

NICHES+ POLICY AND RESEARCH RECOMMENDATIONS

WG3: Traffic Management Centres

Introduction to the working group



Many traffic management solutions involve the application of Intelligent Transport Systems (ITS). This means adapting existing control systems or integrating new systems in a flexible way, to permit ease of efficiency of operation and potential for expansion.

It is also important to provide high quality information and the means to use this information optimally, in order to provide better services to the travelling public, and ultimately to influence traveller decisions.



Three innovative concepts have been developed:

- Finance models for Traffic Management Centres
- Mobile travel information services for the public
- Using environmental pollution data in traffic management

Traffic Management Centres are central in European research projects like in [CONDUITS](#).

Research Recommendations

→ RR3.1 Explore greater harmonisation and integration of TMC services and standards

There has been very little research into Traffic Messages Channels (TMCs) which are deployed on an ad-hoc basis. There needs to be a move towards standardisation of TMCs and the underlying technologies across Europe. It is essential to bring together the research that exists from different countries, identifying examples of good and bad practice, to provide a more harmonised approach.

→ RR3.2 Understand the different methods for funding and service delivery

There appears to be a blank canvas for future research opportunities into finance models for TMCs. Some specific research exists into PPPs, but it is important also to understand why some fail as well as the characteristics of those that succeed. More research into all potential financial models is needed, particularly which models are most suited for the different stages of a TMC's lifecycle.

→ RR3.3 Develop robust evaluation methodologies for TMCs

Research is needed to address the end user aspects of TMCs. Evaluation plans should not end when the project ends, but include assessment of the impacts of a TMC into the operation phase. One question that needs to be addressed is whether European-wide assessment tools (e.g. CBA/WTP) can be defined.

→ RR3.4 Explore the potential of future technologies for TMCs

Further technology research should be encouraged especially concerning communication networks, data capture and co-operative systems (an extension of co-operative communication systems to intelligent systems). A common technical architecture may help cities and governments in establishing a future-proof TMC. Sharing knowledge across Europe may avoid future pitfalls if wider integration is to be encouraged.

Policy Recommendations

→ PR3.1 Facilitate the integration of TMC services/data providers/systems

European policies relating to mobility, sustainable development, and ITS currently exist in isolation, and so the integration of these areas over time should be considered by the EU, for example developing regional strategic plans (over 5-10 years). As TMCs become more sophisticated in scope, there will be need to greater horizontal integration between relevant local authority departments.

→ PR3.2 Promote the standardisation of TMC data and system architecture

The EU should promote a standardised approach to data structures to facilitate interoperability. This would enable data pertaining to one urban area TMC to be integrated with data from a wider area (e.g. regional) TMC, thus encouraging seamless travel information and the expansion of systems over a wide area. The EU should also promote a standardised approach to TMC system architecture to facilitate integration of future technology. The recent adoption by the EU Council of the proposed directive on ITS will be an important step in implementing this policy recommendation.

→ PR3.3 Enhance promotion and awareness raising of the opportunities of TMCs

The EU should promote best practice guidelines and training programmes to raise awareness of the scope of TMCs amongst the public and politicians. To justify investment, public use of services should be encouraged, whilst politicians need to see how TMCs fit into a wider context. Long-term perspectives can be encouraged, such as education of children to raise awareness of issues surrounding mobility and travel choices.

→ PR3.4 Promote the identification and sourcing of appropriate funding mechanisms

The EU should promote the harmonisation of approaches to setting up public-private working agreements and alliances (e.g. PPP) in the transport sector. Identifying the most suitable partnership with appropriate agreements, responsibilities and liabilities can be difficult. The EU could make guidance available promoting best practice in the sector.

Contact information

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