

Measurement template

Field	Notes
Short title	Households with good transport access to key services or work
Technical definition	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.
Rationale	<p>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.</p> <p>The measure will have a rural focus, given distances travelled to access key services tend to be longer in rural areas.</p>
Formula	<p>The full details and formula are provided in section D of the methodology note at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/49965/accessibility-statistics-methodology.pdf</p>
Start date	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.
Latest data	2011
Performance <i>(optional if relevant)</i>	The index should increase to demonstrate an improvement has been achieved.
Behavioural impact	The indicator does not create any perverse incentives.
Comparabil	No international comparisons are available.

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Collection frequency	Annual
Time lag	About 7 months from the end of the calendar year
Data source	DfT Accessibility Statistics. The latest publication, including guidance on all data sources, is available at: https://www.gov.uk/government/organisations/department-for-transport/series/transport-accessibility-statistics--3
Type of data	Official statistics.
Robustness and data limitations	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).
Collecting organisation	Department for Transport aggregates the data and produce the output statistics
Return format	Index (2010=100)
Geographic coverage	England
How indicator can be broken down	Geographically by local authority, urban and rural areas, and region
Further guidance	Any other relevant information.