

CASE STUDY: Improving Journey Time Statistics for DfT

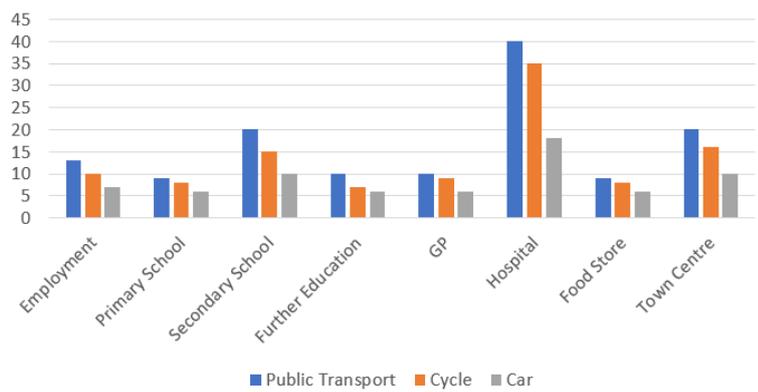
OVERVIEW

The UK Department for Transport (DfT) have been developing and publishing journey time statistics for over 10 years giving a unique annual view of how accessibility in England has changed, and how population and transport changes have affected this.

These present travel times from where people live to eight key local services including schools, hospitals, supermarkets and employment centres broken down by small geographical areas in England.

They cover journeys travelled by walking, cycling, driving and public transport and these journey times are supplemented with connectivity reports to see how easy it is for some to access an airport or railway station. Since 2015, the DfT have been using TRACC to produce these statistics themselves, work which had previously been outsourced to a contractor.

Access To Key Services 2017



Problem Identify

When looking at new development sites, DFT deliver high level insight into the provision of transport links to essential services such as the closest school. They cover all of England with an extensive scale of calculations looking at over 170,000 origins based on around 82,000 destinations giving millions of results that can be analysed.

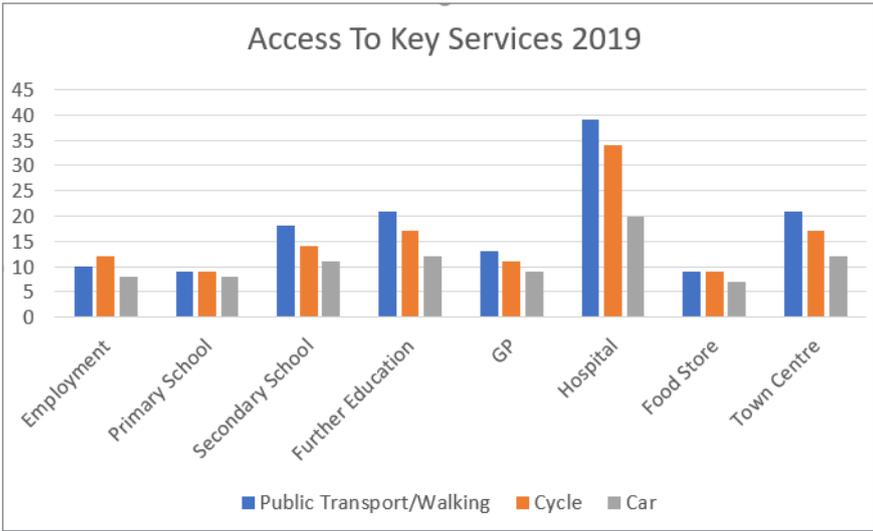


A Surrey Technology Centre, 40 Occam Road, Guildford, Surrey, GU2 7YG

P +44 (0) 1483 688 470

W www.basemap.co.uk

The Challenge



Rachel Moyce, a Higher Statistical Officer at the DfT, explains “We use TRACC to produce journey times from small areas to various key service destinations – we can then use these to calculate average times at higher geographies, and for rural/urban areas. Once we have the times, we can also calculate the population that can reach a destination in half an hour, an hour etc.”

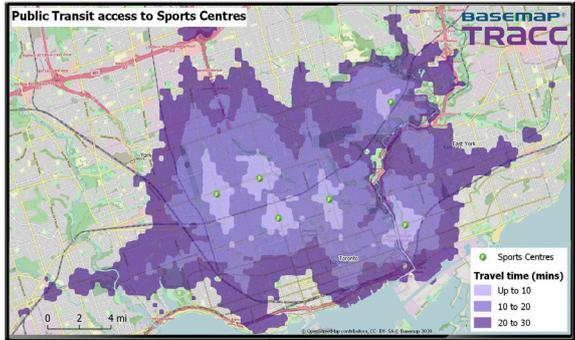
What Do The Findings Show?

01 Car Remains Quickest
 At local level, the minimum travel time to key services was by car with the public transport mode producing the most variation.

02 Urban Trumps Rural
 Although in Urban areas there’s only a few minute average minimum travel time distance, in more rural areas the least variation was by car, with only an average of 10 - 14 minutes for both Urban and Rural areas respectively.

03 2017 vs 2019 Data
 Whilst travel times remain higher in rural areas, the majority of the population that live in urban areas have similar minimum travel times to key services across each mode of transport.

The statistics are published online making them accessible to all including the general public who can use them to compare travel times between various locations and work out their individual times to local services. They have also proved particularly valuable for Local Transport Planners to monitor the average journey times to key services by Local Authority. The findings show that between the 2015 and 2017 data public transport minimum journey times have increased to Education Institutions and town centres impacted by busier urban areas, whereas car modes have increased too in 5 out of 8 key services.



TRACC Desktop



A Surrey Technology Centre, 40 Occam Road, Guildford, Surrey, GU2 7YG

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