

## Measurement template – notes

This note describes each of the fields of the measurement annex for input and impact indicators. Please read this, and then fill in the accompanying Excel workbook to provide details on each of the indicators in your Business Plan.

Please return the completed workbook to [PerformancePolicyTeam@hmtreasury.gsi.gov.uk](mailto:PerformancePolicyTeam@hmtreasury.gsi.gov.uk) by **18 February 2011**.

Field	Notes
<b>Short title</b>	Households with good transport access to key services or work
<b>Technical definition</b>	This indicator relates the car ownership rate to the average public transport time to seven key services. The indicator is indexed (as a score of 100) to the England average for 2010.
<b>Rationale</b>	The measure has been selected as it incorporates information on car availability alongside walking, cycling, and public transport options to give an overall measure of how the Department's policies encourage economic growth and reduce social exclusion. The measure will have a rural focus, given distances travelled to access key services tend to be longer in rural areas.
<b>Formula</b>	The full details and formula are provided in section D of the methodology note at <a href="http://assets.dft.gov.uk/statistics/series/accessibility/accessibility-statistics-methodology.pdf">http://assets.dft.gov.uk/statistics/series/accessibility/accessibility-statistics-methodology.pdf</a>
<b>Start date</b>	Data are available for the period from 2007, though 2010 is the base year. Comparisons between pre-2010 data should be carried out with caution as the data are not directly comparable.
<b>Latest data</b>	2011
<b>Performance</b> <i>(optional if relevant)</i>	The index should increase to demonstrate an improvement has been achieved.

<b>Behavioural impact</b>	The indicator does not create any perverse incentives.
<b>Comparability</b>	No international comparisons are available.
<b>Collection frequency</b>	Annual
<b>Time lag</b>	About 7 months from the end of the calendar year
<b>Data source</b>	DfT Accessibility Statistics. The latest publication, including guidance on all data sources, is available at: <a href="http://www.dft.gov.uk/statistics/series/accessibility/">http://www.dft.gov.uk/statistics/series/accessibility/</a>
<b>Type of data</b>	Official statistics.
<b>Robustness and data limitations</b>	Data from 2007 onwards have been compiled using consistent methods. However, there have been improvements in data quality and coverage during these years, so changes in reported accessibility may not be attributable entirely to local transport interventions. Only registered public transport services are included in the Accessibility calculations. This means Demand Responsive Transport, other flexibly routed services, and school transport services are usually not included. Therefore, especially in rural areas, Accessibility Indicators are likely to be an underestimate of actual accessibility. Further details are published with the statistics (see Data source field).
<b>Collecting organisation</b>	Department for Transport aggregates the data and produce the output statistics
<b>Return format</b>	Index (2010=100)
<b>Geographical coverage</b>	England
<b>How indicator can be broken down</b>	Geographically by local authority, urban and rural areas, and region

<b>Further guidance</b>	Any other relevant information.
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