Alternative sources for statistics, including electronic tracking data

1. Transport Analytical Services have been considering alternative sources of statistical data with the aim of improving the quality of existing statistics, or to fill gaps in the current evidence base.

2. There are a number of data sources that provide the potential for new statistics but all will require work to understand the data and any limitations of use. Some possibilities are listed below. It would be useful to have the thoughts of TTSAC as to which are worth pursuing and relative priorities.

3. **Traffic speeds.** Data on flows and speeds is currently collected by TS for the trunk road network and it is also collected for parts of the rest of the network. The collection of data is being improved over the coming months to increase coverage by combining loop counter and blue tooth data. Some of this is currently published in STS in the road traffic section.

4. Blue tooth data is being investigated further to identify further uses for it and to understand limitations (Stephen Cragg, TSUG presentation). Data is also available commercially, for example:
   - **TrafficMaster** – dataset provides speed data for sections of the road network. DfT use this to produce their flow statistics but coverage is not as comprehensive in Scotland, though data has been used by SG in the production of Journey time estimates for the Scottish Index of Multiple Deprivation.
   - **SatNav data (eg TomTom)** - SatNavs send data back to the company which creates a data set of speed and route choice information (when the SatNav is switched on, in newer cars this is all the time). This has the potential to provide route choice information (though not purpose) and also speed and flow data. The data will not be a complete data set for all road users and will be mostly newer vehicles but could be used to as a quality check on existing data.

5. **Road Network – Section details.** TS holds a database of the trunk road network including section information (used to calculate road length data published in STS). Information is also held on structures such as bridges. This latter information also includes location information, this could be used to produce interesting facts but initial investigations suggest it’s use for statistical purposes is limited.

6. **Road Works.** Traffic Scotland hold data on road works planned and carried out across Scotland. There are around 2,000 a month, though most are low impact such as street sweeping and verge cutting. For the 10% or so that are high impact, delays are monitored. It would be possible to create statistics from this data using location, duration and potentially some analysis of the text description to identify types of works. Data is also held on the messages displayed on VMS though this could be difficult to make use of.

7. **Rail – Overcrowding.** Some data is now being collected by ScotRail as part of the new contract. This data could be used to produce statistics on levels of overcrowding on rail services in Scotland. The exact details would need to be
agreed with ScotRail and TS rail policy as there are commitments to publish certain information.

8. **Rail – Ticketing data.** There is a wealth of information in the LENNON ticketing database. Some of this data is published in the rail chapter of STS, eg station usage, but there is more information that could be extracted eg more detailed information on ticket types. Some data is modelled eg use of flexi passes so caveats may need to be applied.

9. **Bus – Concessionary Travel.** Improvements have been made to the database used for the administration of the Concessionary Fares scheme. This should enable more detailed statistics to be derived. For example from this year we will be able to report more detail regarding eligibility criteria used in applications for concessionary travel which will allow for monitoring of welfare reform impacts. Journey information is also held but has always proved harder to interrogate.

10. **Ferries – Operator data.** Information is currently published in STS showing vehicles and passengers carried. It may be possible to include more detail for this and we are also exploring the availability of revenue and cost data from operators.