Transport Statistics work plan 2013/14
DRAFT FOR DISCUSSION

Background

1. Transport Analytical Services sit within Finance and Analytical Services Directorate of Transport Scotland. It aims to support the delivery of the Scottish Government’s purpose and priorities through the provision of high quality evidence and advice. Transport Statistics are a part of this team, currently consisting of one Statistician Team Leader, one Assistant Statistician and two Statistical Administrators.

2. The main areas of work of the Transport Statistics team are:
   - Road accidents and road casualties
   - Personal transport
   - Modes of transport.

3. The work of Transport Statistics fits within the Transport Scotland corporate plan 2012-2015 (http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j236392-00.htm). The work of the team fits under the delivery priority ‘Continuously improving performance and organisation’. Within this, the work of the team fits beneath two corporate delivery commitments:
   - 47 - Develop and deliver a programme of transport statistics collection, analysis and publication, and for Transport Social and Economic Research.
   - 48 - Deliver an evidence base to inform the development of effective Scottish transport policy including a Transport Social and Economic Research Programme.

4. The work of Transport Statistics forms one programme within the Transport Analytical Services work plan. Other programmes in the wider plan include monitoring and evaluation of ferry services, appraisal and evaluation of infrastructure investment business case development, reducing emissions from transport and improving road safety.

5. The work of Transport Statistics also provides updates to three of the National indicators set out in the National Performance Framework.

6. The Scottish Safety Camera Programme (SSCP), is now part of Transport Scotland in 2012. The programme is responsible for the Scottish Safety Camera Statistical bulletin. The SSCP work plan for 2013/14 is included at Annex A.
Transport Statistics work plan

47 - Develop and deliver a programme of transport statistics collection, analysis and publication, and for Transport Social and Economic Research.

7. The overall aims are to improve the timeliness of publications and to streamline publications whilst continuing to meet user needs. This should allow more time to be spent on conducting analysis of the data and adding value.

8. The statistical publication timetable for 2013/14 is as follows:
   - 25 June 2013 - Key Reported Road Casualties Scotland 2012
   - Late August 2013 – Transport and Travel in Scotland 2012
   - Late October 2013 – Reported Road Casualties Scotland 2012
   - Mid November 2012 – SHS Travel Diary 2012
   - Early February 2014 – Scottish Transport Statistics 2013

Plans for improving the timeliness of STS data and more efficient use of resources in Transport Analytical Services are referred to below which will mean publishing in early 2014 (and combining with the Bus and Coach 2012-13 web tables).

9. In 2012/13 we:
   - Continued to publish Key Reported Road Casualties in Mid-June and Reported Road Casualties Scotland publication in October (earlier than in previous years).
   - Included comparisons against the baselines for the 2020 road safety targets and an analysis of the Road Safety Framework priorities in RRCS.
   - Continued with Bus and Coach statistics as an annual web tables publication.
   - Carried out a consultation to obtain users views on statistical outputs. A list of actions is included in the consultation write up on the TS website. These will be undertaken over the coming year.
   - Supported Sustrans through the process of becoming an Official Statistics producer body.

10. The main changes for 2013/14 are:
    - Consultation with users on possible changes to improve timeliness of access to STS data and a review of the content of the publication. The proposals will include updates to the STS web-tables alongside each of the other publications and a version of the web-tables being used to create the annual STS publication.
    - Work with SHS team to finalise details of SHS publications using data from the new survey and considering change over time comparisons.
Further work on annualised data and comparisons with NTS, including further investigation of TD weighting.

