

Key definitions and terms

The below table lists the key terms used in the Accessibility Statistics, providing a brief definition and where to find further information.

The Guidance note is available on the Accessibility Statistics web page.

If you require clarification on any other terms, please contact subnational.stats@dft.gsi.gov.uk

Term	Definition	Further Information
At risk user	Particular social groups at risk of exclusion for each service (except Further Education). For example, for primary schools, the at risk user group are children aged 5-10 years old known to be eligible for free school meals.	Question 1.6 of guidance note
Composite mode	A mode of transport combining public transport, cycling and walking (where all three modes are viable options). This mode is not calculated for the origin or travel time indicators.	Question 1.9 of guidance note
Continuous indicator	Accessibility measure based on the sensitivity of users to the travel time for each service, i.e. – the longer it takes to get to a particular service, the fewer people will undertake the journey.	Question 1.7 of guidance note
Destination indicator	An indicator looking at the proportion of users that can access a service within a certain time. For example, the percentage of users within 20 minutes of an employment centre.	Question 1.5 of guidance note
Deterrence factor	The deterrence factors conceptually reflect the user's willingness to travel. They are used in the continuous indicators. The higher the deterrence factor value, the less willing a user is to travel further for the service.	Annex F of the methodology note
Integrated Transport Network (ITN)	The ITN is an Ordnance Survey dataset containing details of the transport network for Great Britain. This covers details about each link of the network such as the road class, nature of road and the road routing information.	Question 2.2 of guidance note Link to Ordnance Survey ITN layer note

Term	Definition	Further Information
Key services	The key services used in the accessibility indicators are employment, food stores, GPs, hospitals, primary schools, secondary schools, further education institutions and town centres. These services (except the town centres) were identified in the 2003 Social Exclusion Unit report 'Making the Connections'.	Question 1.4 of guidance note
Lower Super Output Area (LSOA)	LSOAs are one of the three layers used for the collection and publication of small area statistics, based on aggregations of output areas.	Footnote 2 of the guidance note Link to ONS information on LSOAs
Mode of travel	The accessibility indicators are constructed using four modes: public transport/walking, cycling, car and composite mode.	Question 1.8 of the guidance note
National Public Transport Data Repository (NPTDR)	The NPTDR holds annual snapshots of public transport route and timetable data, including static data such as bus stop locations.	Question 2.2 of the guidance note Link to NPTDR information
Origin indicator	An indicator looking at the number of sites available to users in a particular area within a certain time, for example the number of primary schools within 20 minutes of a local authority.	Question 1.5 of the guidance note
Output Area (OA)	OAs are small geographies, at approximately neighbourhood level, to enable analysis to be completed at a low level.	Link to ONS Census Geography note on output areas
Reasonable access / time	Accessibility measures using the continuous indicators to take into account the sensitivity of users to the travel time for each service.	Question 1.7 of the guidance note
Rural	Census Output Areas forming settlements with populations of less than or equal to 10,000. They are defined as one of three rural types: town and fringe, village or hamlet and dispersed.	Link to DEFRA Rural and Urban definition note

Term	Definition	Further Information
Threshold indicator	Accessibility measure based on a lower and upper time limit. The lower threshold, for example 15 minutes for primary schools, is based on the median travel time for specific trip purpose. The upper threshold, for example 30 minutes for primary schools, is based on approximately 80-90% of all trips for that specific trip purpose.	Question 1.7 of the guidance note
Travel time indicator	An indicator looking at the average shortest time taken by users to reach the nearest destination.	Question 1.5 of the guidance note
Urban	Census Output Areas forming settlements with populations of over 10,000 are urban.	Link to DEFRA Rural and Urban definition note
User	Represent the subset of the resident population relevant for the trip purpose and who would therefore be most likely to use that service.	Question 1.6 of the guidance note