



Department  
for Transport

# Open data and local authorities – the problems, and the role of the Department for Transport

Graham Hanson





# Local authority transport data discovery

## The key goals for the project were to:

- **Test the hypothesis that there is benefit in greater sharing of local authority transport data;**
- **Provide a comprehensive view of the different user groups and their transport-related data needs;**
- **Identify and prioritise data based on user needs; and**
- **Provide recommendations and next steps based on user needs.**

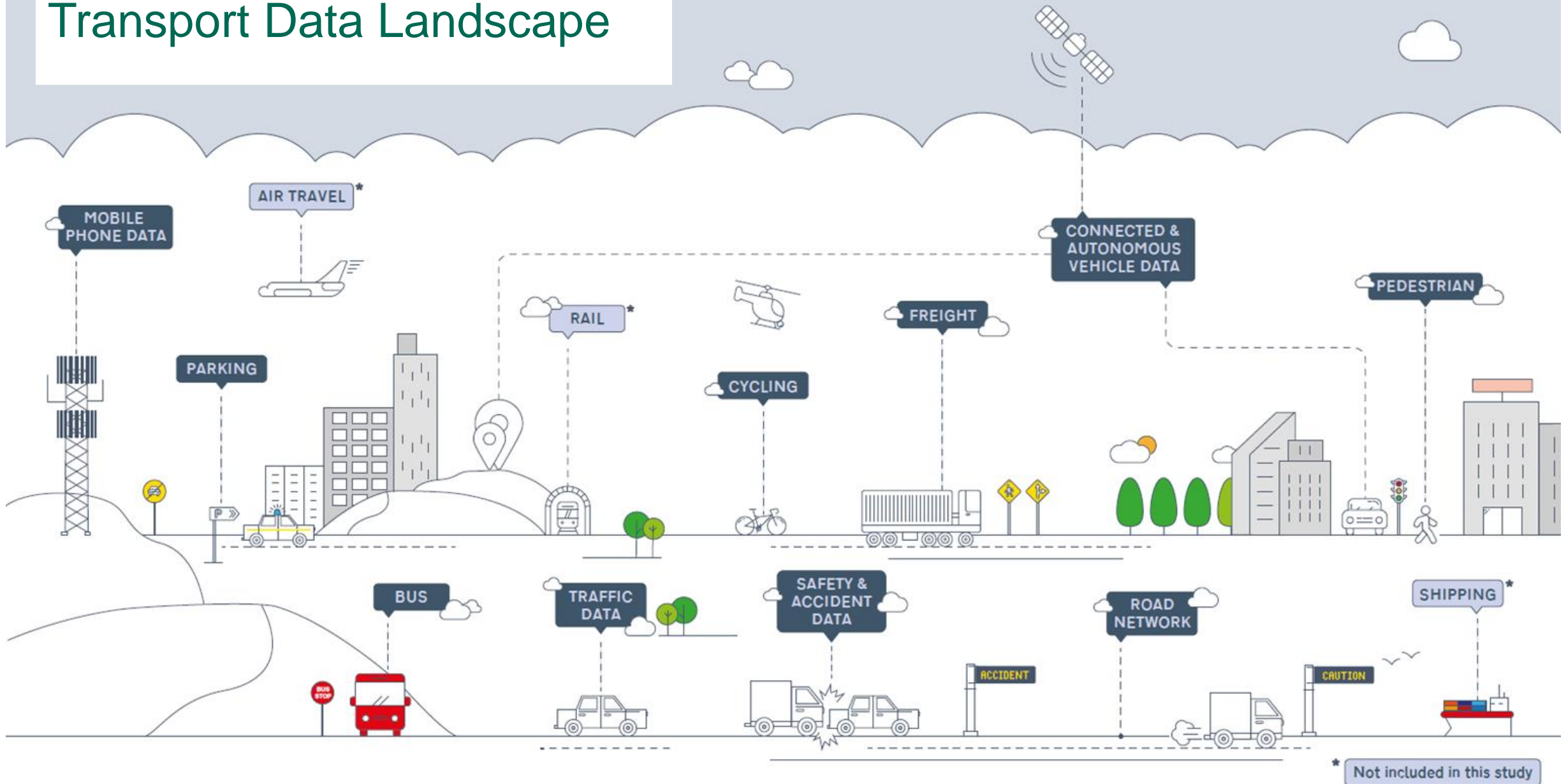
Key finding - opening local authority data will create a number of direct and indirect benefits to local authorities and wider society

- ▶ Improved transport network efficiency.
- ▶ Improved air quality and reduced emissions.
- ▶ Improved citizen experience.
- ▶ Inspires and supports more innovation.