11. Other planned work for the year includes:
   - Acting on feedback from the user consultation carried out in 2012. A list of actions is included on the TS website as part of the consultation write up: http://www.transportscotland.gov.uk/files/Transport_Statistics_Outputs_Consultation_2012_write_up.pdf
   - Working to improve Transport data sources, for example through working with MORI on the processing of data from the new Scottish Household Survey.
   - Further development of the Transport Statistics web pages including to the High Level Summary and inclusion of equalities data.
   - Ongoing work to collect and quality assure road accident and casualty data for Scotland
   - Working with DfT, ACPOS and the Police Forces to develop the Stats 19 data collection to include changes from the 2008 review. These will be incorporated in data for 2013 onwards.
   - Provide statistical support to Sustrans in the production of the Hands Up Survey and the possibility of a UK Statistics Authority Assessment.

48 - Deliver an evidence base to inform the development of effective Scottish transport policy including a Transport Social and Economic Research Programme.

12. It is intended for this area to become more of a focus of the work of Transport Statistics as the streamlining of the publication process frees up resources.

13. Activities include:
   - Consult on the possible inclusion of analytical or fact sheet style articles in RRCS and STS. RRCS articles could include vulnerable road users, HGVs or foreign drivers. STS articles could look at cycling, rail or bus.
   - Work with TS colleagues to look at ways to add value to operational data and new technologies, through possible reporting or analysis.

14. The team will continue to provide statistical support to policy and other analytical colleagues within Transport Scotland and Scottish Government as issues arise and work to promote the use of statistics. Support will continue to be provided to external stakeholders via email and by telephone.
Statistics Plan Sections

Improvements in efficiency

15. Planned improvements in publications and dissemination are:
   - Continue the move to a web tables format where appropriate to enable more regular updating of tables and reduce burden on team, for example proposals for regular updates to STS tables.
   - Further improvements to the Transport Statistics website to provide a better user experience and accessibility.
These should free up more time for further analysis of data sets.

Respondent burden

16. Key data sources are the Scottish Household Survey and Road Accident Statistics data collection, as well as various data sets held by DfT.
   - The SHS questions and travel diary content were reviewed in 2011 and a number of questions were dropped and others will be asked less frequently.
   - Work with DfT and the police forces continues to improve the collection of Road Accident statistics.
   - Work to improve the Stats 19 data collection system used by Transport Scotland will produce an XML schema for police forces to use to submit data.
   - The move to an online data collection for road lengths data has reduced the burden on Local Authorities. A fully pre-populated form for 2013 should reduce the burden further.

User Engagement

17. As well as regular emails using the ScotStat mailing list, planned events for the year include:
   - Liaison Group on Road Accident Statistics (LGRAS) meeting organised for Friday 10th May.
   - Transport and Travel Statistics Advisory Committee (TTSAC) meeting organised for Thursday 13th June.
   - Consultation on the timing and content of STS and the associated web tables.

The National Performance Framework and Government Purpose

18. The work of Transport Statistics contributes directly and indirectly to a number of National Outcomes and Transport Statistics are responsible for three national indicators:
   - The Key Reported Road Casualties Scotland publication releases an update to National Indicator 32 “Reduce deaths on Scotland’s roads”
The Transport and Travel in Scotland publication in August releases an update to National Indicator 48 “Increase the proportion of journeys to work made by public or active transport”.

The SHS Travel Diary publication in November releases an update to the National Indicator 4 “Reduce the proportion of driver journeys delayed due to traffic congestion”.

Outcomes based approach

19. Requirements for analysis and statistics at sub-Scotland level will be considered in all work and outputs, for example:
   - The re-tendered SHS will ensure availability of SHS transport data at local authority level at least biennially.
   - Administrative data sources will continue to be published at Local Authority level where appropriate.
   - Further work will be done to improve awareness to and accessibility of Local Authority level tables within the TS website.

Compliance with Official Statistics Code

20. The outputs of the Transport Statistics team were assessed by the UK Statistics Authority in 2010. All requirements of the assessment have now been met and the publications have retained National Statistics status.

21. Transport Statistics will work with Scottish Safety Camera Project and Sustrans as their outputs go through the assessment process.

Quality

22. We will work to improve the quality of administrative and survey data sources relevant to transport including:
   - Working with the SHS contractors to ensure changes to the data processing improve the quality of transport and travel diary data collected through the survey.
   - Continue to work with DfT and Scottish police forces to develop and improve the collection of road accident data.

