



Urban mobility data provisioning - NAPCORE

The local authority perspective (POLIS)

POLIS POSITION PAPER

THE MOVE TOWARDS OPEN DATA IN THE LOCAL TRANSPORT DOMAIN

JUNE 2013

A. Local authorities and transport data

1. Most transport data held/owned by local (transport) authorities is gathered/used primarily for **network management purposes**. Traffic regulations, such as speed limits, one-way streets or access restrictions, and real-time traffic or travel data, are first and foremost tools to support the transport authority manage the transport network in a safe, efficient and sustainable manner.
2. While **information services** have traditionally built upon the vast amounts of static and dynamic transport data available, recent years have seen a growth in data collected specifically for the information services market. Nonetheless, the vast majority of data held by local authorities remains first and foremost a tool for managing traffic, public transport and other mobility services.
3. **Data is not always used**, or even stored – in particular, real-time data is generally discarded, unless there is specific research that requires its storage. System performance data (e.g. fault monitoring, signal settings, etc.) would be retained only for a limited period
4. The **quality** of data within local authorities can be highly variable:
 - i. Most local authorities monitor only a fraction of the total network
 - ii. Data can be inconsistent in quality and completeness
 - iii. Manually-acquired data generally requires “cleaning”, and would be more prone to misinterpretation by others
5. The multiple tasks of gathering, processing and storing data comes at a significant **cost** for transport authorities. While the data may not be fully reliable, it is generally sufficient for network management purposes.
6. Within any given administrative area, **transport data tends to be widely dispersed** among the different transport bodies (public or private) and indeed within any single body. In larger areas, the transport data picture may be very complex and there is probably no clear overview of what transport data is available.
7. Due to the great number of contracts between public and private bodies for the provision of transport (-related) services, the **data ownership** situation is not always clear. This was confirmed in a recent Polis survey which showed that both traffic and public transport data ownership is shared between the public and private sector.
8. The move to open data is forcing the public sector to review ownership and transmission issues in their contracts with third parties. Specifically, the publication or release of data that may impact on

Early 2010s

ITS Directive in context of open data movement

Benefits and challenges of sharing data

Pragmatic recommendations to EC on application of ITS Directive to urban areas

- Support framework (financial and technical)
- Good practice sharing
- Phased approach (subsequently)



Status of data provisioning

Open data

readily available data

not always machine readable nor
standardised

Mostly policy driven

ITS Directive data

machine readable, standardised, good quality

rarely exists electronically, eg, traffic regulations,
infrastructure data

Legal obligation

- Most relevant regulations: RTTI and MMTIS (MDMS in future?)
- Much heterogeneity across Europe
- Still not a priority among public authorities – *perception of obligation rather than opportunity still prevails*



What's working well and what's not?

National initiative: technical/financial support, engagement with cities, multistakeholder cooperation, projects, (conversion) tools, joint procurement of data, etc

Public transport data more readily available

Recognition of LAs needs, eg, new provisions of revised RTTI DR

Many mandated data types not yet available in electronic format, eg, traffic regulations, infrastructure data

Technical, financial & legal challenges

Limited digitisation capability and vision in many municipalities

National action lacking in some countries

Awareness of ITS Directive among LAs still low

Benefits related to sustainable mobility goals unclear



Needs and requirements

- Provide support framework (technical, financial and institutional) to LAs
- Consider need for new/revised organisational processes
- Raise awareness of ITS Directive, DRs and NAPs among LAs
- Improve understanding of digitisation practices and challenges among LAs
- Identify and share digitisation experiences & good practices
 - National approaches, eg, recent TM2.0 workshop on Dutch activities
 - Local initiatives
- Adopt a use case approach and/or focus on elements important to LAs



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