the two are now combined and I only have two 4-quarter moving total figures on the same basis to compare.
Comparing the 4 quarters to Q1, 2019 with those to Q4, 2018 shows that revenue, revenue passenger miles, available seat miles and passenger numbers are all up slightly in the latest year. Revenue/passenger is steady at $257: revenue/passenger mile is up a fraction as is average length of passenger journey (1525 miles rather than 1523).

Ryanair 10th in Black List

Ryanair is the 10th largest polluter in terms of CO_2 emissions in the EEA, responsible for 10 megatonnes of CO2e. This comes from The Guardian (https://www.theguardian.com/business/2019/apr/01/ryanair-new-coal-airline-enters-eu-top-10-emitters-list), and a Transport & the Environment report

Ryanair Boeing 737s at Stansted

(https://www.transportenvironment.org/press/ryanair-joins-club-europe%E2%80%99s-top-10-carbon-polluters), using EU figures (https://ec.europa.eu/clima/policies/ets/registry_en#tab-0-1).
The top 9 polluters are all power stations (mainly in Poland, but Bulgaria and Germany also feature).

easyJet was the next airline, 31st on the list.

Sweden – Flight Shame?

Sweden's population seem to be considering the environment and shunning flying – the 'Flight Shame' concept.

Swedavia's report on the first quarter of this year says, "The number of passengers at Swedavia's ten airports decreased 4.2% during the first quarter of the year to 8.9 million compared to the same period last year. The trend has reversed after numerous years of good growth."

A trend to be watched.

Evaluation of Street Works Permit Schemes

A Street Works Permit
Photo Taken 3 April

This report was published by Ecorys for the DfT in June last year. It does what it says on the tin – looks at the results of changing from a system where contractors and statutory undertakers merely had to give notice to a local highway authority (LHA) that they wished to do road works to a system where they were required to pay for a permit in advance – a permit which could carry conditions.

There is a range of different kinds of road work, but the research implies that on average those done under a permit system were completed more quickly than those under a notice procedure. For major works by statutory undertakers, the reduction was of the order of 3.19 days. The volume of work notified to LHAs was greater after a permit scheme was introduced (implying that some was done previously without the LHA being aware of it), and work was generally less likely to over-run.

The main impact on those doing the work is an increase in costs – the permit fees, the cost of complying with the conditions set and additional administration time.

Overall, 'permitting' generates a positive return to society, although the report notes than more could be done to improve this further.

Permit schemes allow LHAs more of a voice in what, when and how work is done – with a view to faster completion, usually. One LHA commented that complaints from the public about road work had decreased with the advent of permitting.

For some minor categories of work, the duration has increased slightly: this is probably because of restrictions on working hours imposed by a permit.

LHAs can issue a Fixed Penalty Notice for working without a permit or working in breach of conditions set by a permit. Only the absolute numbers of these are given (3238 for working without a permit and 12,364 for breach of conditions) and not all LHAs publish the data, so no conclusions can be drawn. All officers interviewed expressed frustration at the level of non-compliance.

40 of the 48 LHAs responding to the survey (and not all LHAs use permits) said the scheme covered all streets. Others excluded the less busy (and for the purposes of reinstatement, there are five types of road – numbered 0 to 4 – based on expected traffic volumes over the next 20 years: categories 3 and 4 are expected to carry lower traffic volumes).

There is a charge for permits which is supposed to cover the cost of running the system (extra staff, mainly, with one authority employing three people full-time and another increasing staffing from three to 7.5 when introducing the scheme). 18 LHAs provided financial data: three made a surplus.

The benefit to cost ratio is estimated at 1:1.34 (and it was irritating to see benefits, costs and NPVs, all in the hundreds of millions, expressed to the nearest pound – an accuracy way beyond that of the available data).

The report ends with useful conclusions and key success factors.

London Bus Revisions following Consultations

Source: CILT

Central London's streets will become more efficient and have less bus-on-bus congestion as Transport for London (TfL) confirmed its plans to modernise the central bus network. TfL has made a number of improvements to its original proposals after thorough analysis of consultation feedback, with the changes ensuring that central London remains well served by public transport.

There are currently more buses than needed in the centre of the capital as a result of changes to how people travel, with demand dropping by 12% in three years. The changes to routes in central London will make journeys better for many by improving reliability and reducing bus-on-bus congestion. It also allows for increased services in outer London where public transport options are more limited.

Reallocating resources from central London can take time, so the Mayor has provided additional funding from London's business rates to speed up investment in outer London. TfL is now consulting on a new bus route for a growth area in outer London at Kidbrooke. This route was being planned, but TfL has been able to bring it forward thanks to the extra funding. The new route 335 will better connect new homes in Kidbrooke to a key transport hub at North Greenwich. The route is an example of how an efficiently organised bus network, with buses serving areas of growth, can support outer London and drive its economy. As well as the proposed new route 335, TfL has reviewed bus services in parts of Croydon and Brent, and will be confirming improvements in Croydon shortly.

