

Statement from KTC on the occasion of the release of the Report for Phase II of the CONDUITS-DST project in July 2015

Vienna, 9 September 2015

The predictability of the effectiveness of transport solutions and concepts is key to make the right transport policy choices. Especially complex measures on urban traffic management require a number of fundamental decisions. It was for this reason that several cities, assisted by research institutes and universities, worked together for more than four years on a predictive evaluation tool for urban mobility management and ITS by integrating policy-orientated Key Performance Indicators (KPIs) with traffic microsimulation. As of July 2015, Phase II of the CONDUITS-DST (Decision Support Tool) project has been completed.

Now, for the first time, urban mobility measures and ITS schemes can be evaluated on the basis of multi-dimensional considerations, as three KPIs regarding pollution, traffic efficiency and traffic safety are taken into account. The fact that a systematic approach for including the setting of weights in the KPIs has been defined deserves special attention. This enables the tailor-made application of the CONDUITS_Desicion Support Tool by local decision makers, adaptive to different political focuses or particular needs. CONDUITS_DST has been proven successfully in four real case studies in the cities of Brussels, Tel Aviv, Haifa and Stuttgart.

I would like to say a big thank you to everyone who contributed to this success!

This scientific and conceptional work has been designed and carried out by a handful of highly competent and committed researchers from UK, Isreal and Germany. The project management was up to POLIS - without Suzanne's spirit and dedication the CONDUITS-DST project would never have come to life. And of course all city representatives directly involved in the case studies have done a great job to finally turn theory into practice.

Kapsch TrafficCom was convinced from the start, that the CONDUITS-DST project has high political and economic potential as well as technical relevance. The quality and applicability of this tool will help policy makers to visualise traffic models enabling them to address transport policy objectives in the most appropriate way.

Susanna Hauptmann, Liaison Manager, Department of International relations & governmental liaison, Kapsch TrafficCom