6 Public Transport:

Notes and Definitions

National Rail/London Underground passenger traffic: 6.1

The figures shown for national rail passenger traffic during 1919 and 1923 include all journeys on those ‘London Railways’ subsequently taken over by the London Passenger Transport Board in 1933. Additionally, in 1919 a journey using the services of more than one company was reported by each of them, with consequent duplication in the figures. The figures for journeys on the London Underground from 1948 include those originating on the former British Railways network (approximately 70 million journeys in 1948), and on those lines transferred to the London Transport Passenger Executive on 1 January 1948 (estimated at 62 million journeys in 1947).

Electrified route: Pre 1947 figures refer to track length, not route length, and include electrified sidings. In 1947, there were 3,370 electrified track kilometres.

National Railways passenger journeys and kilometres: Figures from 1986 are assessed on the All Purpose Ticket Issuing System (APTIS) and are not comparable with earlier years. The rail series for passenger data changes after privatisation in 1994, with possible double counting of some journeys where a route is shared with more than one operator. Both series have been revised from 1999/00. More detail is given in sections 6.3 and 6.4.

London Underground passenger kilometres: From 1965, passenger kilometres are those actually travelled. Prior to 1965, a different method of estimation was used, leading to slight overestimates of the order of 0.1 billion passenger kilometres per year.

Rail systems: 6.2

National Rail

Data up to 1994/95 show services by the former British Rail. From 1995/96 data these show the transition to services provided by the privatised passenger train operators on the national network.

London Underground

Summary data are shown here. Further detail appears in Table 6.7.

Glasgow Underground

The series shown is for the underground loop line which serves Glasgow. Suburban rail services in Strathclyde PTE are excluded.

Docklands Light Railway

The series shows the growth of the DLR. The Lewisham extension under the Thames at Greenwich was completed in 1999. A new line for London City Airport opened in December 2005. A further extension to Woolwich Arsenal is currently under construction.

Tyne and Wear Metro

The system has been extended in stages. Heworth to South Shields was opened on 24th March 1984. The extension from Bankfoot to Callerton and Newcastle Airport opened in November 1991. The 24km extension from Pelaw to Sunderland and South Hylton opened in March 2002. Part of that route shares some stations with national rail services.

Blackpool Trams

The traditional Victorian street-running tramway serves Blackpool Unitary Authority and Fleetwood, Lancashire.

Manchester Metrolink

Converted and extended from suburban rail, in 1991/92, 26 kilometres and 16 stations were transferred from the national network to the light rail system. It has a mix of segregated track and on-street running. Metrolink was opened in 1992, with the first section running between Bury and Manchester Victoria Station. The Eccles extension opened in 2000.

Sheffield Supertram

The Supertram was opened in 1994 between Sheffield and Meadowhall. Further lines came into service from Malin Bridge to Halfway and Cathedral to Herdings Park. In December 1997, operations were transferred to Stagecoach Plc.

Midland Metro

This rapid transit system was constructed by the Altram consortium, making use of former rail alignments. The line from Wolverhampton to Birmingham Snow Hill opened in 1999.

Croydon Tramlink

A modern three line tram network in south London, opened in May 2000. It is operated by FirstGroup for TfL.

Nottingham NET

NET is a modern street running tram system running north-south through the city. It runs parallel to suburban rail north of the centre. It was opened in March 2004.

National Rail receipts and passenger traffic: 6.3 and 6.4

Passenger Revenue: Passenger revenue includes all ticket revenue and miscellaneous charges associated with passenger travel e.g. car park charges. For journeys involving some travel on London Underground, receipts have been apportioned appropriately. Revenue does not include government support or grants.

Passenger Kilometres: Estimates of passenger kilometres are made from ticket sales. Travel on season tickets assumes appropriate factors for the number of journeys per ticket. Results are compiled in respect of 13 four week periods per year, so quarterly figures are derived from these.

There is some underestimation of passenger journeys and kilometres from 1997/98. This is because, for technical reasons, the passenger kilometres represented by certain new ticket types were not being captured by the operators' ticket system.

