



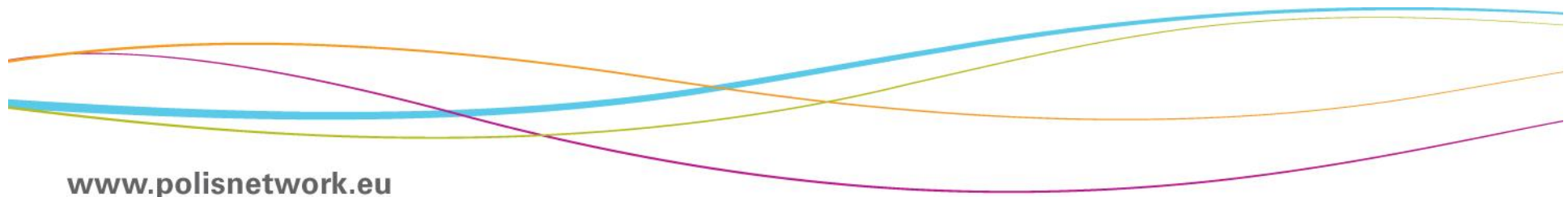
EUROPEAN CITIES AND REGIONS NETWORKING
FOR INNOVATIVE TRANSPORT SOLUTIONS

Towards a more harmonised way of providing access to quality data

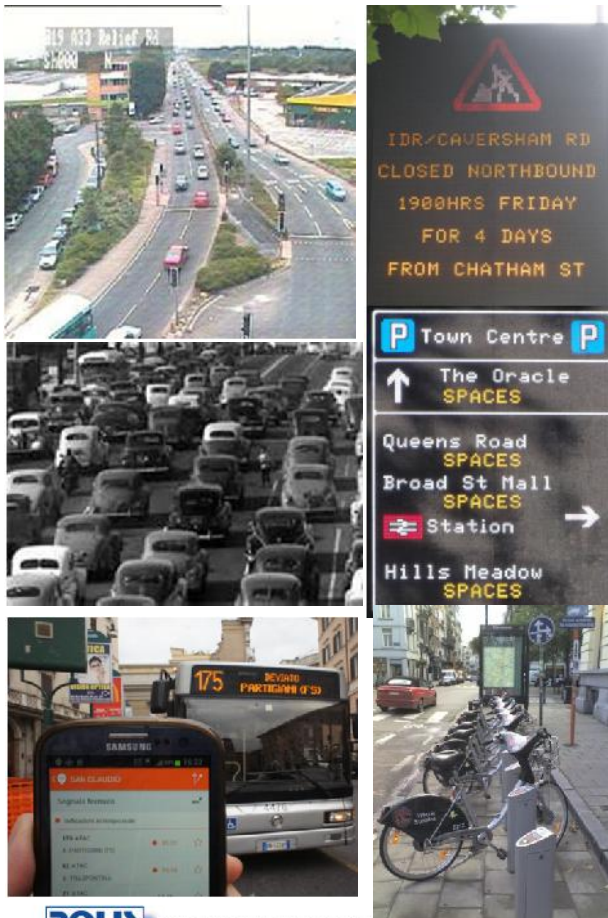
Recommendations from the CIVITAS CAPITAL ITS

Advisory Group

Suzanne Hoadley, Polis



Open transport data today



➤ Growing momentum for opening up transport data

- Transparency
- Innovation
- Reduce costs
- Outreach
- Economic benefit
- Optimal use of network

➤ Most local authorities are committed to opening up transport data where technically, legally and financially viable

- Local authority is not always owner of data
- Systems not designed for publishing data
- Few local authorities have dedicated budget for opening up data

Open transport data today

➤ Which data format do data users want?

- Transport community prefer standardised transport language (DATEX, XML, etc)
- Internet (smartphone apps) community cope better with other forms (eg, JSON) as DATEX perceived as complex

➤ What is the position of cities?