TfL has carefully considered the responses from the central London bus changes consultation and its associated equality impact assessment, and analysis of this feedback highlighted areas where the proposals needed improvement.

Some of the proposed changes risked disproportionately affecting areas of London with fewer transport options, or where there were too many additional interchanges required to complete journeys. As a result, TfL has decided not to go ahead with proposed alterations to routes 11, 19, and 22. The consultation process also highlighted how vital the 271 night service to the Whittington Hospital is, so TfL will not go ahead with its proposed plans to withdraw this service. Additionally, routes 171, 388 and 476 will be amended to enable better interchanges. The proposed frequency reduction on route 242 will be less significant than originally proposed and its night services will be extended to Tottenham Court Road, providing better links into the West End.

TfL will go ahead with the other changes as proposed in the consultation. The changes will be delivered in two phases, in June and October this year. A full

summary of the changes and the responses can be found at tfl.gov.uk/central-London-bus-consultation.

To ease inefficient pinch points, some routes will be shortened, providing an interchange onto other services that will continue to serve final destinations. Passengers can now use the Hopper Fare to change buses unlimited times within an hour for just £1.50. TfL has also put in place measures to ensure that passengers whose interchanges now fall outside of one hour as a result of these changes will ultimately not be charged an additional fare. TfL is keen to ensure that the impact of the changes is minimised, so will continue to work with local authorities and stakeholders to identify where improvements to the public realm or bus facilities would complement the changes.

Private Transit

I have recently read “Private transit: existing services and emerging directions” (TCRP Research Report 196 pre-publication draft by Felgon and colleagues, January 2018). I haven’t checked, but it is possible that the final version is now available.

It covers the interesting area of less formal transit services – shuttles, jitneys and the like, including the ‘Tech Shuttles’ in the San Francisco Bay Area which received much media attention some years ago. It deals solely with the US.

The report deals with Private Market Services (on-demand pooled, pre-arranged route or zone based, and flexible route) and Sponsored Services (employer-arranged, property-based and consortium sponsored), and has a valuable taxonomy of such services.

I found the concept of Chariot, a crowd-sourced crowd-funded system, particularly interesting. People suggest possible routes and pledge to ride them if they are established. If enough people do ride them, the routes becomes permanent.

There was much discussion of the Tech Shuttles. Google, a prime operator, noted that the jurisdictional complexity of the Bay Area and consequent lack of transportation coordination made reaching its Mountain View HQ by public transport impractical. Moreover they – and other firms – sometimes want shuttles dedicated to their own employees, for reasons of business confidentiality. Only 15% of their employees live within walking distance of a Caltrain line. 35% of their employees use their shuttles.

In San Francisco, as a result of the major public debate about the Tech Shuttles, a Commuter Shuttle Pilot Program (2014) created a network of stops shared with service buses and shuttle-only stops: private shuttles pay a fee to use them. This meets some of the complaints about the proliferation of shuttles and the problems they caused.

I was also interested to learn of Transportation Demand Management programs implemented under local land-use or environmental regulations – these appear to be similar to our green commuter plans.

Apparently in 2015, the national drive-alone commute share was 77%. Among Google employees, to their Silicon Valley locations, it was under 50% (and 2/3 would drive alone without the shuttles), For Microsoft employees in Seattle, the drive-alone share is under 60% (60% of whom previously drove alone). Hence thousands of cars are kept off the road by these shuttles.

The report notes that the number of vehicle crashes is strongly correlated with vehicle mileage, and occupants of larger vehicles have lower injury and fatality rates than those of smaller vehicles. It is therefore safer (as well as more environmentally friendly) to get people out of cars into shuttles.

An interesting report, well worth studying.

Road Safety in the EU

From *https://ec.europa.eu/transport/sites/transport/files/2019-04-04-2018-road-safety-statistics_memo.pdf*

This report, published on 4 April 2019, is entitled, '2018 road safety statistics: what is behind the figures?' It notes that although the European Union has some of the safest roads in the world, more than 25 000 people still lose their lives on EU roads every year, and many more are seriously injured. This is an enormous loss for individuals, families and society as a whole. In 2018, around 25 100 road fatalities were reported by the 28 EU Member States. This is a decrease of 21% compared to 2010. Last year, the average fatality rate in the 28 EU Member States was 49 road deaths/million inhabitants, which represents a 1% decrease compared to the previous year. This means that it is unlikely that the target of halving the number of road deaths by 2020 will be reached.

The gap between EU Member States has been narrowing year by year. Last year, only two recorded a fatality rate higher than 80 deaths/million inhabitants, against seven in 2010. In 2018, the majority of Member States had a road fatality rate of below 60 deaths/million inhabitants and for eight countries, the figure was below 40/million inhabitants.

