# Opening up transport data

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# The data picture in local authorities

- LAs hold substantial data (static, real-time & variable)

- Data is mainly used for network management purposes (ie, not gathered solely for dissemination purposes)

- Data is dispersed across and within different transport bodies

- LA is not always the owner of the data, esp. public transport, car parks, traffic mgt

- Data is highly variable in terms of quality and completeness

# Open data experiences – main observations

- **Data supplied primarily free of charge**
- **Rarely additional resources for data opening**
- **(Political) champion helpful in mobilising support (and resources)**
- **Little documented good practice & recommendations**
- **Competitions & hackathons becoming commonplace to stimulate developer community**
- **In some cities, the practice of opening up data has:**
  - helped create a relationship of trust with app developers
  - improved the quality of data itself
  - genuinely harnessed the creativity of developer community
- **Developers perspective**
  - want data even if not 100% perfect/complete
  - strong interest in real-time data
  - need good geo-referencing data for deliver of real-time info services

# Open data experiences

## Benefits (perceived)

- **Improve internal processes**
  - Data inventory
  - Data value
  - Data quality
- **Improve quality of service**
  - harness creativity of developer community
- **Reduce cost of information service provision**
- **Promote local economic development**

## Challenges

- **Opposition from (information) service providers**
- **Data control & ownership**
- **Little implementation guidance**
- **Systems not designed for publishing data**
- **Privacy & accuracy**
- **Unrealistic expectations & dependency**

# Open data and standards

*'Systems are not designed for publishing open data. Often they will have been developed ad hoc for a single operator, making the data difficult to access & extract.'*

*'There is always a risk that data gathered for one purpose, for which the quality was sufficient, will be used in open data for a purpose, for which the quality is not sufficient.'*

**POLIS position paper 'The move towards open data in the local transport domain', June 2013**

↗ **Data format and publication (communication)**
- Multitude of data formats (format rarely specified in system procurement)
- Publication formats (eg, APIs) often bespoke
- Above are sufficient for local app developers but not wider service providers community
- Several cities 'testing' release of (traffic/parking) data in DATEX format

↗ **Data quality**
- Hugely variable but generally sufficient for LA needs
- Service providers and users may demand improved quality
- Key issues: labelling/metadata; investments

## Challenge: maintain and nurture the open data momentum without overburdening LAs

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# Polis & open transport data

⬀ **POLIS position paper 'The move towards open data in the local transport domain', June 2013**

⬀ **Ongoing knowledge transfer among Polis members**

⬀ **Key future Polis topics**
- Data standards (format, quality, etc)
- Business models
- Licensing/usage conditions
- EU's ITS Directive

⬀ **DATA Days, Gent, 17-19 February 2014**

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