

FINDINGS OF ITF TASK FORCE ON COLLECTING DATA ON EMERGING MOBIITY PATTERN

Rachele Poggi

Working Party on Transport Statistics (WP.6) - 75th session

24-26 April 2024

Background

- In early 2021, the ITF started a reflection to identify the current and future data needs and the variables that will be critical to measure.
- In June 2021, ITF launched an explorative survey to identify possible data sources for new transport variables.
 - ITF identified some key variables of interest covering different aspects of transport (e.g. infrastructure, cost, mode shares, traffic, etc.).
 - Data are available mainly for transport equipment and emission-related indicators.
 - Gaps exist for transport infrastructure and costs, active mobility, and new mobility services.

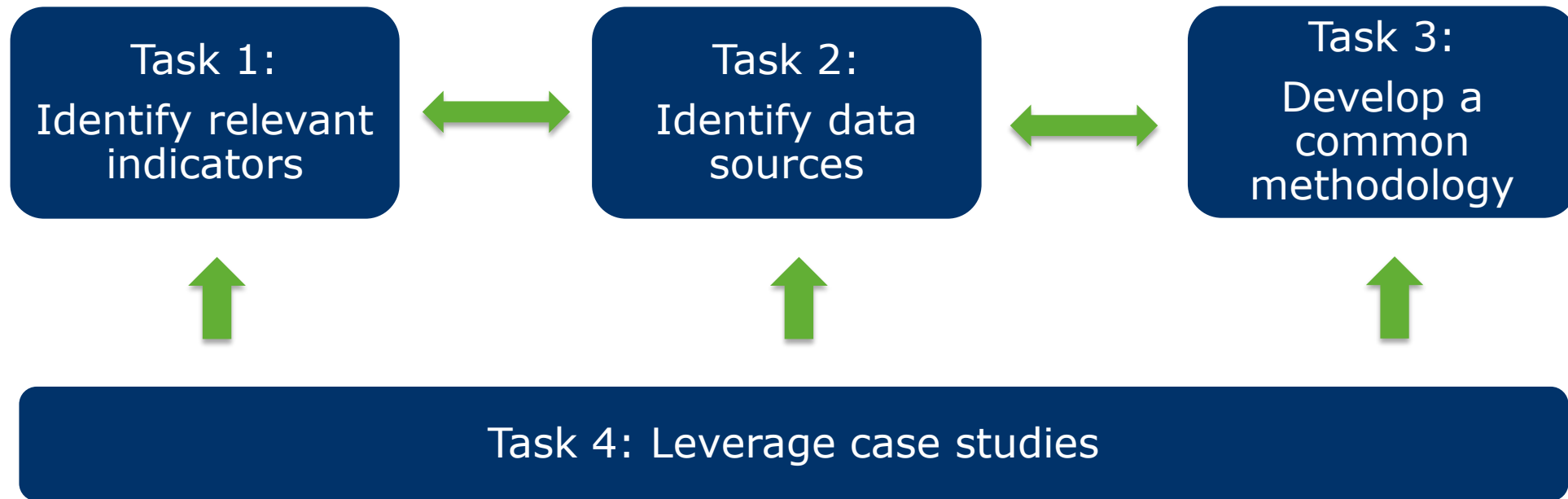


Issues with data on emerging mobility patterns

- Data not often collected by statistical offices at the national level
- Lack of compatible data collection methods
- Lack of coherence in collecting, documentation and reporting methods



TF Task Organisation



Participants

- France
- Israel
- Latvia
- Netherlands
- Portugal
- Slovenia
- Sweden
- Türkiye
- Eurostat
- UNECE
- DG MOVE



Definitions

➤ Vehicles

- ❖ UNECE/Eurostat/ITF Glossary
- ❖ ITF work on micromobility

➤ Measures

- ❖ Eurostat Guidelines on Transport Statistics

➤ Indicators


- ❖ Eurostat Guidelines on Transport Statistics
- 

Walking and Cycling

- The best source for data on walking and cycling remains the National Household Travel Survey.
- There are different approaches to administer the survey:
 - Online survey - e.g. the Netherlands
 - Computer Assisted Web Interviewing (CAWI) combined with Computer Assisted Telephonic Interviewing (CATI) – e.g. EU, Slovenia
 - Push-To-Telephone approach combined with a Knock-To-Nudge approach – e.g. UK
- The survey can have several frequencies:
 - Continuous survey – e.g. the Netherlands
 - Every year – e.g. UK, Switzerland
 - Every X years – e.g. France



Recommendations


- If possible, link register information. For example, in the Netherlands, age, gender, driving licence ownership, motor vehicle ownership, household composition, are no longer asked.
 - Reduce the amount of information required to the minimum.
 - Background variables: age, gender, vehicle ownership.
 - Trip variables: starting/ending points of the stages, starting/ending time of the stages, distance, mode of transport
 - Inform the respondents about why the collected data are important and how they will be used to take better decisions about mobility.
 - Integrate the National Travel Survey with other sources. For example, the automatic counts can be used during periods without a survey to monitor the evolution. Some indicators can be estimated using these data.
- 

Alternative sources – Mobile Phone Data

- Collecting data through mobile phones is less costly than traditional National Travel Surveys.
- It provides continuous data.
- It poses issues regarding the protection of personal data. Data need to be anonymized and compliant with national regulations on data protection.
- There is no background information (e.g. gender, age, vehicle ownership).
- Data can be biased. Some segments of the population are underrepresented (e.g. elderly and young population, disadvantaged people).
- It is more difficult to obtain the trust of the public when asking the access to the data of the personal mobile phone.



Alternative sources – Automatic counts of bicycles

- It consists in installing sensors for automatic counts of bicycles in different points of the country.
 - It provides continuous data.
 - There is no information on the distance and the time of the trips.
 - There is no background information (e.g. gender, age, vehicle ownership).
 - The location of the sensors is essential and can bias the results. Sensors should be installed in cities of different sizes, but also in rural areas.
 - This source can be used together with the National Travel Survey to estimate data during periods when the survey is not carried out.
 - Examples are the “Cycling Traffic Index” in England and the “Plateforme nationale des fréquentations (PNF)” in France.
- 

Shared vehicles (bikes and e-scooters)

- The National Travel Surveys often underestimate the trips done with shared vehicles. It is difficult to distinguish between privately owned vehicles and shared vehicles.
- Shared vehicles are available mainly in the main cities.
- Some cities collect these data. However, it is very rare to have national data on shared vehicles.
- There are several service providers that operate in the same country.
- Requiring and analysing raw data from the service providers can be costly, need dedicated workforce and pose issues concerning data protection.
- The analysis of these data is becoming more and more important to inform the public about the phenomenon of new mobility.



Recommendations

- National public authorities (statistical offices or Ministry of Transport) should sign agreements with the service providers to report data.
- A minimum set of indicators should be set in advance. This should contain:
 - Number of trips
 - Distance and travel time
 - Vehicle fleet
- Data should be asked at the aggregate level. This will reduce the burden of public authorities to manipulate the data to have meaningful results.
- National public authorities can co-operate with third-party aggregators, that already have the necessary skills and resources to carry out such analysis at the national level.



**Questions?
Suggestions?
Remarks?**

Thank you