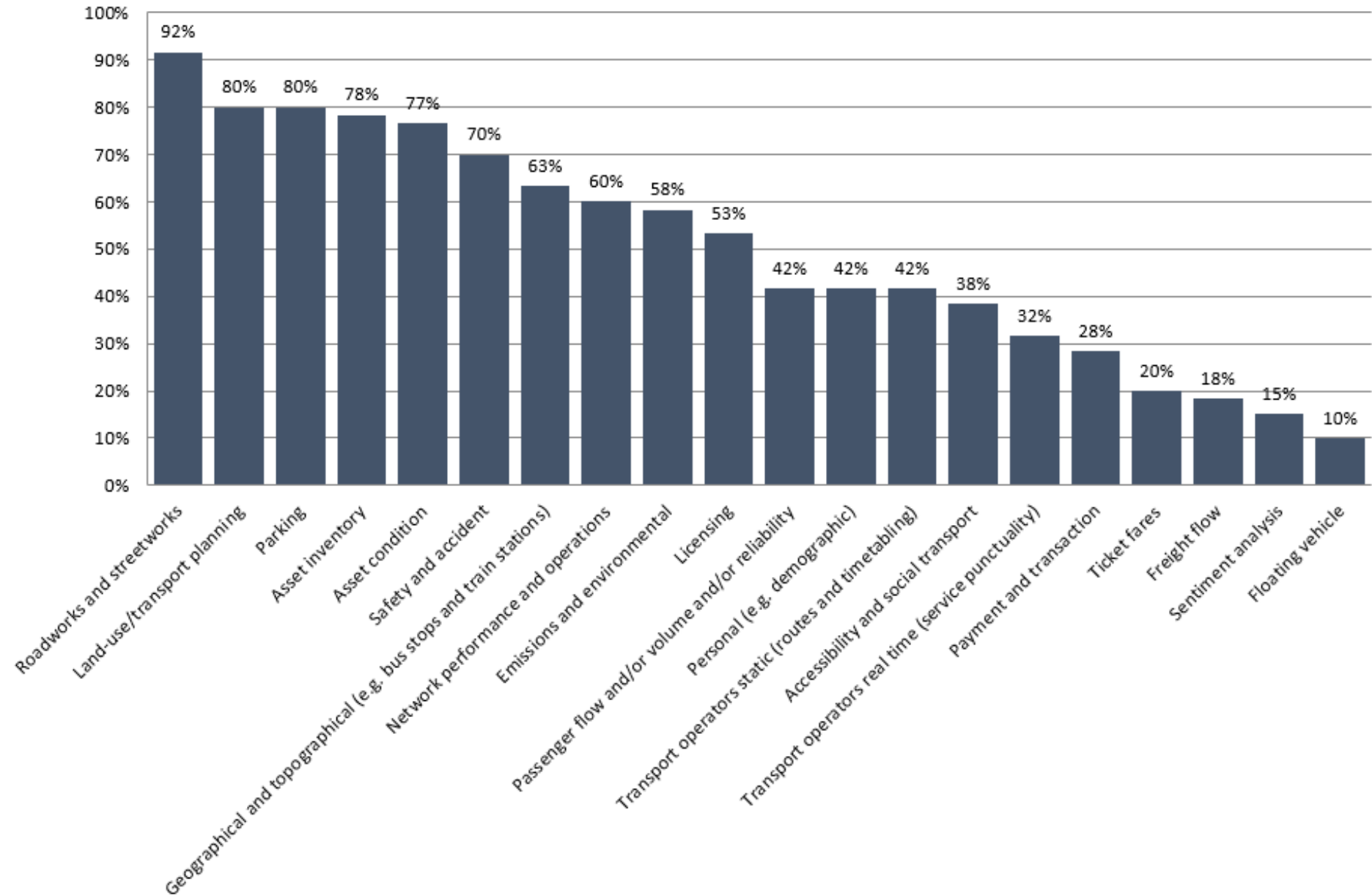
# Transport Data Landscape





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## Survey results





## Key findings [1/2]

- ▶ There are potential commercial and societal benefits for open data - as demonstrated by TfL - but there is currently limited commercial value associated with most local authority data outside London;
- ▶ There are pockets of excellence within local authorities, but much of the market is dominated by the private sector;
- ▶ Early case studies are demonstrating the mutual benefits of collaboration across local authorities, private sector, universities and other government departments;
- ▶ Significant amounts of local authority data is currently closed - and there are barriers which need to be removed before the full benefits of open data can be realised;
- ▶ There is operational value in the data for managing road networks - and traffic data should be a priority dataset to open up



## Key findings [2/2]

- ▶ Investment is required to improve data quality and standardisation for operational and future commercial exploitation;
- ▶ A significant volume and breadth of local transport data exists, which enforces the importance of a targeted approach to opening key datasets;
- ▶ Local authorities have not fully developed their approach for using transport data for land use planning and to support connected and autonomous vehicles; and
- ▶ There is significant enthusiasm within local authorities to progress the open data agenda, but guidance and support is needed to realise potential opportunities.



