Transport and Travel Statistics Advisory Committee Minutes – 28th June 2012

Chair: Matt Perkins (MP), Transport Statistics Transport Scotland (TS)
Secretary: Sara Conroy (SC), Transport Statistics, TS

Attendees:
Michelle Campbell (MC) Transport Strategy, TS
Julie Clark (JC) Urban Studies Department, Glasgow University
David Connolly (DC) MVA Consultancy
Andy Cope (AC) SUSTRANS
Stephen Cragg (SCr) TS MTRIPS Planning and Design
David Eaglesham (DE) Road Haulage Association
Derek Halden (DH) Derek Halden Consultancy
Kathy Johnston (KJ) Head of Transport Analytical Services, TS
Andrew Knight (AK) Transport Statistics, TS
Nic Krzyzanowski (NK) Scottish Household Survey (SHS) project manager, SG
Kirsty Morrison (KM) NESTRANS
Alan Rehfisch (AR) Scottish Parliament Information Centre
Jock Robertson (JR) Transport Statistics Users Group
Alastair Short (AS) SESTRANS
Neil Sturrock (NS) SPT

Apologies:
Jon Barron ACPOS
Graeme Beale Transport Research, TS
Phil Flanders Road Haulage Association
Tom Hart Scottish Transport Studies Group
Amanda Horn SPT
Tony Jarvis HIE
Jay Lindop Office for Rail Regulation
Janet Lauchlan Tourism Statistics, SG
George Mair Confederation for Passenger Transport
David McGuigan Colin Buchanan and Partners
Sandy McPhee Environment Statistics, SG
Robert Raeside Transport Research Institute (TRI), Napier University
Paul Reid Network Operator, TS
Maya Rousen Scottish Enterprise
Gavin Scott Freight Transport Association
Dong-Wook Song Heriot Watt University
Mike Winter TRL Limited

1. Introduction and minutes of previous meeting

1.1 MP welcomed everyone to the meeting and introductions were given around the table.

1.2 MP ran through the action points of the previous meeting and gave an update on their progress.
1.3 Action 1: TS statistics team to investigate seasonal trends for SHS travel to school data – MP noted that numbers are small for SHS travel to school data by month and season and confirmed no significant trends were detected.

1.4 Action 2: MP to circulate a link to the draft paper on under-reporting of road casualties to TTSAC members – the paper on under-reporting of road casualties was circulated with the minutes of the previous meeting and has now been published in Reported Road Casualties Scotland 2010.

1.5 Action 3: Members to consider the content and layout of the current webpages and send any comments or ideas for improvements to the Transport Statistics team – No comments were received after the meeting. The new TS statistics web pages were launched in October 2011. More discussion to follow under agenda item 5.

1.6 Action 4: Transport Statistics to consider whether it is possible to provide links from the publication to the Excel tables – Due to IT limitations, it is not possible to provide links from the pdf publication to Excel tables although future software may allow for this. Tables in the html version of the publication can be copied into Excel and the Transport Statistics web pages mean that the publication and excel tables are available from the same part of the website which should make them easier to access. MP will further investigate ways to get to the data from the PDF.

ACTION 1: TS statistics team to investigate ways to get directly to the data from PDF documents.

1.7 Actions 5: Transport Statistics to consider what cycling (trend) information could be added to the website – information on cycling was added to the High Level Summary of Statistics (HLSS) pages to address the information gap. Consideration will be given to including SHS time series data, although this doesn’t show much change from year to year, and findings from the work being undertaken by MVA.

ACTION 2: TS statistics team to consider additional cycling data to be added to the HLSS pages.

1.8 Action 6: Transport Statistics to check current links in the links section of the website and add any which are missing – links to other data sources have been added. MP encouraged TTSAC members to check over and inform the TS team of any which are missing.

ACTION 3: TTSAC members to inform the TS team of links to other data sources that aren’t available on the TS statistics web pages.