The figures were reviewed and revised by the Strategic Rail Authority (SRA) to include best estimates for this missing element. This exercise was backdated to the start of 1999/00, and is now repeated annually by the Office of Rail Regulation (ORR), who have taken over responsibility for rail statistics. Passenger revenue data are unaffected by these adjustments.

For the passenger kilometres series, new methodologies were applied in 2003/04 and in 2007/08 to improve the categorisation of ticket type. Further details can be found in *National Rail Trends Yearbook,* published by ORR (previously the responsibility of the SRA).

Route and station/depots open to traffic: 6.5

In 1991/92, 16 stations transferred from the national network to Manchester Metrolink. From 1994/95 the number of stations shown include only those on the national network. Eighteen other stations, mainly on the London Underground, are included in the figures for earlier years.

Recent revisions to the 'length of route' infrastructure series represented in Table 6.5 reflect improvements in the technology used to measure route kilometres. Up until 2003/04 the data were collected on a semi-manual basis from various systems. From 2004-05 the principal track engineers' database, GEOGIS, has been used. The apparent drop from 2004/05 to 2005/06 does not reflect an actual reduction in route km open for traffic but is due to improvements in data collection and data quality that resulted in a restatement of route length. 2007/08 data are not consistent with earlier years as a new methodology has been introduced because of revisions to route classification data.

Public Performance Measure (PPM): 6.6

The PPM was introduced in 2000 by the then Shadow Strategic Rail Authority, replacing the Passengers' Charter as a means of measuring passenger train performance. Unlike the Charter measure that only covered particular services, PPM covers all scheduled services and combines the previously individual punctuality and reliability results into a single performance measure. PPM is measured against the planned timetable, which makes allowance for specific delays (e.g. engineering works), which might differ from the previously published timetable. Table 6.6 shows the Charter results for years in which it applied, and also PPM results from the time it was introduced. Passenger Charter figures are displayed regularly by individual train operators.

London Underground: 6.7

Data obtained from the London Underground Directors Report and Accounts each year up to 2002/03. Responsibility for the Underground transferred to Transport for London in July 2003. TfL's *Annual Report* provides further detail.

Traffic receipts data are provided by TfL in 13 four week periods per year. These include revenue from car parking and penalty fares. Season ticket journeys are those estimated to have been made in each year, irrespective of when the ticket was sold. The cost per train kilometre includes renewals and depreciation. It excludes reorganisation and restructuring costs within TfL.

Other income includes property rents received, and commercial advertising receipts.

The number of stations is for those currently owned and operated by London Underground. Some suburban stations on the national rail network in London are also served by London Underground trains but are managed by the local rail franchise holder.

Channel Tunnel: 6.8

The Channel Tunnel opened for freight traffic in June 1994 and for passenger services in November of that year. Passenger shuttle services opened in December. Four different types of service operate through the Channel Tunnel as follows:

- *Freight Shuttles*: carrying road freight vehicles between Folkestone and Calais.
- *Tourist Shuttles*: carrying passenger vehicles between Folkestone and Calais.
- *Freight Trains*: through freight trains between Great Britain and Europe.
- *Eurostar Trains*: carrying passengers between London, France and Belgium.

Commercial traffic is fare-paying traffic using the tunnel. *Non-commercial traffic* is non-fare-paying traffic (e.g. staff and authorised agents). Figures for 1996/97 & 1997/98 were affected by a fire on 16 November 1996 which suspended services on both freight and tourist shuttles. Tourist shuttle resumed services on 10 December 1996 with full freight services resuming in June 1997.

Bus and coach industry: 6.9-6.16

Tables for the bus and coach industry refer to the activities of all holders of Public Service Vehicle (PSV) operators' licences. These vehicles are generally classified in the Bus Tax Class. An operator wishing to run bus or coach services is normally required to possess a PSV licence. However, certain vehicles and types of service are exempt from licensing and are excluded from the tables, such as community buses and local services operated by taxis. Taxis are generally classified in the Private Light Goods tax class, with private cars, so they are excluded from the PSV tables. Most of the information in these tables, which mainly refer to local bus services, is derived from annual returns made to DfT by a sample of holders of PSV operators' licences.

