



## Notes and Definitions: Modal Comparisons

This section provides notes and definitions for the modal comparisons and is part of Transport Statistics Great Britain published on 15 December 2011.

### Notes and definitions include:

- Information on sources
- Information on “accuracy”.
- Definitions.
- General information the tables including links to background information.

## 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, motor cycles and pedal cycles: Estimates for cars (which include taxis), motorcycles (which include mopeds and scooters), and pedal cycles are derived from the traffic series (vehicle kilometres) shown in TRA0101 (vehicle miles) and TRA0201 (vehicle kilometres) and average occupancy rates (persons per vehicle) from the National Travel Survey (NTS).

Because of changes in methodology figures for the road traffic estimates, figures for 1993 have been shown calculated on the new and the old basis.

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. Estimates for personal use of light vans are derived from the NTS.

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

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Air: The figures are revenue passenger kilometres on scheduled and non-scheduled domestic services on UK airlines only. They exclude air taxi services, private flying and passengers paying less than 25 per cent of the full fare on scheduled and non-scheduled services.

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;

London Underground: Transport for London;

Light rail and trams: operators;

Air: Civil Aviation Authority.

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

These tables present some basic information from the National Travel Survey (NTS). The NTS records personal travel by residents of Great Britain along the public highway in Great Britain. It 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.

In Tables NTS0409 and NTS0410, escort trips are those where the traveller has no purpose of his/her own, other than to escort or accompany another person, e.g. take a child to school.

In 2006, a weighting strategy was introduced to the NTS. As well as adjusting for non-response bias, the weighting strategy for the NTS also adjusts for the drop-off in the number of trips recorded by respondents during the course of the travel week. The weighting strategy has been applied to NTS data from 1995 onwards. In 2002, the drawn sample size for the NTS was nearly trebled compared with previous years, enabling key results to be presented on a single year basis for the first time since the survey became continuous. Changes to the methodology in 2002 mean that there are some inconsistencies with data for earlier years.

The latest information from the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey/>

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## **People entering Central London during the morning peak: TSGB0106**

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 terminals.

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 Transport for London (TfL). Further information can be found from the report at:

[www.tfl.gov.uk/assets/downloads/corporate/Travel\\_in\\_London\\_Report\\_2.pdf](http://www.tfl.gov.uk/assets/downloads/corporate/Travel_in_London_Report_2.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: TSGB0107 (RAS53001)**

There have been a number of small revisions to this table but these have had little effect on the comparisons of the different modes with the exception of rail, for which the source and coverage of the casualty figures has changed.

In a change to previous publications rail figures are for National Rail only. These are now based on casualty figures from the Rail Safety and Standards Board (RSSB), so casualty definitions differ to those used in previous years when figures from the Office of Rail Regulation's SIGNAL database were used. This has led to higher injury rates being shown for all years as the RSSB figures have a higher number of minor injuries recorded. Rail figures are based on financial years.

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.

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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. As well as national rail the figures include accidents on underground and tram systems, Eurotunnel and minor railways.

**Water:** Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

**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. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Section 8: Transport accidents and casualties.

**Bus or coach:** Vehicles equipped to carry 17 or more passengers regardless of use.

**Car:** Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

**Van:** Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

**Motorcycles:** Mopeds, motor scooters and motor cycles (including motor cycle combinations).

**Pedal cycle:** Includes tandems, tricycles and toy cycles ridden on the carriageway.

**Pedestrian:** Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

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

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## **Travel to work: TSGB0108 to TSGB0112**

These tables use data from the October to December 2010 quarter of the Labour Force Survey (LFS). The table is based on those people who are employed, and excludes those on Government New Deal schemes, those working from home or using their home as a working base, and those whose workplace or mode of travel to work were not known.

The questions on usual method of travel to work and usual time have been asked in each Autumn (October to December) survey since 1992. The LFS is a survey of households living at private addresses in Great Britain. In spite of its large sample size (55 thousand responding households), data for some cells are not shown because they fall below the 10 thousand LFS reliability threshold.

Labour Force Survey move to Calendar Quarters (CQ's): The Labour Force Survey (LFS) moved to publishing calendar quarters from May 2006. The survey previously published seasonal quarters where March-May months covered the spring quarter, June-August was summer and so forth. This has now changed to calendar quarters as part of an EU requirement for all member states to have an LFS based on calendar quarters. LFS micro data is available for January-March (Q1), April-June (Q2), July- September (Q3) and October-December (Q4).