According to the preliminary figures for 2018, the Member States with the best road safety scores are the United Kingdom (28), Denmark (30) and Ireland (31). Member States with the highest fatality rates were Romania (96), Bulgaria (88), Latvia (78) and Croatia (77). While the average decrease in the number of road deaths was only 1% for 2017-2018 for the EU as a whole, some countries made a lot of progress - Slovenia with a 13% drop, Lithuania with 11%, Bulgaria with 9% and Slovakia and Cyprus with 8%.

Detailed data for 2018 are not yet available, so the following sections are based on analysis of trends derived from road safety statistics (most recently 2017).

While fatality rates have decreased across the board, figures for car drivers and passengers have improved the most. This is because cars have become safer. The smallest improvement is for vulnerable road users: unprotected cyclists and pedestrians, riders of powered two-wheelers and the elderly, especially in urban areas. Vulnerable road users account for almost half of road accident victims. For every person killed in traffic accidents, about five more suffer serious injuries with life-changing consequences. Serious injuries are often more costly to society because of long-time rehabilitation and healthcare needs. Vulnerable road-users account for an even higher proportion of those injured in towns and cities.

In 2017, 21% of all people killed on roads were pedestrians. In general, pedestrian fatalities have decreased at a lower rate than for other road-users (by 15% from 2010 to 2017, compared to a total fatality decrease of 20%). Cyclists accounted for 8% of all road accident victims in 2017. The number of cyclist fatalities decreased by only

2% between 2010 and 2017, which is much lower than the total fatality decrease (20%). Motorcyclists accounted for 15% of road accident fatalities.

In 2017, 34% of all road accident victims were in the age group of 25-49. Almost 13% of those killed on EU roads were aged between 18 and 24, while only 8% of the population falls within this age group. This means that young people are much more at risk than the average population. The majority (67%) of young people killed in road crashes were drivers, while only 8% were pedestrians. In general, the average age of road accident victims in the EU is on the rise. While 18% of road fatalities concerned elderly people in 2010, this figure reached 28% in 2017. Those over 65 years old are especially at risk as pedestrians.

Overall, only 8% of road accident fatalities in 2017 occurred on motorways, compared with 54% on rural roads, and 38% in urban areas. In 2017 and for the EU as a whole, roughly 19 people/million inhabitants died in urban road accidents.

Accidents in urban areas are different in character, to accidents on rural roads and motorways. First, within urban areas, pedestrians and not car occupants account for the largest share of victims: inside urban areas, 40% of the fatalities are pedestrians, 12% are cyclists and 18% are powered two-wheelers. This means that 70% of the total fatalities in urban areas are vulnerable road users. Outside of urban areas, this percentage is 34%.

The elderly are particularly vulnerable in urban areas: they accounted for a higher percentage of fatalities from urban road accidents in 2017 than other age groups. This could be explained by the fact that trips made by the elderly are usually short, mostly involve walking, and do not often involve going outside urban areas. In addition, elderly people are clearly over-represented in fatality figures: in 38% of all fatal accidents in urban areas, the victim is aged 65 or more.

In its new policy framework for road safety 2021-2030, released in May 2018, the European Commission confirmed the EU's long-term goal of moving close to zero fatalities and serious injuries in road transport by 2050. Its new interim targets, responding to the call of the 2017 Valletta Declaration, are to reduce the number of road deaths by 50% between 2020 and 2030 as well as to halve the number of serious injuries in the same period. In addition, the Commission is working with Member States on a set of key performance indicators directly related to reducing death and serious injury. The policy framework was accompanied by a Strategic Action Plan on Road Safety, which set out ambitious plans for road safety governance, funding support, infrastructure, vehicles, safe road use, emergency response, emerging challenges and the global dimension.

A number of these actions have already been delivered.

To make the vehicles we drive even safer, the Commission proposed to introduce new safety measures in cars, lorries and buses. Motor vehicles will be equipped with new, advanced vehicle systems, such as intelligent speed assistance; advanced emergency braking and lane-keeping systems; frontal protection systems; driver drowsiness and attention monitoring, and event (accident) data recorder. Buses and lorries will also be equipped with advanced systems capable of detecting vulnerable road users. This legislation alone could save 25 000 lives within 15 years of coming into force.

On 28 March 2019, the Commission and the European Investment Bank (EIB) jointly launched the ‘Safer Transport Platform’, providing advice and technical assistance on

funding and financing options for investment in transport safety, with a particular focus on road safety.

Finally, in order to close the 'road safety gap', which still exists between different EU Member States, a new pilot project was launched early this year with the financial support of the European Parliament, focusing in particular on a number of countries who have to do the most to catch up with the European average. The ‘EU Road Safety Exchange’ aims to develop partnerships between road safety professionals of different European countries and to address their specific road safety problems through sustained twinning activities.