

*image
not
available*

Transport Statistics for London, , H.M. Stationery Office, 1988, 0115508821, 9780115508820, . .

DOWNLOAD [HERE](#)

Ozone depletion health and environmental consequences, Robin Russell Jones, Tom Wigley, 1989, , 280 pages. Comprises the edited proceedings of an international conference on the health and environmental consequences of stratospheric ozone depletion, held at the Royal Institute of

Costing the earth the challenge for governments, the opportunities for business, Carincross Frances, Mar 1, 1993, Business & Economics, 341 pages. In Costing the Earth, Frances Cairncross shows the ways in which government can and must create the right conditions for businesses to develop environmentally sound practices

Collected Essays , George Orwell, 1968, , 460 pages. .

Science , Encyclopaedia Britannica, inc, Feb 1, 1993, Reference, 32 pages. Brief, one-paragraph presentations of scientific topics, including chemical elements, electricity, light, astronomy and space flight, and atomic energy..

Economics, town planning and traffic , D. J. Reynolds, Institute of Economic Affairs (Great Britain), 1966, Political Science, 166 pages. .

Bus deregulation in the metropolitan areas , Laurie Pickup, 1991, Political Science, 264 pages. The 1985 Transport Act deregulated bus operation outside London following 55 years of regulation. It was made much easier for private companies to set up bus services and local

Transport for passengers a study in enterprise without licence, John Hibbs, 1971, Transportation, 96 pages. .

Order and chaos laws of energy and entropy, Stanley W. Angrist, Loren G. Hepler, 1967, , 237 pages. .

London a life in maps, Dr. Peter Whitfield, 2006, History, 208 pages. A city long shrouded in literary and historical mists--not to mention real ones--London seduces tourists and natives alike. From Big Ben to the grimy Victorian streets of

The Economics of institutions , Geoffrey Martin Hodgson, 1993, Business & Economics, 615 pages. The Economics of Institutions is a collection of key essays in the field of both new and old institutional economics. Featuring articles from the most important scholars in

The new aerobics , Kenneth H. Cooper, 1970, Health & Fitness, 191 pages. .

On the move -- a market for mobility on the roads, John Hibbs, 1993, , 94 pages. .

Getting the prices right a European scheme for making transport pay its true costs, Per Øgeson, 1993, Science, 197 pages. Soziale Kosten..

Muscle , Douglas Robert Wilkie, 1976, Science, 64 pages. .

Proceedings, Volumes 5-7 , , 1996, , . .

The deregulation of bus services , Ian Savage, 1985, , 267 pages. .

As covered here by London Reconnections, TfL have released some figures (at the back of this report by the Commissioner to the TfL Board) on complaints received from the public about various transport services in London during the financial year 2011/12. The summary table, reproduced below, shows that complaints levels per 100,000 journeys made were much higher on the Dial-a-Ride and Cycle Hire services than on the mainstream services.

The GLA have launched a 'dashboard' of data covering a range of topics, to be updated at regular and frequent intervals. It includes a number of items on transport such as journeys by public transport and by cycle hire. The cycle hire data is broken down not just by month but by day so you can observe patterns over short and long timescales. When the cycle hire scheme was launched it was expected to generate about 40,000 trips a day (see paragraph 447 in the Mayor's Transport Strategy here) but as of the latest data (to the 8th of July) this level had only been reached five times. TfL have since said that there were record numbers of hires during the Olympics period so it will be interesting to see what the next update shows.

In late June TfL published a factsheet on road casualties in 2011, which you can find alongside previous versions here. There were 29,257 casualties recorded by the police in 2011 (inevitably an under-estimate, since many injuries don't get reported, particularly the less serious ones). Of these, 159 were fatalities, 2,646 were serious injuries, and 26,452 were slight injuries.

The number of people killed or seriously injured (KSI) fell 3% from 2010 to the lowest number since 1986 (the earliest year of police reporting at Greater London level). But there were huge differences in trend for different categories of road user: while the number of car occupant KSIs fell by 31% and the number of bus or coach occupants by 12%, the number of cycling KSIs increased by 22% and the number of pedestrian KSIs by 7%.