## **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 quarterly as well as annual analyses are published in Overseas Travel and Tourism (see for example <http://www.ons.gov.uk/ons/rel/ott/overseas-travel-and-tourism---monthly-release/august-2011/stb-august-2011.html> and <http://www.ons.gov.uk/ons/rel/ott/overseas-travel-and-tourism---quarterly-release/q2-2011/ott-q2-2011.html> ). More information on the IPS survey methodology can be found at:

<http://www.ons.gov.uk/ons/guide-method/method-quality/specific/travel-and-transport-methodology/international-passenger-survey/index.html>

The "European Union" category in TSGB0113 and TSGB0115 includes all 27 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.

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## Employment in transport and related industries

### Transport related employment: TSGB0116

Details of transport-related employment by occupation are available from the Labour Force Survey (LFS). Data shown in TSGB0116 are from April to June 2010. The Labour Force Survey (LFS) moved to publishing calendar quarters in May 2006. The survey previously published seasonal quarters where March-May months covered the spring quarter, June-August was summer and so forth. This has now changed to calendar quarters as part of an EU requirement for all member states to have an LFS based on calendar quarters. LFS micro data is available for January-March (Q1), April-June (Q2), July-September (Q3) and October-December (Q4).

The LFS is a survey of households living at private addresses in Great Britain. In spite of its large sample size (55 thousand responding households), data for some cells in TSGB0116 are not shown because they fall below the 10 thousand LFS reliability threshold. TSGB0116 includes people with both main and second jobs as an employee, the self-employed, those on Government employment and training programmes, and unpaid family workers. The industry totals include those working in the following industry classifications: transport via railways, other inland transport, water transport, air transport, supporting and auxiliary transport activities and the activities of travel agents, and exclude those whose occupation was not known.

The Standard Occupational Classification (SOC2000) has been used instead of the previous 1990 classification for editions of Transport Statistics Great Britain from 2001 to 2008. SOC2000 is not directly comparable with the 1990 classifications, and it is therefore not possible to make direct comparisons with the earlier editions. In addition the Transport industries are also based on the SIC2007.

## Public Sector Expenditure and Investment

### General information on Tables TSGB0117 to TSGB0120

The data cover United Kingdom as a whole and can be found on HM Treasury website at: [http://www.hm-treasury.gov.uk/pespub\\_pesa11\\_natstats.htm](http://www.hm-treasury.gov.uk/pespub_pesa11_natstats.htm)

Most expenditure data in the Public Expenditure Statistical Analysis (PESA) are taken directly from the HM Treasury's public expenditure database, the Combined Online Information System (COINS). Central Government Departments supply data for their own expenditure and that of Agencies and Non-Departmental Public Bodies. These tables also report on the capital expenditure of public corporations but not current expenditure as only capital expenditure is treated as public sector spending in the National Accounts. Local government financing and expenditure describes central government's support for local government and local government's own spending. Great Britain is primarily covered in these analyses - where appropriate district council, spending in Northern Ireland is included.

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With a few exceptions, mainly in non-transport sectors, local government spending data in England are supplied by the Department for Communities and Local Government (CLG). The devolved administrations provide local government spending data for Scotland, Wales and Northern Ireland. In addition the Office for National Statistics supplies out turn figures for aggregated figures. The sources for the data are explained more fully on the HM Treasury website at:

[http://www.hm-treasury.gov.uk/d/pesa2011\\_annexa.pdf](http://www.hm-treasury.gov.uk/d/pesa2011_annexa.pdf)

To avoid double counting, grants from Central Government to Local Government are only counted in the Local Government spending categories.

#### Form of data presented in tables.

The data reported here are in terms of outturns that is, actual expenditure as this is the form given in the datasets. The figures have not been corrected to a constant price level by any deflator. HM Treasury do publish figures that are deflated using Gross Domestic product (GDP). The figures are presented in this way so that the user can use more up to date deflators; see for example HM Treasury for GDP deflators at: [http://www.hm-treasury.gov.uk/data\\_gdp\\_index.htm](http://www.hm-treasury.gov.uk/data_gdp_index.htm) , or other deflators and also so that the figures can be revised but not re-deflated from year to year.