- Interest in moving towards publication in standardised transport language

BUT

- Prevalance of legacy systems, especially in traffic area
- Most data (esp. traffic) held is not standardised
- Many challenges (esp. cost) to convert data to a standardised form
- Urban data standards exist primarily in the area of public transport, not traffic



SIRI

NeTEx

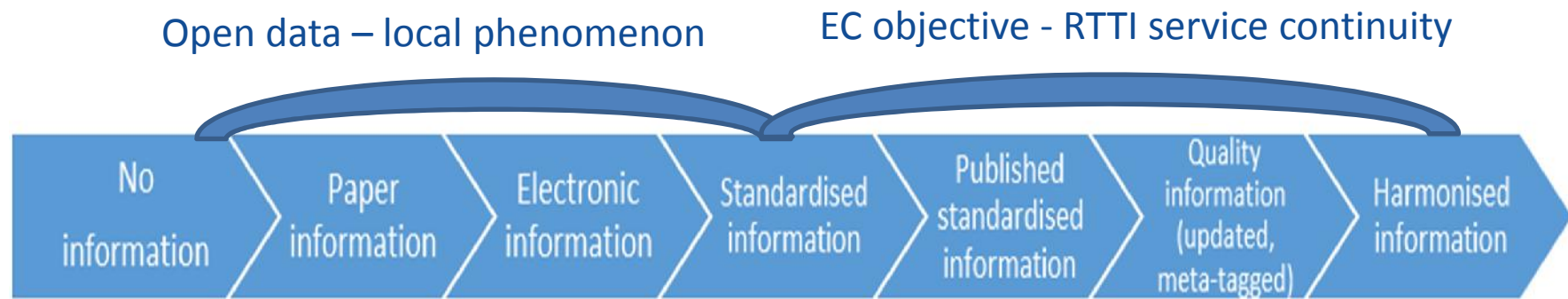
JSON
JavaScript Object Notation



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www.polisnetwork.eu

Open transport data - from local to European



The seven stages of city open data readiness

EC policy on transport data

6.8.2010 EN Official Journal of the European Union L 207/1

DIRECTIVE 2010/40/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 7 July 2010
on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,
Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,
Having regard to the proposal from the European Commission,
Having regard to the opinion of the European Economic and Social Committee (1),
Having consulted the Committee of the Regions,
Acting in accordance with the ordinary legislative procedure (2),

Whereas

- (1) The increase in the volume of road transport in the Union associated with the growth of the European economy and mobility requirements of citizens is the primary cause of increasing congestion of road infrastructure and rising energy consumption, as well as a source of environmental and social problems.
- (2) The response to those major challenges cannot be limited to traditional measures, inter alia the expansion of the existing road transport infrastructure. Innovation will have a major role to play in finding appropriate solutions for the Union.
- (3) Intelligent Transport Systems (ITS) are advanced applications which without embodying intelligence as such aim to provide innovative services relating to different modes of transport and traffic management and enable various users to be better informed and make safer, more coordinated and 'smarter' use of transport networks.

 EUROPEAN COMMISSION

Brussels, 18.12.2014
C(2014) 9672 final

COMMISSION DELEGATED REGULATION (EU) No .../..
of 18.12.2014
supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services

(Text with EEA relevance)

Background to RTTI roadmap

- **‘Priority Zones’ notion inserted in RTTI specs by Member States**
- **EC invited Polis to devise recommendations to promote take-up of Priority Zone facility & to facilitate implementation of RTTI specs in urban areas**

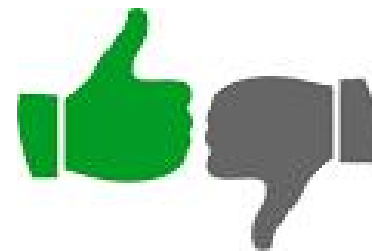


THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

- **Members: Rome, Madrid, Vienna, Copenhagen, UTMC and OCA**
- **Outputs: roadmap/ recommendations & case studies**

RTTI roadmap and Priority Zone guidance

- Provides guidance on designation of priority zones in context of RTTI specifications of ITS Directive ('Action B')