Timeliness

23. We are continuing to review the timeliness of publications whilst maintaining the balance with data quality and meeting user needs.

24. In 2011/12 we looked at the timing of the Key Reported Road Casualties publication. Whilst completeness of the data set would not be an issue, it would create a third set of figures for Scotland (as DfT would be unable to change their publication date) so the decision was taken to retain the June publication but aim for mid June instead of late June.

25. In 2013 we will consult with users on ways to improve the timeliness of access to the STS data tables.
Relevance

26. It is intended to spend more time producing analysis of the data that we hold through the production of short papers looking at particular issues, for example we will continue to look into the estimation of annual figures from SHS Travel Diary data.

Accessibility

27. After reviewing the Transport Statistics web pages as part of the move to Transport Scotland in 2011, we will continue with the work begun in 2012/13 to further improve the accessibility of the data.

Expertise

28. The branch will continue to undertake training and development as appropriate.

Coherence and Comparability

29. We will continue to work with DfT as appropriate and consider the user requirement for UK comparability. Some examples of this include:
   - Biannual meetings with other devolved administrations and DfT.
   - Regular communication with DfT statisticians in each area eg over bus and coach publication and tables
   - Ongoing work regarding the Stats 19 data collection for Road Casualty statistics.
   - NTS / STS comparability, particularly around annual totals, distance and purpose of travel.

Scope

30. There are no planned changes to Transport Scotland statistics outputs, other than the possibility of combining bus and coach statistics with Scottish Transport Statistics.

31. The Scottish Safety Camera Partnership statistical bulletin is currently undergoing assessment by the UK Statistics Authority. We are also working with colleagues in Sustrans with a view to requesting assessment of the Sustrans Hands Up Scotland publication, a survey of how children travel to school.

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Annex A

Scottish Safety Camera Programme
Statistical Work Plan 2013/14

Background

1. The Scottish Safety Camera Programme (the Programme) was established in 2002. Its main objective is to help develop a programme for targeted enforcement on routes and sites with an accident and speed or red light running history, in a consistent manner across Scotland, that will help deliver a reduction in accidents or casualties for all road users.

2. Historically the Programme formed part of the Justice Directorate of the Scottish Government residing in Police Division. In 2012 the Programme transferred to Transport Scotland and now sits within Trunk Road and Bus Operations (TRBO) as part of the Network Operations team.

3. The Programme supports the Scottish Government’s strategic objective to “help local communities to flourish, becoming stronger, safer place to live, offering improved opportunities and a better quality of life”.

Planned work

4. The main statistical areas of work for the team are to:

   • Further develop the statistical bulletin Key Scottish Safety Camera Programme Statistics

       Work will be undertaken to incorporate feedback from users on previous versions of the bulletin. Also, results from the academic review of the bulletin will be taken into account and analysis on trend and regression to the mean will be considered. Likewise any recommendations made by UK Statistics Authority will be taken forward in preparation of the next publication. This may lead to a delay in the publication date. There may also be opportunities to compare Scotland’s camera data with the rest of Great Britain.

   • Map camera sites across Scotland and plot accident data for these sites

       Polygons of all existing operational safety camera sites will be drawn in GIS and accident data plotted. Analysis can then be conducted to compare STATS19 data with the data held by the Programme. If the data is comparable work can then be undertaken to provide accident data prior to site baseline dates. This will feed work on regression to the mean and other analysis. Speed monitoring sites can also be plotted to establish whether partnership are taking advantage of existing equipment.

   • Assess existing site selection criteria and determine whether changes are required

       The points values used in the existing site selection criteria is based on the accident levels reported in Road Casualties Scotland, 2003. Almost 10 years have passed and so it seems suitable to review the existing criteria to determine whether it is still valid. This work could be expanded to incorporate average speed camera site selection criteria and route strategy development.