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for Transport

TTF – Data session 18th May 2022

Data Strategy, DfT-led projects, role of a future TTF data group

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Stephen Nand-Lal – Atkins Global working on Local data guidance

Official sensitive



DFT data journey and the Transport Data Strategy

We have been on a journey since I started at DFT in 2018 where the role and importance of data in transport and wider has seen a huge increase

This has meant we have changed the way we approach data in the department – and in looking across the modes of transport and wider transport policy.

- ▶ Pre 2018 – already individual areas looking at value/impact of data
- ▶ 2018 – starting to align and coordinate thinking on data in transport, more than Matt!
- ▶ 2019 – discovery on transport data and begin work on strategy, advisory board, already-in-flight projects
- ▶ 2020 - Covid, real-time data, innovation, data about the border
- ▶ 2021 – coming back to the data strategy – but in phases – Covid and other challenges
- ▶ 2022 – finishing the strategy, many projects underway





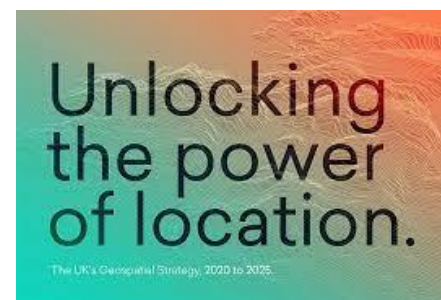
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DFT data journey and strategy - Strategic fit for our work



Transport
Data
Strategy

Data as an
enabler





Through lots of user research we found a consistent set of pain points/barriers



Discoverability - It is difficult for innovators to find out what data is available and under what conditions it can be accessed and used, as transport data can be fragmented – Traffic Regulation Orders data, for example, is held by over 150 LAs in different formats and not all data is stored digitally.



Privacy, security, and ethical concerns as well as wider cultural factors within organisations can lead to a risk averse approach to opening data and data sharing. There may be fear around companies monetising their data for purposes different to those for which the data was initially collected.



Legal and contractual barriers – Organisations may be in long term contracts where historically, data was not valued or considered as an asset. Consequently, open data and data sharing is hard to address until the next time a contract is let. Additionally, there can be ownership issues associated with data: for some data sets it can be hard to trace who owns them and what permissions they have. It is therefore crucial to ensure the next wave of contracts includes data as an asset.

You might recognise a lot of these in relation to why we need to approach **FAIR** data – Findability, Accessibility, Interoperability and Re-useability



Lack of incentives to invest in and make data available – for most of the organisations who hold, or could easily collect vital transport data, as the benefits typically accrue to the data aggregators and developers who build and offer services using this data. There is a current dearth of evidence on the direct value generated by investments. However, it can sometimes be difficult to make the business case to senior leadership for implementing more innovative approaches to release, acquire, or exploit data.



Data standards and quality – making data available is one step, but if it is not in a recognised standard or format it can make it hard to use for live services, especially those which are trying to reliably link data together from different sources. This is compounded by variable and inconsistent data quality where the financial burden on innovators becomes too high, they often avoid using the data. This may lead to monopolisation of certain data sets by 'big tech' companies who have the financial leverage to clean and use the data.

Providing good quality data that opens opportunity as widely as possible is the real challenge.



A lack of leadership in transport data – a consistent message from our engagement with stakeholders from across the transport sector - public and private - is a desire for greater leadership from Government on data issues. This includes data privacy and security, procurement, appropriate technologies, standards/formatting, and a vision of what the Government wants to help inform investment decisions.



We are already doing quite a lot to address these barriers
and various of you are involved in some/many of these



Data Maturity
Assessment-
consider how support
rollout to sector

The link into our
external facing data
work – 2022/23



Building the
community:
Range of events and
forum (TTF / DSIT etc).
Blogs/comms

Support to sector
LA Guidance
NGTM guidance
DCIS (standards for
traffic controller)

Data standards:
New Transport Data
Standards board and
link to ministerial
advisory board (also
Data Ethics board)

Terms and
Conditions:
Make sure that where
DfT provides funding
we own/have access to
the data produced

Data strategy
published

Rail data
marketplace (also
link to Find
Transport Data)

Running and
ongoing dev of
services : BODs /
Street Manager /
CRASH

New data models:
TRO's, refining e-
scooters

Sensor data /
Urban
Observatories and
link to digital
twins

EV chargepoint
industry data

HTML and
accessible
releases and
tables



Find Transport
Data (link to internal
data catalogue)