1.9 Action 7: Transport Statistics to consider how to expand relevant tables in the Web spreadsheets – AK has included longer time series data on Excel datasets available on the website, although users should be aware that some of the older data may be hidden. The issue was raised regarding the relevance of footnotes and time series breaks in the Excel spreadsheets.
ACTION 4: Transport Statistics team to check that all time series breaks are in place in the Excel files and all footnotes are relevant and updated.

1.10 Action 8: Transport Statistics to circulate link to SHS consultation and Action 9: Transport Statistics to circulate link to NTS consultation – links were circulated as part of the minutes for last year and consultations have now closed.

1.11 DE queried whether more fuel price data could be included in Scottish Transport Statistics as this was vital information for Hauliers with fuel prices being a large part of their costs.

ACTION 5: Transport Statistics team to review fuel price data included in the Finance Chapter of STS.

2. Recent & future developments (Paper 1)

2.1 MP introduced the paper and ran through the upcoming work for the team over the next year.

2.2 The highlights for the publications last year were:

   a. Key Reported Road Casualties were published on the 20th June with reasonable media interest. The figures were positive.
   b. The Transport and Travel in Scotland publication was produced for the first time last August. It brought together two previous publications, pulling together the findings in context.
   c. The next (and last) publication of the National Travel Survey Scotland data won’t be until 2014 as 2 years’ data are needed.

2.3 NS raised the possibility of using mobile phone data to obtain accurate journey information. SCr has been involved in looking at some of this data and mentioned that there are differences in this and other data that can’t be understood. DC pointed out that it often underestimates congestion as this is counted as a stopped journey due to the slow speed of the vehicle.

2.4 SCr also noted the use of technology in providing real-time updates on the M8 and is looking forward to rolling this out nationally. DE noted the use of this for cases of severe weather and MP said he would speak to Traffic Scotland to find out more about the data they have available.

ACTION 6: TS Stats team to find out what data Traffic Scotland have available that could be of use to develop statistical outputs.

2.5 It was suggested that the use of maps could be used to make the publications more useful and relevant. DC asked about use of GIS analysis for the SIMD access to services indicator. DH mentioned that he has used ITIS data for journey time and speed and links this with OS data for origin and destination for the Welsh Assembly and Trafficmaster data in England for DfT but it could be applied to Scotland also. It was noted that data is often expensive to obtain for
the Government but it would be worthwhile contacting Ben Coleman at DfT to clarify how TS could mirror how DfT process the raw Trafficmaster data for the various uses they make of it. DC suggested the ITN would be the best version of the road network to use.

**ACTION 7: TS Stats team to speak to Ben Coleman at DfT to understand their methodology and to consider whether additional analysis of journey time and speed can be done to make the publication more useful.**

2.6 MP explained that the road lengths data collection has now moved to an electronic system (previously each LA completed an Excel spreadsheet). This should reduce burden and improve accuracy by being able to provide last years’ data for reference.

2.7 MP noted that the National Indicator on Travel to Work has been changed to measure public and active travel. DC pointed out the importance of moving towards car sharing journeys as well as a shift to public transport. NS emphasised that these must not be confused with ‘escort’ journeys and DH pointed out car sharing and public transport journeys may be hard to distinguish for certain modes e.g. taxis/minibuses. DH also highlighted the importance of acknowledging the differences in perceptions of congestion and what is actually happening.

2.8 The Hands Up Survey publication of 5th July was flagged and the work involved in getting this up to Official Statistics standards was explained. SC explained that it is the survey report that is given the status and it is around the collection, collation and reporting of the data. JR queried if there were other Official Statistics producer bodies for Transport and MP explained that all of the data published by the Transport Statistics team are Official Statistics and the publications are National Statistics.

2.9 DC queried whether there was a better way to gather information on changes in passenger numbers to determine whether people are travelling more in general or if an increase in one mode is offset by a decrease in another. MP explained that modelling work is carried out by TS economists and going forward it would be useful to bring these different strands of work together.

3. **Survey updates**

3.1 SC provided an update on the distance calculation work that was undertaken for the Travel Diary and explained that all question recommendations following consultation were incorporated in to the new design of the SHS that went live in the field as of January 2012.