The fact that the figures presented here are not at constant prices must be kept in mind when examining trends across time. In addition accounting methods as well as methods of financing infrastructure change over time and this has an effect on what is included and excluded in various categories especially when looking at the capital and revenue spending. For example, building a road is capital spending, but paying shadow tolls as part of a usage agreement with a private sector company who built the road, is revenue spending. HM Treasury have also noted that the PESA exercise published in 2011 was not strictly comparable with earlier publications.

One of the purposes behind the Treasury's Country and Regional Analysis is to determine who has benefitted by the expenditure, and in particular which region of the country has benefitted. However for a large part the details given for transport are based on where the money was spent. For example all local government expenditure is deemed to take place in the local authority area. In addition expenditure on national roads is attributed to the regional of expenditure, although some further estimation may be needed below country level. For this exercise the expenditure is divided into identifiable and non-identifiable expenditure.

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Generally, identifiable expenditure is that which can be allocated for the benefits of individuals, enterprises or communities within particular regions. Non-identifiable expenditure is that which is incurred on the part of the United Kingdom as a whole and includes for example, expenditure on the Maritime and Coastguard Agency, Civil Aviation Authority, Transport Security, Civil aviation services, Accident and Investigation work or is in a small program where the effort of allocation was not considered to be cost effective. Spending identified as “Outside the United Kingdom” in the transport sector usually means expenditure on services that benefit visitors to the United Kingdom or international organisations rather than expenditure that actually occurred outside the UK. The largest transport sector affected is railways and in particular the London Underground and High Speed Rail 1.

The data published as transport expenditure aligns with the United Nation's Classifications of Functions of Government (COFOG). There is an additional breakdown that links UN COFOG to the HM Treasury version of COFOG. For example, UN COFOG does not present a 'Transport' function at the level presented whereas the HM Treasury functional classification does. For further details see [http://www.hm-treasury.gov.uk/d/pesa2007\\_cofogsupplementarynote.pdf](http://www.hm-treasury.gov.uk/d/pesa2007_cofogsupplementarynote.pdf) . In addition “Street Lighting” is excluded from transport expenditure in the HM Treasury tables, being included as a category of housing and community amenities. Across the time periods here it is around £500 million a year, see TSGB0120. Spending on British Transport Police is classified under “Policing”.

The data published by HM Treasury use five broad groups for Transport expenditure. These are:

- National Roads, usually those roads which are considered by Central Governments to be part of their strategic road network. These include motorways and trunk roads and are funded almost entirely by Central Governments. This largely excludes roads within the London area which are the responsibility of Transport for London and the boroughs. A small amount of funding may be supplied by local authorities for particular projects in their local authority area for example for additional work on roundabouts. Expenditure on executive agencies such as DVLA is included.
- Local Roads consist of roads that are the responsibility of local highways authorities to maintain. Expenditure on roads within the London area with the exception of small sections of the M4, M1 and M25 are the responsibility of Transport for London and the boroughs and are included here.
- Railways include the London Underground. Expenditure includes grants and other payments but can be offset by payments by the private sector. Rail operators considered by the Office for National Statistics to be in the public domain are also included and these designations may change over time. For the period given here this includes the Channel Tunnel Rail Link and London and Continental Railways.
- Local public transport includes Bus Service Operators Grant paid by Central Government as well as Local Authority spending and mainly refers to road transport.
- Other includes maritime, ports, aviation, security and other expenditure including local authority spending on ports and piers.

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As above, grants from Central Government to Local Government (including London) are excluded to avoid double counting; only the final spending by local authorities is included. Depreciation is not included. Where possible the current/resource figures exclude the cost of capital; that is the income that would have been earned if the assets had been sold and invested. The split between current and capital indicates the broad National Account definition of the spending, see the ONS *Blue Book* at <http://www.ons.gov.uk/ons/rel/naa1-rd/united-kingdom-national-accounts/2010-edition/blue-book.html> .

The data published by HM Treasury include the spending attributed to the English regions alongside the spending attributed to Scotland, Wales and Northern Ireland. Although the figures are comparable, care is still needed when making comparisons because of the different scope of public sector activities in different countries and the difficulties that some sectors have in making regional splits. In addition spending by local authorities is assumed to benefit only those living in the local authority and this means that local authority spending in London, including by Transport for London, is considered to only benefit those living in London.