Ministerial
advisory board

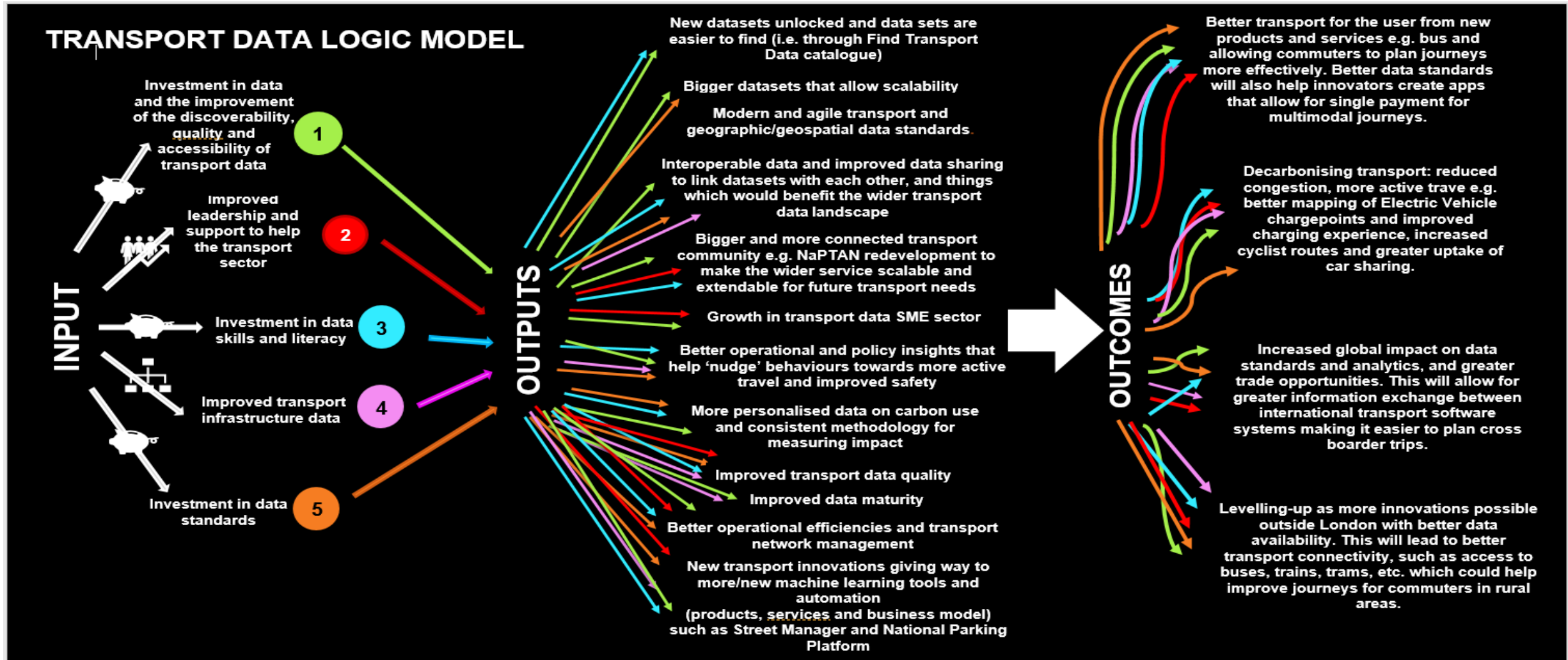
Future NAPTAN

FTZ's and data
innovation
projects
evaluation and
further innovation





We have worked on understanding the theory of change – from improving access to and use of data to wider outcome [early version – will be updated]





A TTF data forum/group

- ▶ We will come back to this after the two show and tell sessions.
- ▶ Hopefully you can see how much we need to work across boundaries to achieve the outcomes we are interested in.
- ▶ We are keen to get your views on both what I have spoken about so far, what you think DFT should be doing, and then how you think a data forum/group could help us achieve this.
- ▶ Will have a little tech fun doing this later.
- ▶ But for now – holding fire on the community/forum, we will come back to that, any questions about the data strategy work and projects?
- ▶ Now a peek at the work on developing a transport data catalogue and digitising TROs - John



A TTF data forum/group

- ▶ A reminder of what went before - Transport Data Initiative
- ▶ Purpose - improve the way in which transport data is collected, stored and used. Support local authorities in understanding, enabling and procuring data-driven innovative solutions that reduce the cost of delivery and help towards the delivery of improved transport services. Raise the awareness within local authorities of how to use transport data to improve services, as well as capacities of industry and academia to support them in doing so.
- ▶ Who - supported by an extensive network of transport specialists from the wider public sector and industry which facilitates finding solutions that meet the unique requirements of local authorities.

There was a restructuring in the lead local authority and it was decided not to continue.

At the same time we looked across the different stakeholder groups at where best we thought a transport data forum for local authorities and their partners would work best and bring us all together to deliver the best outcomes to address the pain points noted and to build the engagement across the range of projects we think will make a difference.



A DFT view on why a forum here would be great:

- ▶ Local authorities and partners are key in the transport data landscape – as both generators/holders of and users of data
- ▶ There is a mix of situations across authorities – and we want a place to share learning for best practice, raise challenges we can solve together, and look at opportunities for partnership working
- ▶ We can ensure we support any efforts to hear about and access additional data / innovation related funding
- ▶ A place to keep you all upto date on data developments
- ▶ A place to test out new ideas
- ▶ Anyway – I could go on – we want to hear from you – so over to John for a Menti session



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Questions and conclusions