



Department  
for Transport

## Revision to 2017 travel time measures for locally managed 'A' roads

We have made a revision to previously published estimates of congestion on locally managed 'A' roads in 2017. This was for two reasons – a planned methodological improvement, and to correct a data processing issue. This annex sets out the scale and impact of the revision to these statistics.

This **does not change the overall national trend** – that average delay has been increasing on local 'A' roads since the start of the series. The biggest impact is to the morning peak values for January and February.

### Why have the figures been revised?

We recently discovered an issue with the January to March 2017 figures for locally managed 'A' roads, published in May. An issue with processing meant that the data for January and February had been incorrectly adjusted to British Summer Time (BST) in the calculation of the original figures for the May publication.

In addition, as indicated in our last statistical release, we had already scheduled a revision to January to March 2017 locally managed 'A' roads figures for methodological reasons. Specifically, the travel time measures for local 'A' roads are based on data matched to the Ordnance Survey Integrated Transport Network (ITN) representation of the road network in England. Usually, the ITN is refreshed each year. However, this year the ITN was refreshed between the first and second quarter publications. To ensure that all the data for 2017 is matched to the same ITN network, we planned to revise some of the previously published figures.

### What is the impact of this revision?

The following table (Figure 1) provides a comparison of the original and revised monthly figures for average speed and average delay on local 'A' roads for the first quarter of 2017, first resolving the incorrect BST transformation, then adjusting for the different ITN.

For each measure, the first column shows the figures for January to March originally published in May. The second column shows the revised statistics for January to March using the same ITN as previously published but with a correction for the BST issue. The largest change can be seen for the morning peak values for January and February. The incorrect BST adjustment meant that the values originally published in May were calculated for 8am to 11am rather than 7am to 10am. This resulted in lower than expected levels of congestion (higher average speed and lower average delay) as the statistics would not have captured the whole of the morning rush hour.

The third column shows the monthly figures for January to March, removing the incorrect BST transformation and adjusting for the different ITN network. This offers a methodological improvement, as all 12 months of data for 2017 are now based on the same ITN network. The impact of the second element of the change (adjusting for the different ITN network) is smaller than the first element (correcting for the BST adjustment) for almost all breakdowns provided.

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**Figure 1: Original and revised monthly average speed and average delay measures on locally managed 'A' roads**

		<i>miles per hour</i>			<i>seconds per vehicle mile</i>		
		<b>Average speed</b>			<b>Average delay</b>		
		Original	Corrected for BST	Revised for ITN	Original	Corrected for BST	Revised for ITN
<b>All day</b>							
	Jan	25.2	24.9	24.7	45.6	47.2	48.1
	Feb	25.3	25.0	24.9	45.4	47.0	47.7
	Mar	25.0	25.0	25.0	47.5	47.1	47.4
<b>Urban</b>							
	Jan	18.8	18.5	18.6	73.1	75.5	75.8
	Feb	18.7	18.4	18.5	74.2	76.7	76.9
	Mar	18.3	18.3	18.4	78.6	77.7	78.0
<b>Rural</b>							
	Jan	36.5	36.2	36.2	20.7	21.6	21.5
	Feb	36.7	36.4	36.4	20.2	21.0	21.0
	Mar	36.5	36.5	36.5	20.7	20.8	20.8
<b>AM peak</b>							
	Jan	23.8	22.1	21.9	54.2	65.2	66.4
	Feb	24.9	23.2	23.1	47.8	57.7	58.6
	Mar	23.0	23.0	23.0	60.0	59.4	60.0
<b>PM peak</b>							
	Jan	22.1	22.1	21.9	65.4	65.3	66.7
	Feb	22.1	21.9	21.8	66.1	66.6	67.8
	Mar	22.3	22.3	22.3	64.4	63.8	64.4

The values in the third column are the final statistics that should be used when calculating the annual rolling values. As always, we **advise that users take caution if using the monthly figures in isolation**, given the large fluctuation between months.

As shown in Figure 1, almost all of the breakdowns from the first quarter of 2017 are affected. This has an impact on the annual rolling averages previously published for April to September 2017. There are also some small knock on effects to the monthly delay breakdowns in the second quarter. The revised statistics can be found in [Table CGN0501a](#) for average speed and [Table CGN0502a](#) for average delay.

If you have any questions about these revisions, please contact us using the details on the bottom of the first page.