## Summary of Recommendations

1. Local authorities should be helped to focus on making more high-quality data open.
2. The Department for Transport should sponsor identified data projects which encourage and foster better local authority transport services.
3. More effective investment in infrastructure to harvest local authority data, and open data initiatives to improve data sharing.
4. Promote training and skills development within local authorities to develop internal capability.
5. Improve collaboration between local authorities, Highways England and the private sector.





## Recommendation 1: Local authorities should be helped to focus on making more high-quality data open.

- ▶ **1A:** Establish sector led programmes to identify data to be opened. Use transport community groups to support local authorities in understanding the roadmap and priorities for open transport data, and to learn from proven use cases.

Funding the Transport Data Initiative to take forward programme of guidance, dissemination and training programme

- ▶ **1B:** Work with local authorities to scale proven data initiatives. Create a centrally funded team to replicate proven data initiatives to support local authorities in delivering successful data projects.

DfT to fund £500,000 local authority competition to open their data shortly

- ▶ **1C:** Develop open data guidance for local authorities. Create clear and directive open data guidance, which local authorities can use to prioritise their transport data initiatives and investment.

DfT to commission this guidance in December



## Recommendation 2: The DfT should sponsor identified data projects which encourage and foster better local authority transport services.

- ▶ **2A:** Create a framework and standards for local authorities to support current and future services. Build on existing local authority transport data systems to enable interoperable, integrated and connected transport services.
- ▶ **2B:** Streamline and digitise Traffic Regulation Orders. DfT to sponsor a programme of work supporting local authorities in digitising their Traffic Regulation Orders (TROs), whilst also streamlining the current legislative process to implement or amend a TRO.
- ▶ **2C:** Develop a private / public national data catalogue. DfT to sponsor a project to understand whether there is a need for a centralised data catalogue which directly links users (OEMs/local authorities/technology providers) to the open data sources.
- ▶ Key challenges being addressed:
  - ▶ Lack of standardisation and consistency in key transport datasets and the need for future standards for CAV and MaaS
  - ▶ The need to ensure TROs support future mobility programmes, and to simplify the TRO process for efficiency
  - ▶ Difficulty accessing local authority data shared or maintained by third parties
  - ▶ Local authority concerns around maintaining control of transport networks



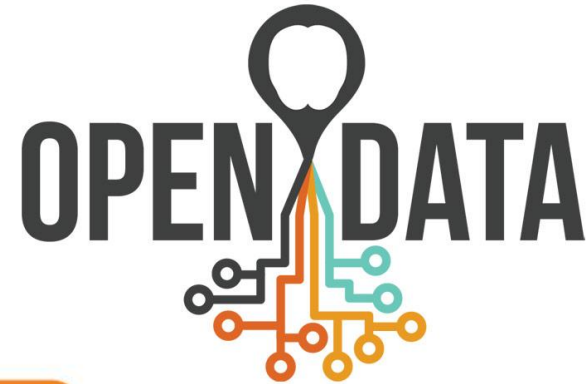
## Data standards discovery

- ▶ Lack of standardisation & consistency in key transport datasets
- ▶ Key theme - responses to the recent Future of Mobility Call for Evidence.
- ▶ The DfT to undertake further discovery project – data standards
- ▶ To consider what suitable data and system standards already exist, identify any gaps, and scope what additional work and guidance would be required
- ▶ Some development already underway – from North Highland report.