A local bus service is a stopping service available to the general public, where the route is registered with the Traffic Commissioner, which is eligible for Bus Service Operators Grant.

Bus and coach services which comprise contract, private hire, tours, excursions and express journeys are generally classified as "non-local" or "other" work. Some services, such as long distance coach services, might contain a mixture of local work and non-local express work.

Some important changes have been made to the legal framework under which the industry operates.

Outside London:

- from 1 April 1986, the Passenger Transport Authorities in metropolitan areas were subjected to precept control
- local bus services outside London were deregulated on 26 October 1986, introducing on-the-road competition
- widespread privatisation of public sector bus operations took place from 1986. There are fewer bus operators in the public sector.

Within London:

- responsibility for London (Regional) Transport transferred from the former Greater London Council to the Secretary of State for Transport from 29 June 1984. On 1 April 1985, a separate operating subsidiary, London Buses Ltd, was established
- progressive tendering of local bus services in London was introduced in July 1985
- the former operating divisions of London Buses Ltd were privatised by the end of 1994
- from July 2000, Transport for London (TfL) was established as a successor body to London Transport, with strategic control of local buses through the Greater London Authority (GLA) under an elected Mayor of London.

Outside London, after bus deregulation in 1986, general subsidy was no longer feasible as most services were provided on a purely commercial basis, with on-the-road competition for routes.

Public transport support was restricted to unprofitable but socially necessary services, the operation of which was generally put out to tender.

In London, nearly all local bus services are operated by the private sector under contract to TfL. Bus routes, once awarded to a contractor after a tendering process, are then protected from on-the-road competition.

Bus and coach vehicle kilometres: 6.9

Service kilometres operated are measured by DfT's annual sample PSV survey of operators, and, for the bus contractors in London, by TfL. The majority of local bus service kilometres are run on a commercial basis. Subsidised local service kilometres are around a fifth of the local service total. Non-local service kilometres comprise long distance coaching, private hire, school contract work, excursions and tours.

Bus and coach stock: 6.10

After deregulation many large buses were replaced by smaller ones. In recent years, with the emphasis on passenger accessibility, more full size, low floor single deck buses have entered service. Operators have been buying more new vehicles, which has increased the fleet size and reduced the overall age of the PSV fleet.

Passenger receipts: 6.11

Receipts comprise amounts paid by, or for, all passengers carried. They include payments for season tickets and travel passes, and concessionary fare reimbursement from local authorities. Receipts exclude public transport support, Rural Bus Subsidy Grant (RBSG) and Bus Service Operator Grant (BSOG, formerly Fuel Duty Rebate).

Local authorities and passenger transport authorities run concessionary fare schemes for groups such as the elderly, the disabled and children. From April 2006, schemes in England must offer, as a minimum, free off-peak bus travel to elderly and disabled residents in their local area. Local authorities reimburse operators for revenue lost as a result of their participation in concessionary fare schemes after taking account of any income from the extra travel generated. The reimbursement should be seen as an incentive to the passenger to travel more. The operators should not lose, or gain, revenue through such schemes. From April 2008, the scheme has been extended across England to allow elderly and disabled residents to travel anywhere in England, in line with the national schemes already in place in Scotland and Wales.

Staff employed: 6.12

There was a fall in staff employed in the mid 1990s reflecting the widespread use of driver-only buses and the contracting out of an increased proportion of activities such as fleet maintenance. In recent years, as the bus fleet has grown, staff numbers have increased. Staff members may have more than one role, so the tables show those classified according to their main occupation.