### Accuracy

See comments in [http://www.hm-treasury.gov.uk/d/pesa\\_2011\\_chapter4.pdf](http://www.hm-treasury.gov.uk/d/pesa_2011_chapter4.pdf)

### Strengths

The data collates expenditure across the whole of the public expenditure on a consistent basis, identifies reasonable high level categories and comes from HM Treasury' own public expenditure data base.

### Weaknesses

The data are subject to revisions and these can be large if, for example, an organisation originally considered to be in the private sector is reclassified to the public sector for the purposes of National Accounts, such as London and Continental Railways. Long run series are difficult to compile due to changes in accounting practices across time, including for example, the definition of capital and current and the definitions of functions of Government.

Only five broad categories of expenditure are used in the HM Treasury tables, so it is becoming more difficult to identify expenditure on particular policies such as Concessionary Fares, or Bus Service Operator Grant. Some of these expenditures have been identified separately in TSGB0120.

Private sector expenditure is not included. This primarily affects airports and some ports but also includes projects that could be described as “planning gains”. For example as a condition of granting planning approval for a housing development a local authority might require the builder to build the roads, which might then be turned over to the local authority to maintain. The private sector spending on the road building is not counted.

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## Definitions

Current expenditure covers recurring spending on items such as pay, benefits and the purchase of goods and services. In terms of transport this includes services such as concessionary fares and revenue support top public transport.

Capital expenditure covers the acquisition of assets such as land, buildings, vehicles and machinery and net lending to the private sector and abroad. In terms of transport this includes the cost of building a road and some structural maintenance work but not, for example, money paid to private contractors to “rent” a road.

### **Public Expenditure on Transport by Country and Spending Authority: TSGB0117**

The figures in this table are taken from Public Expenditure Statistical Analysis (PESA), Table 10 published by HMT see [http://www.hm-treasury.gov.uk/pesa2011\\_section4.htm](http://www.hm-treasury.gov.uk/pesa2011_section4.htm) . This table gives the most detailed breakdown available from a single source of the spending by country, spending authority and function.

### **Public Expenditure on Transport in the United Kingdom by Function: TSGB0118**

This table gives an overview of the spending in the United Kingdom by the 5 transport groups used by HM Treasury and has been updated from their October 2011 publication see [http://www.hm-treasury.gov.uk/pespb\\_natstats\\_oct2011.htm](http://www.hm-treasury.gov.uk/pespb_natstats_oct2011.htm) . This gives a high level overview of the amounts spent in various transport areas split by capital and current spending.

### **Total UK Public Corporation Expenditure on Transport: TSGB0119**

This table has been provided to identify the public corporation capital spend and shows that the main spending in this area is on railways and in particular spending on the London Underground over this period of time.

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## Public Expenditure on specific transport areas Great Britain: TSGB0120

The five transport categories published by HM Treasury are very general and there are a number of other transport related expenditures that are of interest, for example street lighting, bus service operators' grant, concessionary fares and vehicle parking. These are given in this table. The information on Street Lighting is available from the HM Treasury tables. Bus Service Operators' Grant is paid by Central Governments, by DfT for England and Wales, and the Scottish Government for Scotland. Figures published in DfT Statistics table [BUS0502a](#) give the figures for England alone for financial years. Concessionary fares are paid by local government in England and Wales but largely now by central government in Scotland and vehicle parking is paid by and collected for local government. The figures on parking include net revenues offset by costs of maintaining car parks where appropriate. Figures for Northern Ireland are not included in this table. The figures are sourced from the HM- Treasury tables, Scottish Government [Scottish Transport Statistics](#), Welsh Government [Finance Statistics](#) and Local Authority [Finance Statistics \(England\)](#).

## Household Expenditure on Transport

### Household Expenditure on Transport: TSGB0121 (formerly TSGB0113)

A household expenditure survey has been conducted each year in the UK since 1957. The survey is continuous, interviews being spread evenly over the year to ensure that seasonal effects are covered. The 2010 survey carried out on behalf of the Office for National Statistics consisted of weighted responses from 5,116 households in Great Britain together with 147 households from Northern Ireland. Data are shown to the nearest ten pence in line with usual Living Costs and Food Survey practice.

The coding framework was changed for the 2001/02 survey onwards. The table has been amended to present data on the European Standard Classification of Individual Consumption by Purpose (COICOP) basis. Changes were also made in 2006 to the weights based on the 2001 Census, for further details see [Family Spending 2011 \(Living Costs and Food Survey 2010\)](#). Appendix B of the report contains details of the methodology used and the effects of weighting in the survey.