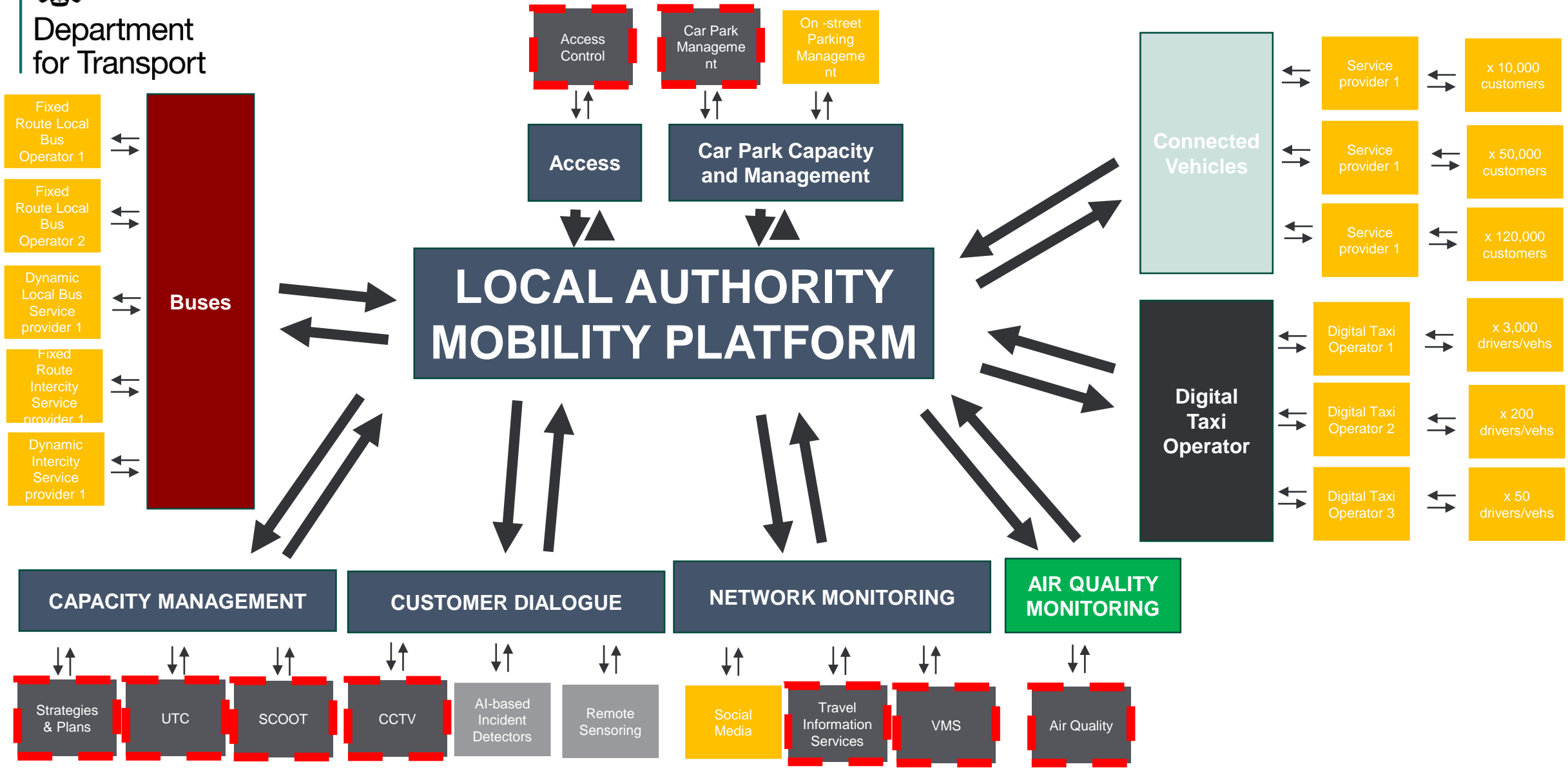
## The Local Authority Mobility Platform

- ▶ Open
- ▶ Future Mobility Services
- ▶ Standardised
- ▶ Sustainable
- ▶ Scalable
- ▶ Future Mobility Services
- ▶ Accessible
- ▶ Compatible
- ▶ Affordable