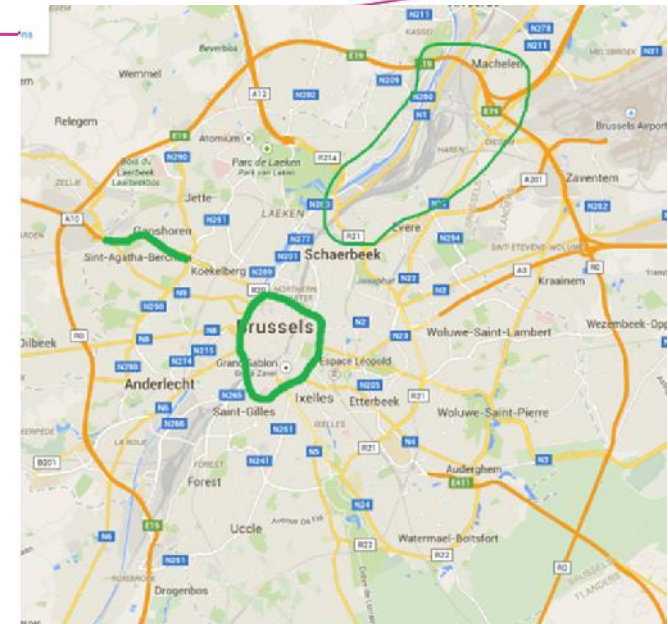


- Annex: 5 case studies



Priority zone – what is it?

- Can apply to any road section (outside the TENs)
- Must comply with RTTI specs
- Member States are responsible for designation
- Can be implemented in a flexible and incremental manner in spatial, temporal & data terms
- Should bring added value to city

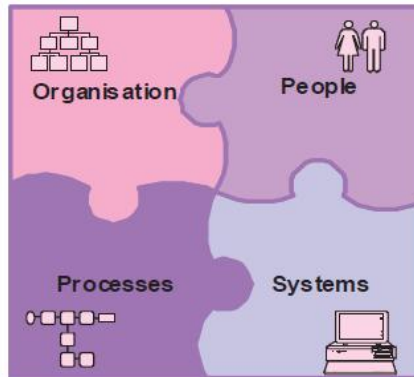


Potential benefits of becoming a PZ

- **Last mile** - extension of RTTI from motorway to urban road (eg, freight info)
- **Joined-up approach** to delivering information services between private & public sector
- **Better quality information services** for the road user provided by the market at **lower costs** for the road authority (in the medium to long term)
- Opportunity for **improved traffic coordination at urban-interurban interface**
- **European and national funding** may in future be made available on a preferential basis to cities with Priority Zones

Enabling actions for RTTI specs implementation in cities

Local political support



Local organisational framework

Member State support



Financial incentives



Building appropriate standard (profiles)

Recommendations

- **Measures to promote early Priority Zone adopters**
- **Creation of a national procedural and support framework**
- **Assessment of benefits of RTTI services**
- **Standardisation activity**
- **Dissemination activity**

Case study: DATEX II

➤ Not widely adopted by cities

- Considered a data model for motorways for exchanging data between control centres whereas cities more concerned with connectivity between systems (eg, UTMC, OCIT/OTS)
- Data format not typically specified at system procurement stage

➤ DATEX II use in cities is nonetheless growing

- In countries with national data access platforms (D, NL, etc) where DATEX II is prescribed format
- In smaller countries where urban network management is performed by/shared with national road authority, eg, Norway, Sweden
- In countries where there is a national framework for urban open specs & standards (OCIT/OTS in D and UTMC in UK)
- Cities deciding unilaterally to publish in DATEX II format, eg, Madrid, Rome, West Midlands/Birmingham