3.2 DC queried why there was such a large underestimation for walking journeys. MP explained this may be due to the allocation to postcode centroids. DH commented that, due to the nature of them, it is often difficult to accurately count short walking journeys and there is potential undercounting as a result of this. He suggested that this be flagged up in the data tables so users are aware of the caveats when using this information.
ACTION 8: Transport Statistics team to consider how best to footnote data tables for short walking journeys.

3.3 DH pointed out that there was a need to distinguish between private and shared transport for all modes in the NTS and SHS. as this will become very important in the coming years (e.g. to account for people using car clubs and there is a shared bike scheme in Dumfries).

3.4 MP gave an update on the NTS, explaining the response to the consultation was on the website. DfT are not going to be using GPS data as it was of poor quality in the pilot. Questions deemed to be of low quality are being removed in an attempt to save money. DfT will stop collecting data for Scotland from 1st January 2013, hence GB comparability will be lost. Transport Scotland were offered the opportunity to fund the boost for Scotland but the cost did not offer value for money given the use made of the data. MP also explained the work which had been done comparing the NTS with the SHS and findings were fairly similar.

3.5 DC raised a concern that the nature of the one-day travel diary under-reports trips for ‘business’ and ‘to go on holiday’ as these respondents, by definition, will not be at home the next day to tell an interviewer about such travel.

ACTION 9: Transport Statistics team to look in more detail at business trips reported in the one day SHS Travel Diary compared to the 7 day NTS Travel diary.

4. Cycling evidence base

4.1 DC provided an update on the work MVA had done to assess the cycling data that was available and how this could be used to monitor progress towards the Cycling Action Plan for Scotland’s target – that 10% of all journeys will be undertaken by bicycle by 2020.

4.2 DC explained there were many cycling organisations collecting data and GIS would be a useful tool to provide a visual cue as to where this data was available, particularly for cycle counters. The overall recommendation will be to use the SHS TD data as this is the only source that is able to provide a proportion of cycling in relation to other modes, however the difference between main mode for a journey and the mode for parts of journeys needs to be considered in publications. The MVA report will be available shortly.

ACTION 10: Transport Statistics team to look at the figures published for cycling trips in the Travel Diary publication.

4.3 DC acknowledged there was a lack of data around trips undertaken by visitors and DH explained that LAs struggled to collect walking and cycling data.

9. Scotstat Board meeting update
9.1 DC informed the group that the last Scotstat Board meeting was in February and discussed misuse of statistics, Scottish population surveys, data linkage and the use of both survey and administrative data.

9.2 DC notified the group that Roger Halliday, the new Chief Statistician was now in post.

10. Outputs Consultation

10.1 SC thanked those who had taken time to respond to the Outputs Consultation undertaken by the Transport Statistics team and ran through the findings from the exercise.

10.2 There wasn’t time for a full discussion of the findings but some useful points were made by the group including the fact that a hard copy publication may save users time in finding what they are looking for. As the discussion was cut short, it was requested that members had a think about the discussion points and feedback anything directly to the Transport Statistics team through the mailbox: transtat@transportscotland.gsi.gov.uk

**ACTION 11:** TTSAC members to consider the discussion points from the Outputs Consultation presentation and feedback to the Transport Statistics team. *Discussion points can be found within the Outputs Consultation slides, published on the TTSAC meetings webpage: [http://www.transportscotland.gov.uk/analysis/statistics/scotstat/ttsacmeets](http://www.transportscotland.gov.uk/analysis/statistics/scotstat/ttsacmeets)*

10.3 SC noted that the findings from the consultation will be written up and made available.

11. Any other business

11.1 Attendees confirmed that they were content with the format, content, length and frequency of the meetings. It was agreed that the next meeting would take place at a similar time next year with details circulated nearer the time.

11.2 DC noted that it may be useful to create a sub-group to think about vehicle and mobile device tracking data issues.

**ACTION 12:** TS Stats team to organise a sub-group on electronic data after meeting with Traffic Scotland.

11.3 All members were thanked for their attendance and the meeting was drawn to a close.