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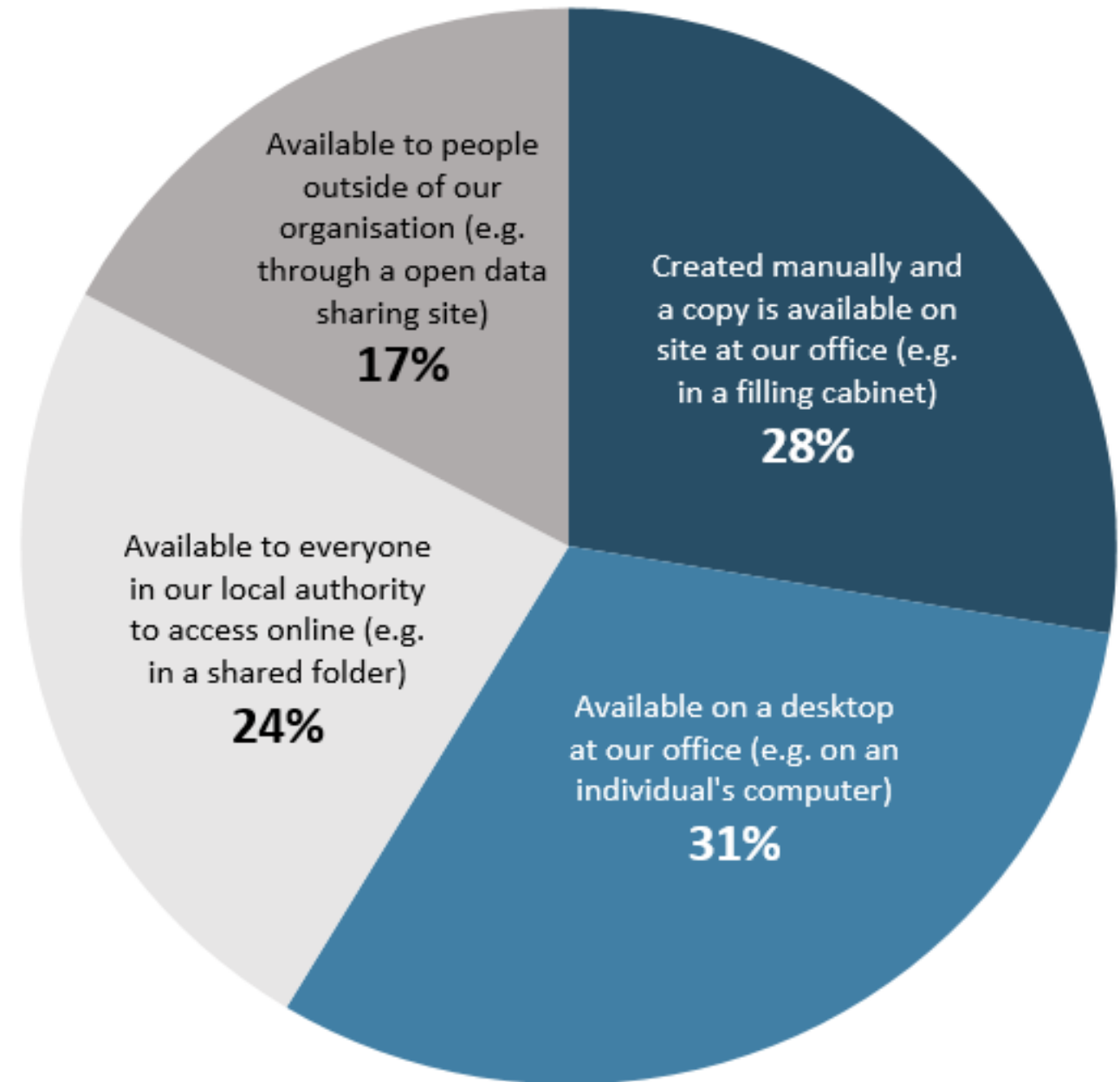


## Traffic Regulation Order Discovery

- ▶ The Department for Transport, the British Parking Association and GeoPlace are conducting a discovery into the process by which TROs are made, and how TRO data is stored and used
- ▶ We will engage widely with experts, and people and organisations who require TROs
- ▶ We will work with Local Highways Authorities to understand how they create TROs and manage their TRO data.
- ▶ Provide guidance - to help Local Authorities understand how they can work within the limits of current legislation.
- ▶ We will develop a draft open data standard for TROs, a free resource for all.
- ▶ Start in November 2018, complete discovery work in March 2019, and report in April 2019.



## TROs – survey results





## What is a National Access Point or NAP?

- ▶ Multimodal transport data portal (EU ITS Directive)
  - ▶ Strategic TEN-T road network
- ▶ data.gov.uk is the current NAP
- ▶ In the UK we are doing it slightly differently:
  - ▶ only covering roads-based data
  - ▶ for all roads and not just strategic
  - ▶ and providing a metadata catalogue not a data warehouse



## Local authority trials – connected vehicle data

- ▶ DfT sponsoring 31 local authority connected vehicle (C-ITS) pilots
- ▶ 4 main groups :
  - ▶ SPATULA
  - ▶ Connected data and systems
  - ▶ Smarter parking
  - ▶ Asset management
- ▶ Monitoring and common evaluation framework
- ▶ **DfT to commission research on connected vehicle data and its importance for traffic managers.**



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# CONTACT Group

