Measuring Vehicle Use; New Data Sources etc.

https://sites.google.com/site/eddiesutsgpaper/

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Context

- To design effective policy interventions we have to understand what people actually do / how much they drive (and why) — and broady we don't!
- ➤ Traditional approaches: from Social Science, surveys, travel diaries, stated preference questionnaires etc.; and some use of Intelligent Transport Systems (ITS) infrastructure data all expensive

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- ▶ Traditional approaches: from Social Science, surveys, travel diaries, stated preference questionnaires etc.; and some use of Intelligent Transport Systems (ITS) infrastructure data all expensive
- More and more: accidential (secondary) data (cheap) is appearing bottom-up
- ► Accidental data (cheap) plus the right algorithms may be better than bespoke data (expensive)
- Generally: move away from aggregate data towards data that describes individuals
 - ▶ (GPS) trace data
 - Bluetooth MAC acquisitions
 - UK MOT test results

UK MOT (Ministry of Transport) test



- ► MOT: the UK's annual safety inspection for all road vehicles older than 3 years
- Since 2005: the results have been captured and stored digitially
- ▶ In November 2010 the DfT published the first 5 years of this data online!!!
- ► EPSRC pilot with Cairns (TRL), Anable (Aberdeen) and Chatterton (UWE) to investigate applications. Full scale grant (approx 1M) from July 2012

Example results: mileage distributions by area and age

