



Department
for Transport

Lillian Greenwood, MP
Chair of the Transport Select Committee

From the Parliamentary
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Dear Lillian

Thank you for hearing my evidence as part of your inquiry in to Mobility as a Service.

At the enquiry, I agreed to return to the Transport Select Committee with further evidence on the data projects being run by the department, and our approach to integrated ticketing. My response is attached.

*Yours ever,
Jesse*

JESSE NORMAN

The DfT's written submission said that "MaaS relies on sharing of data between transport providers and users" and that "the Department has programmes supporting these initiatives". What are these initiatives and how are you going to ensure they will be successful?

One of the Transport Secretary's priorities is to put Britain at the 'forefront of the technological revolution' and increasing the availability of and the use of data is critical to this.

Given the importance of data in driving innovation in the transport, a Data Board, chaired by the DfT's Chief Analyst, was established in spring 2017. A key focus of the Data Board has been to get more data available for transport innovators and users and facilitate joint learning between transport modes to help ensure the synergies between the various projects are fully exploited.

Going forward, the Department is establishing a central data team to provide targeted technical and strategic support to the project teams.

Early achievements for the Data Board has included the following projects:

- **Rail open data** has opened up substantial amounts of its core datasets and there are a wide range of apps that provide richer levels of information to customers on delays, cancellations, alterations, train running, fares, and timetables, leading to better informed passengers.
- **The Joint Rail Open Data Action Plan**, to be published shortly, will outline how Government, the Rail Delivery Group (RDG), the Rail Safety and Standards Board (RSSB), and the Office of Rail and Road (ORR) will work together to improve the quality and openness of rail data.
- **Traffic data.** Highways England introduced an online data interface which provides 15 minute traffic flow data, and 1 minute data for researchers; this has been welcomed by users.
- **Local data.** In order to identify the gaps in the available local data and establish a clear picture a wide ranging 'discovery project' was commissioned which will be published shortly.
- **Bus open data.** A key part of the Bus Services Act enables regulations to be made to require local authorities or bus operators to provide information about local bus services i.e. routes, timetables, fares, tickets, live information and stops. The Department will be consulting on the open data requirements and accessible information requirements this summer.
- **The Street Manager Project** - is developing a new digital service that will ensure timely publication of open data about street and road works to transform the way these are planned, managed and communicated. It offers significant savings over the current system that costs councils and utilities £30m - £40m p.a. We have completed its 'discovery' phase, and have started the beta stage.

In your written evidence you mention a further £80m for the roll-out of smart ticketing on National Rail. Given the challenges you've had with smart ticketing in the South East in the past, how can you be sure you will be successful in this?

In developing the Smart Ticketing on National Rail Programme, the Department was sure to apply the lessons learned from previous efforts to roll out smart ticketing across the South East, to ensure that the £80m programme budget is utilised in the most effective way possible. This includes adopting a more collaborative approach with industry, thereby benefiting from industry knowledge and expertise, and having a greater focus on measures to increase passenger take-up. This has meant that we are on track to deliver on our aim to roll out smart ticketing across the most of the national rail network by the end of the year.