Of course, these divergent trends are partly due to different trends in traffic for each mode, with car traffic generally falling and cycling rising in recent years. But it's very unlikely that car traffic fell by 31% or that cycling rose by 22%, so it is highly probable that the car casualty rate fell and the cycle casualty rate rose. We should get more evidence on casualty rates when DfT update this table and others in a month or so.

It is also worth noting that DfT publish very detailed data for every single recorded casualty recorded on data.gov.uk. The data is at case level so you can analyse it any way you like, but be warned that the data is quite complex (you may need to match vehicle records with casualty records, for example) so it might take some time to understand.

Last month the Department for Transport published new quarterly statistics on congestion on local authority roads, which include most motorways and carry about 80% of all traffic in England. The chart below shows trends in average speeds (and by implication, congestion) in each region during the equivalent quarter of each year back to 2008 (click for full size).

Bus use in London rose increased rapidly between 2004 and 2008, levelled off during the recession and is now on the up again. In other English cities (the brown line) bus use has been more or less static since 2004 and showed more of a drop during the recession, consistent with other economic indicators.

We've posted before about falling car ownership in London, as measured by the number of cars per household. The latest figures from DfT show this figure continuing to fall in London, from 0.78 cars per household in 2008/09 to 0.76 in 2009/10. Meanwhile it's up very slightly in the rest of Britain, to 1.21 cars per household. So there are roughly three cars for every four households in London, compared to nearly five in the rest of Britain.

The first statistics on commuting into central London were collected in the 1850s (of which more later), but the first figures comparable to the present date from around a century later. The chart below shows the trend since 1956 in the number of people (in thousands) measured as entering central during the weekday morning peak, broken down by whether they used rail (national rail, London Underground or TfL), bus or private transport (car, coach, taxi, cycle and motorcycle). NB, walking isn't included.

The number of morning commuters peaked at about 1.25 million in 1962 and then fell through most of the next twenty years. The pattern over the last thirty years is dominated by peaks and troughs linked to London's economic performance, with notable booms and busts in the late 1980s, early 2000s and in 2007-08.

Rail is the dominant mode throughout this period, even more so in recent years, reaching 79% of the total in 2010. In fact the more interesting changes happened on the road and only really show up when you leave rail out. Detailed data on road traffic only starts in 1969 but the chart below interpolates back to estimates from 1961 to show the broad modal split of road commuting over a nearly 50-year span. It shows buses and cars twice swapping places as the dominant mode of transport for commuters, with bus ridership sliding throughout the 60s and 70s before shooting up again in the early 2000s. Interestingly, this latter shift seems to have started before the introduction of the congestion charge: the number of car commuters into central London fell by nearly a quarter between 2000 and 2002, before the C-charge was introduced in 2003.

The most notable trends in the last decade have been the continuing fall in the car share of commuting, and the rise in cycling. The chart below shows cycling's share of road commuting into central London since 1969. In the early 1970s cycling accounted for just 1% of road commuting (and therefore a much smaller share of total commuting), but by 2010 this had risen to 12%. Given the combined motorcycle/cycle figure in 1961 was 13%, it seems fairly plausible that cycling now accounts for a higher share of central London commuters than at any point in the past. Also, if current trends continue (a big if) it won't be long before more people are coming into central London on two-wheelers than in cars.

I mentioned at the start that these kind of statistics were first collected in the 1850s. This refers to a survey by Charles Pearson, who hired 'traffic-takers' to stand at all the principal entrances to the city of London, to take their station from eight o'clock in the morning till eight o'clock at night; and count the number of persons and vehicles leaving or entering the City over the twelve-hour period. The City was a much larger part of London in the 1850s than it is now, and Pearson measured somewhat different flows and used a different methodology, but his results, shown in the table below, are still fascinating.

Railways were still in their infancy and there was no Tube yet, but the most striking result here is how many people walked into Central London. That's not so surprising, as London was much smaller and denser than it is today so most people would have been within an hour's walk of the City. It's frustrating that we don't have comparable figures on walking today (at least, not that we could easily find) but as the city is so much more spread out you would expect walking's share to be much lower, though still significant.

