

## **DfT Transport Sector Transparency Board - Minutes**

**Great Minster House, London 14:30-16:30, Tuesday 1<sup>st</sup> July 2014**

Attendees: Steve Gooding, DG Roads, Traffic & Local, DfT (Chair) [SG]  
Prof. Jonathan Raper, CEO Placr [JR]  
Andrew Stott, Public Sector Transparency Board [AS]  
Nick Illsley, Transport Direct, DfT [NI]  
Krizstina Katona, Cabinet Office [KK]  
Julie Brown, Statics, Travel and Safety [JB]  
Jeesie Owen, Information and Security [JO]  
Nick Olley, General Counsel's Office [NO]  
Helen Morris, [HM]  
Olivia Burman, Cabinet Office [OB]  
John Moran, PS to Steve Gooding [JM]  
Nick Carey, Geo Plan [NC]

Apologies:

### **1 - Introduction and Welcome**

### **2 – Rail Open Data- Darwin and Electronic Routing Guide.**

1. Presentation to the board regarding the “Go Ahead Group” and transparency, Darwin data and getting Key Performance Indicators out in the Public domain. My journey, My Ticket, My Future and a discussion around getting all the information required in one place. Making Darwin data accessible and free to acquire.
2. It was established that there was a cost for drawing large amounts of data.
3. The three overarching drivers were to open up data that could be of value to business and innovation; to ensure that organisations benefiting from public money were transparent; and to encourage innovation in the use that this data could be put to, i.e. Apps.
4. AS questioned whether “is it reasonable to levy a cost”. The answer received was that A) It costs Go Ahead to produce the data and B) On a commercial basis only one competitor is being charged, the rest are not near enough to the threshold of volume at which data it is charged for.
5. SG felt that we were now making real progress whereas looking back a year ago there was no progress being made.
6. JR stated “We should welcome this, it is what we set out to do. However, NRE should choose whether it wants to operate in the market and be regulated on its pricing and licence terms by Office for Rail Regulation OR whether it wants to become the de facto distributor

of all rail information to the industry and partners, in which case it must release the data on a true OGL licence without developer conditions and free to scale.”

7. SG was insistent, if companies have data and the Government is paying for it, that they should release it as open data: we are 9/10ths of the way there, and we should celebrate the 9/10ths, even though there was clearly more discussion to be held.

### **DVLA and DVSA Data Release Consultation**

8. Phone conference followed regarding harmonised Data and the datasets held by the Department. There was to be a further meeting between DVLA and DVSA the next day (02<sup>nd</sup> July 2014) to discuss various standards of release. There was good news in that DVSA have now published a comprehensive list of PSV and HGV Operator Licence holders.

**Action: SG and NI to get together to get the result of the meeting on 02<sup>nd</sup> July from Rob (DVLA) at 16.00hrs.**

### **ITN and NSG – Ordnance Survey Roads Data**

9. There is a proposal for a new integrated transport geography. This would require the Associated Street Data [ASD] for streetworks. Geo Place were not opposing the release of the data, but do not have ownership of the data. The local authorities own the data. Geo Place would have to consult with the various authorities first regarding the release of data.

10. SG questioned why the ASD was not being released.

11. Geo Place reply was that it was subject to a business case.

12. SG reminded everyone that there was an opportunity here to bring the data together in one single place for use by the Public. Any funding issue was for the Government not Geo Place/Ordnance Survey. We would all like to join with Geo Place/Ordnance Survey to work together.

**Action: NI to contact Geo Place/Ordnance Survey to explore funding/business case costs.**

### **CAA – Proposed Actions over the remainder of 2014**

13. NI - CAA issued a statement of Policy covering the art of the possible and areas of data for release. Discussion followed on the reliability of information on delayed and cancelled flights for improved information for Passengers and Passengers of reduced mobility.

14. The Airports and Airlines had been asked to respond to CAA regarding certain data release which has just closed at the end of June 2014. CAA currently publish punctuality data but have no consent from the Airlines to publish all data. Certain data is regarded as commercially sensitive by the Airlines. Questions followed from the Board as to why this was regarded so.

15. At the moment CAA do publish Carrier, Route and Month.

16. SG was at a loss to understand why, if flight by flight information is held, it cannot be released.

17. JR and AS also expressed concerns as to why the raw data could not be released.

18. The Data is held by ACL. ACL allocates the slots to the Airlines and is wholly owned by the Airlines. CAA is a customer of ACL. NI explained that this is a Private Company and not owned by DFT/GOV.

**Action: NI to arrange a discussion with CAA to establish exactly what Data is held, which parts they object to being released and why.**

### **5 - Minutes of 21<sup>ST</sup> February and Matters Arising**

19. Minutes approved with no amendment.

### **6 - AOB**

20. SG. Farewell to Transport Direct and now focus on open data by the end of September 2014. The State now considers the Market strong enough to provide with no DFT funding.

### **Date of Future Meeting – TBA by Nick Illsley**