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## The cost of transport

### **Retail and Consumer Prices Indices: Motoring Costs: TSGB0122 (formerly TSGB0119)**

These indices are taken from the published Consumer Prices Index (CPI) and the Retail Prices Index (RPI) rebased to 1997=100 for convenience. 1997 is the earliest base year for the CPI components. The four letter code used by the Office for National Statistics to identify the series in their time series data and publications has been included. These data can be downloaded from ONS Time series data at <http://www.ons.gov.uk/ons/datasets-and-tables/data-selector.html?dataset=mm23>.

The operation of personal transport equipment includes spare parts and accessories, fuels and lubricants, maintenance and repairs, and other services. The main difference between the operation of personal transport equipment from the CPI, the motor running costs index and the all motor index from the Retail Prices Index is that the latter includes the purchase of vehicle. There are some other exclusions from the CPI index such as car insurance and vehicle excise duty (regarded as a tax) but these do not have a large effect on the Consumer Prices Index as the weights on these items are relatively small. The motoring costs index is calculated by excluding the "purchase of vehicles - DOCS" from the "all motor CHBK" calculations.

This table was formerly published as TSGB0119.

### **Retail Prices Index: transport components: TSGB0123 (formerly TSGB0120)**

These indices are taken from the published Retail Prices Index, rebased to 1997=100 for convenience and comparison with the TSGB0122. The all motor index includes purchase of a vehicle, maintenance, petrol and oil, and tax and insurance. Again all the series can be downloaded from ONS Time Series data. The Retail Prices Index components are available in their current form back to 1987 and an accompanying historic table is also given.

This table was formerly published as TSGB0120.

### **Gross Domestic Product and Retail Prices Index deflators: TSGB0124 (formerly TSGB0121)**

Gross Domestic Product deflators (at market prices) are calculated from YBHA and ABMI, and can be downloaded from the H M Treasury website at:

[http://www.hm-treasury.gov.uk/data\\_gdp\\_index.htm](http://www.hm-treasury.gov.uk/data_gdp_index.htm) . Consumer and Retail Prices Index deflators have been calculated directly from the published 'All Items' Consumer and Retail Prices Index, D7BT and CHAW respectively.

This table was formerly published as TSGB0121.

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## Taxes on Road Vehicles

### Vehicle Excise Duty and Fuel Duty: TSGB0125

The Blue Book presents the full set of economic accounts, or National Accounts, for the United Kingdom. These accounts are compiled by the Office for National Statistics (ONS). Figures on Vehicle Excise Duty and Fuel Duty are also published by ONS in the ONS Environmental Accounts. The figures in the table represented here do not include VAT.

Lead replacement petrol was developed to replace leaded petrol but increasingly clean fuel acts and duty incentives resulted in a switch to ultra low sulphur petrol in the 2000s. Similar moves resulted in a switch by users to ultra low sulphur diesel. Duty is also collected on bioethanol and biodiesel as well as liquid petroleum gas.

Value added tax is added onto the price of the fuel plus the duty, but is not given in this table.

Figures on fuel duty receipts are produced on a regular basis by HM Revenue and Customs, see <https://www.uktradeinfo.com/index.cfm?task=bulloil&hasFlashPlayer=true> . But since duty on different categories of fuel have been equalised, HMRC have rationalised their coding system and now have for example recoded ultra low sulphur petrol as unleaded petrol.

Vehicle excise duties are collected by the Driver and Vehicle Licensing Agency on behalf of the Government.

The sources for the data published are the ONS *Blue Book*, (UK National Accounts) at <http://www.ons.gov.uk/ons/rel/naa1-rd/united-kingdom-national-accounts/2010-edition/blue-book.html> , and the *ONS Environmental Accounts* at: <http://www.ons.gov.uk/ons/rel/environmental/environmental-accounts/2011/index.html>.

Both sources are designated as National Statistics. This table was formerly published as Transport Trends trend 2.8.

These notes and definitions relate to the detailed statistics (tables and charts) on “modal comparisons” can be found on the [Transport Statistics Modal Comparisons web page](#). Table numbers TSGB0101 to TSGB0125 form the Modal Comparisons chapter of [Transport Statistics Great Britain](#).