Department for Transport (DfT) statistics on the local bus sector in Great Britain present information on passenger journeys, vehicle miles, levels of revenue, costs and government support, the vehicle fleet, staff employed and other indicators including punctuality. The department also collects

statistics on concessionary travel, covering pass holders, journeys, expenditure and reimbursement to operators. This index sheet lists all the tables available.

Most of the statistics in this series are derived from an annual survey of over 500 bus operators. Some figures are derived from smaller surveys of local authorities (for example on concessionary travel), the larger bus operators or other sources. London figures are provided by Transport for London (TfL). Users should be aware that previously published figures derived from the annual PSV operator survey are routinely revised once a new year of data becomes available, due to the nature of the imputation method used.

Concessionary travel statistics, tables containing data supplied by local authorities and industry bodies and those relating to bus service provision are outside the scope of National Statistics. The department's view is that all statistics which are not designated are robust and have been produced to a suitable standard.

Welcome to Wikiproject London Transport, a usergroup dedicated to expanding and improving Wikipedia's coverage of articles relating to transport in the London Area. The scope of this project covers all aspects of transport in London, not just Transport for London and its sectors. The project looks after articles on the London Underground, Docklands Light Railway, London Overground, National Rail, London Buses, Taxis, roads, rivers, bridges, etc., and its Portal.

"Journey stages by public transport modes (defined as bus, tram, Underground, DLR, rail, taxis and private hire vehicles) increased in share from 30 per cent in 1993 to 34 per cent by 2000, and to 41 per cent by 2008 and 2009. This 7 percentage point increase in the share of public transport stages between 2000 and 2009 is equivalent to a 5 percentage point increase in trip based mode share for public transport in London (see Table 2.4).

This page is best viewed in an up-to-date web browser with style sheets (CSS) enabled. While you will be able to view the content of this page in your current browser, you will not be able to get the full visual experience. Please consider upgrading your browser software or enabling style sheets (CSS) if you are able to do so.

The reports contain the quarterly results for the Bus Passenger Satisfaction Survey. The survey asks passengers to rate their satisfaction with several aspects of the bus journey they have just undertaken including the bus stop environment, 'on the bus' factors, and their overall satisfaction.

This statistical release presents information on Concessionary Travel in England for the last year and forecasts for the current year. The data are derived from the Department's survey of Travel Concession Authorities and includes information relating to concessionary travel reimbursement and discretionary enhancements to the English National Concessionary Travel Scheme.

local buses, including concessionary fares, passenger journeys, vehicle kilometres, bus operators' income and expenditure, including support and grants, fares, punctuality and passenger satisfaction. As well as monitoring information on Public Service Agreement targets on reliability, fleet age, accessibility and information at bus stops

The Blue Badge scheme provides a range of parking concessions for people with severe mobility problems who have difficulty using public transport. The scheme operates throughout the UK and the concessions provided under the scheme apply to on-street parking only. For example, Blue Badge holders may park for free and for as long as they need to at on-street parking meters and pay-and-display machines, unless there is a traffic sign specifying a time limit for holders of Blue Badges.

Concessionary bus fares scheme offer discounted travel on local public transport for older and disabled people. From 1 April 2008, these groups get free off-peak travel (usually after 9.30 am) on

all local buses anywhere. Local authorities retain the discretion to offer their residents other travel concessions as well. Such voluntary concessions might include concessionary travel before 9.30 am and discounted travel for other groups such as children and students.

Information on light rail and tram systems in Great Britain covers urban systems that are predominantly surface-running, and therefore includes Blackpool Tramway, Croydon Tramlink, Docklands Light Railway, Manchester Metrolink, Midland Metro, Nottingham Express Transit, Sheffield Supertram and Tyne and Wear Metro. Not included in the figures in this release are the London Underground and Glasgow Subway (which are classified as underground systems). Also excluded are many other smaller systems, such as funiculars, airport transit systems, heritage and tourist railways.

<http://eduln.org/3891.pdf>