Case study: German national access point

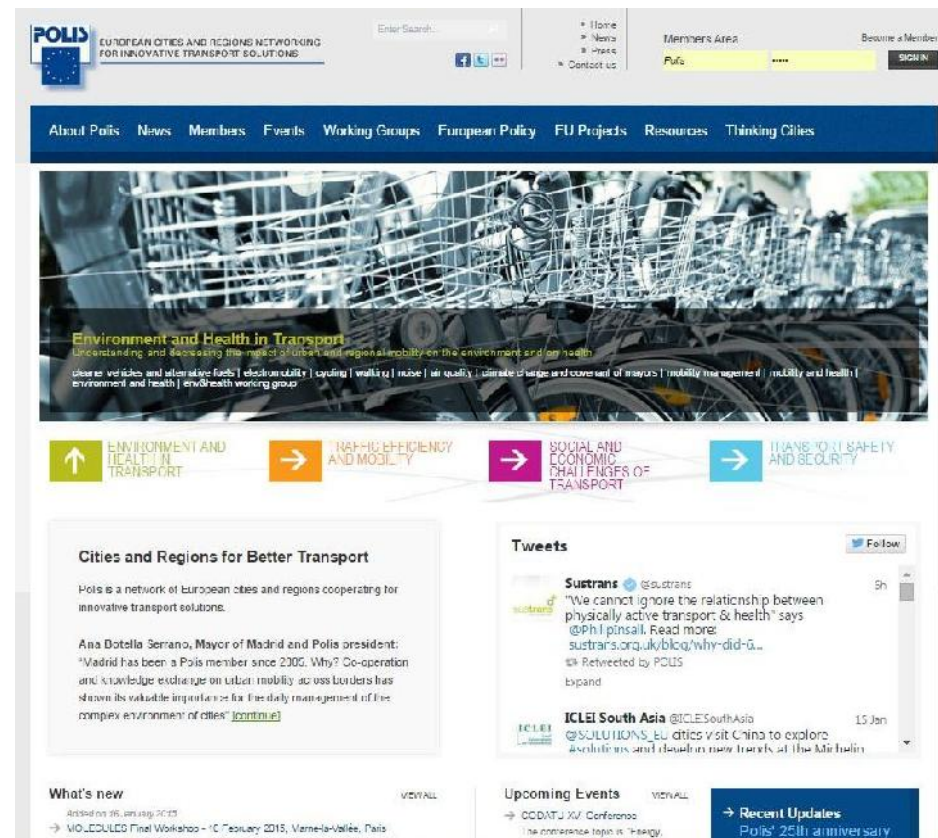
➤ More and more cities are making use of Mobility Data Marketplace

- DATEX II is prescribed format
- Federal money (R&D mainly) was main driver for first cities to provide data over MDM - other cities now joining on voluntary, non-funded basis
- Common data sets: parking data, road works info, traffic detector & traffic signal data

Market participants (Status at end 2014)			
Data offer	#	Data take-up	#
Larger cities	2	Advertising agency for Car Dealers	1
medium size cities	2	App-Developer	2
regional authorities	2	TMC-Bundesland	1
Cities preparing DATEX II Interfaces	10	Car-Industry	1
		Consultant	1
		R&D Institute	2
		Radio Station	2
		Service Provider (Internet, Parking, PT)	6
	16		16

More information

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The screenshot shows the Polis website homepage. At the top, there is a navigation bar with the Polis logo and the tagline "EUROPEAN CITIES AND REGIONS NETWORKING FOR INNOVATIVE TRANSPORT SOLUTIONS". A search bar and social media icons are also present. Below the navigation bar is a main banner image of a bicycle rack with the title "Environment and Health in Transport" and a subtitle "Understanding and decreasing the impact of urban and regional mobility on the environment and on health". A horizontal navigation bar below the banner lists categories: "ENVIRONMENT AND HEALTH IN TRANSPORT", "TRAFFIC EFFICIENCY AND MOBILITY", "SOCIAL AND ECONOMIC CHALLENGES OF TRANSPORT", and "TRANSPORT SAFETY AND SECURITY". The main content area features a "Cities and Regions for Better Transport" article, a "Tweets" section with a tweet from @sustrans, and a "What's new" section with a link to a MOEDULEO Final Workshop. There are also "Upcoming Events" and a "Recent Updates" button.