Local passenger journeys by area: 6.13

These are collected through DfT's annual sample PSV survey of operators and, for London, from TfL. They are a count of boardings of each vehicle, so a trip which requires a change from one bus to another would show two boardings. TfL obtains data on boardings from on-bus surveys. This information is useful as a check on DfT's annual PSV survey results for the capital. Over the last year, further bus patronage data have been obtained from local authorities, which they have used in their Local Transport Plans. This extra information has allowed DfT to revise its series of boardings. The main change has been an adjustment which gives a reduction in the allocation to London, with an increase in the surrounding counties.

Local authority support: 6.14

Public transport support, also known as “revenue support” covers forms of local authority current expenditure on public transport (not concessionary fare reimbursement). It includes payments to operators for the operation of subsidised services, and local authority administrative costs associated with bus operations, such as the tendering process itself and publicity. The Transport Act 1985 restricted support to unprofitable “socially necessary” services.

Subsidised bus services are run under contract to local transport authorities, usually following competitive tendering. Outside London, from 1998/99, Rural Bus Subsidy Grant (RBSG) has been paid by central government to many local authorities to encourage bus service provision in their more rural parts. RBSG is therefore included in the support table. In London, support takes a different form, as nearly all bus services are run on a commercial basis, under contract to TfL. Contracts for particular routes are awarded to operators after competitive tendering. The contract payments take into account the high level of service provision required in London, including services that run later in the evenings and at weekends.

Local bus fares indices: 6.15

Information required for the calculation of the index of local bus fares is obtained from a DfT survey of a panel of bus operators, who account for about 85 per cent of receipts from passengers on local bus services. Operators supply information about the size of each fare change, each quarter. Indices for groups of operators in different areas of GB are obtained by averaging changes, using weights based on receipts from passengers from DfT's PSV annual survey (receipts used for the index exclude concessionary fare reimbursement from local authorities). The DfT local bus fares index is a small part of the Retail Prices Index.

The index is intended to measure the change in the average cost to the fare-paying passenger. In practice, as the operators select the basket of fare changes to report each quarter and as cash-less transactions become more common (e.g. pre-paid travel passes) the index can only give a broad guide to fare changes. Also, fare changes outside London are frequent, so adjustments must be made to the index each quarter. Bus fare changes in London usually take place once a year, in January.

There is a trend towards simpler fare structures, with operators charging flat fares or zoned fares, and the use of pre-payment through stored value tickets, which speed up boarding. Introduction of free concessionary fares in England have affected the fares index for 2006/07, showing an effective drop in the fares paid by passengers.

Operating costs per local bus kilometre: 6.16

Costs per bus kilometre are higher in London and metropolitan areas than elsewhere. Greater traffic congestion, more frequent services and the need to use larger buses for busy services all contribute to higher costs.

Other costs, such as the cost of tendering and publicity associated with bus services, borne by local authorities or TfL rather than the operators, are not shown in this table.

Taxi industry: 6.17

A taxi, or hackney carriage, is a vehicle with fewer than 9 passenger seats which is licensed to “ply for hire” (i.e. it may stand at ranks or be hailed in the street by members of the public). This distinguishes taxis from Private Hire Vehicles (PHVs), which must be booked in advance through an operator and may not ply for hire (taxis may also be pre-booked). Taxis must normally be hired as a whole (i.e. separate fares are not charged to each passenger). However, taxis may charge separate fares when a sharing scheme is in operation, when they are run as a bus under a special PSV operators' licence or when pre-booked (PHV operators may also charge passengers separately if they share a journey).

In England and Wales, taxis and PHVs are licensed by district or borough councils, unitary authorities or, in London, the Public Carriage Office (PCO) which is part of TfL. The licensing authority is usually the body which sets taxi fares, although fare changes may be requested by the taxi trade. PHV fares are set by the operator. TfL is implementing the Private Hire Vehicles (London) Act 1998 for the licensing of London PHV operators, drivers and vehicles. PHV operators in London must be licensed.

Taxi and PHV use has grown so there has been a large increase in the numbers of licensed taxis and PHVs.

The data on vehicles and drivers come from several sources. The London figures are from data held by TfL in the PCO. The statistics relating to provincial England and Wales come from surveys of district councils and unitary authorities.