This section provides notes and definitions for the modal comparisons and is part of Transport Statistics Great Britain published in November 2017.

**Passenger Transport**

**Passenger transport: TSGB0101**

Buses and coaches: Historically, passenger kilometres are derived from other data collected from bus and coach operators such as receipts, vehicle kilometres and patronage. Because this proxy method has to be used, the series gives only a broad guide to trends. From 2004, data is based on the average distance travelled by bus and coach per person per year from the National Travel Survey (NTS), using population estimates from the Office for National Statistics to gross up to total passenger kilometres. Bus and coach covers the London bus, other local bus, non-local bus and private hire bus categories recorded in the NTS. Due to the change in the methodology used to compile the figures, comparisons between figures for earlier and later years should be interpreted with caution.

Cars, vans, taxis and motorcycles: Estimates for cars (which include taxis) and motorcycles (which include mopeds and scooters) are derived from the traffic series shown in TRA0101 (vehicle miles) and average occupancy rates (persons per vehicle) from the National Travel Survey (NTS). Estimates for personal use of light vans are derived from the NTS (average van distance travelled per person per year) and population estimates. The average occupancy rates were revised this year to use three year averages to improve the consistency of the series.

Pedal cycles: Estimates are from the traffic series shown in TRA0401.

Occupancy rates for 1996 onwards are based on weighted NTS data. As data prior to 1996 has not been weighted, this produces a discontinuity in the data. This does not affect the underlying rate of growth.

Rail: Rail figures include National Rail, London Underground, Glasgow Underground, public metro and light rail systems.

Notes and Definitions include:

- Information on sources.
- Information on “accuracy”.
- Definitions.
- General information the tables including links to background information.
Air: The figures are revenue passenger kilometres on scheduled and non-scheduled domestic services on UK airlines only. Further details are available in the Notes on table AVI0201.

All modes: Figures exclude travel by water.

**Passenger journeys on public transport: TSGB0102**

The data in this table are derived from:

- Bus: Returns from operators to DfT;
- Rail: Office of Rail Regulation;
- Light rail and trams: Operators;
- Air: Civil Aviation Authority.

Local bus: Bus passenger journeys are estimated based on returns supplied by a sample of bus operators. Where an operator is not sampled or does not respond an imputation is made. Imputations for earlier years can on occasion be improved using data for later years, which can result in (typically minor) revisions to previously published data (back to 2004/05) although trends are rarely affected substantively.

**Personal travel: TSGB0103 to TSGB0105 (NTS tables NTS0305, NTS0409 and NTS0410)**

These tables present some basic information from the National Travel Survey (NTS). Since 2013, the NTS has recorded personal travel by residents of England along the public highway in Great Britain – prior to 2013 the NTS recorded personal travel by residents of Great Britain along the public highway in Great Britain. All NTS tables now display figures for residents of England only unless otherwise stated.

The NTS records the number of trips (a one-way course of travel for a single main purpose) and the distance travelled. All modes of transport are covered, including walking more than 50 yards.

Excluded from the sample are foreign visitors and people living in communal establishments (e.g. students in halls of residence). Both of these groups are likely to make a large number of public transport trips. An additional NTS table is available (NTS0306) which gives average trip lengths by mode at [https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons](https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons)

People entering Central London during the morning peak: TSBG0106

This table was last updated with data from the 8th Travel in London Report, see https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports.

The area defined as Central London approximates to that defined as the Greater London conurbation Centre in the Population Censuses. It is bounded by South Kensington and Paddington in the west, Marylebone Road/ Euston Road in the North, Shoreditch and Aldgate in the East, Elephant and Castle and Vauxhall in the South, and includes all the main railway termini.

The survey is a count of the number of vehicle occupants (other than goods vehicles) on each road crossing the central London cordon. The cordon is situated outside the Inner Ring Road and encloses a slightly larger area than the Central London Congestion Charging Zone. Counts are conducted for one day at each of the survey points during October/November. Taxi passengers have been counted since 1996. Results for London Underground are derived from exit counts of people leaving the Underground stations within the Central area. Since 1996, these have been taken from automatic ticket gate data. Rail passengers are counted by observers at their last station stop before the central London cordon or, in the case of long-distance operator services, on arrival at Central London rail termini. Figures for Underground exclude people transferring from surface rail. The data are collected for TfL. Further information can be found from the supplementary report (published January 2014) to the Travel in London Report available at: https://www.tfl.gov.uk/cdn/static/cms/documents/central-london-peak-count-supplementary-report.pdf

The data are not National Statistics as Transport for London are not one of the organisations covered by the Official Statistics legislation. Their statistics are considered reliable.

Casualty rates: TSBG0107 (Road safety table RAS53001)

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. The table provides information on passenger casualties and, where possible, travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included.

Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.
The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and accidents occurring through movement of railway vehicles in Great Britain. The rail figures cover National Rail only, so exclude accidents on underground and tram systems, Eurotunnel and minor railways. Rail figures are based on financial years.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels. For full definitions see: https://www.gov.uk/government/publications/maib-annual-report-2015

Road: Figures refer to Great Britain and include reported personal injury accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. More information is provided in the road accident and casualties technical notes, available at https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance.

For further information about road and rail accidents and casualties see tables TSGB0801 to TSGB0811 in chapter 8.

**Travel to work: TSGB0108 to TSGB0112**

These tables use data from the Labour Force Survey (LFS). The questions on usual method of travel to work and usual time taken to travel to work are asked of all respondents in employment, excluding those on government schemes and those working from home or using their home as a working base. Data is collected between October and December annually since 2006, before this only data from October and November are used.

The questions on usual method of travel to work and usual time have been asked since 1992. The LFS is an Office for National Statistics’ survey of households living at private addresses in the United Kingdom. In spite of its large sample size (approximately 40,000 responding households per quarter), data for some cells are not shown because they fall below the LFS publication threshold. Further information on the LFS methodology may be found at http://www.ons.gov.uk/ons/guide-method/method-quality/specific/labour-market/labour-market-statistics/index.html
Overseas travel and tourism, and international passenger movements: TSGB0113 to TSGB0115

TSGB0113 to TSGB0115 are derived from the International Passenger Survey (IPS). In this survey, which is carried out by the Office for National Statistics, a large sample of passengers are interviewed as they enter or leave the United Kingdom by the principal air and sea routes and via the Channel Tunnel. These tables are based on IPS ‘main flow’ interviews, i.e. United Kingdom residents returning to, and overseas residents leaving the United Kingdom. The unit of measurement is therefore the visit and not the journey, and the mode of travel for the unit is that used by a United Kingdom resident returning or by an overseas resident departing (fly cruises are an exception to this rule as they are counted as ‘sea’ even though United Kingdom resident interviewed will have returned by air).

The figures given here are annual totals, but monthly and quarterly as well as annual analyses are published in Overseas Travel and Tourism, and can be found at: http://www.ons.gov.uk/peoplepopulationandcommunity/leisureandtourism/bulletins/overseastravelandtourism/previousReleases).

More information on the IPS survey methodology can be found at http://www.ons.gov.uk/ons/rel/ott/overseas-travel-and-tourism---monthly-release/index.html

The “European Union” category in TSGB0114 and TSGB0115 includes all 28 member states. “Other Europe” in these tables includes other central and Eastern Europe, North Cyprus, Faroe Islands, Gibraltar, Iceland, Norway, Switzerland (including Lichtenstein), Turkey, the former USSR and the states of former Yugoslavia.

Employment in transport and related industries

Transport related employment: TSGB0116

Data shown in TSGB0116 are based on data from the April to June Labour Force Survey (LFS). The LFS is an Office for National Statistics’ survey of households living at private addresses in the United Kingdom. In spite of its large sample size (approximately 40,000 responding households per quarter), data for some cells are not shown because they fall below the LFS publication threshold.

TSGB0116 includes people who are employees, self-employed, on Government employment and training programmes, or unpaid family workers. Those whose industry or occupation was unknown are not included in the transport industry and occupation categories, but are included in the ‘all jobs’ and ‘all industries’ totals.
Standard Occupational Classification 2000 (SOC2000) was used in tables for 2003-2010 and SOC2010 was used in tables from 2011 onwards. This means that the data for these two periods are not directly comparable. There were a number of differences between SOC2000 and SOC2010 which affect the selected transport related occupations used in TSGB0116. SOC2000 unit groups 3514, 8217, 8218, 8216 and 8219 were replaced by SOC2010 unit groups 8231, 8232, 8233, 8234 and 8239 respectively. Unit groups SOC2000 5233 and 6213 have been subsumed by SOC2010 5231 and 6219 respectively. SOC2000 9141 ‘Stevadores, dockers and slingers’ was subsumed into SOC2010 9260 ‘Elementary storage occupations’ which appears to also include SOC2000 9149 ‘Other goods handling and storage occupations n.e.c’. This includes a large number of non-transport jobs, so SOC2010 unit 9260 was not included in list of transport related jobs from 2011 onwards.

Similarly, tables for 2003-2008 use SIC1992 (Sector H Transport Storage and Communications) and tables from 2009 onwards use SIC2007 (Sector I = Transport and Storage), again limiting the ability to draw direct comparisons between data for the two periods.

These notes and definitions relate to the detailed statistics tables on “Modal Comparisons” which can be found at: https://www.gov.uk/government/statistical-data-sets/tsgb01-modal-comparisons