The importance of cycling data within mobility data

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Policy note 2019-2024

▶ Increase to € 300 million by the end of the legislature for cycling infrastructure

▶ Invest in dynamic and smart traffic lights

▶ Invest in active detection systems for cyclists

▶ Increase the share of sustainable modi to at least 40% for Flanders

▶ Provide a strong impuls to shared mobility through:

  → The availability of bicycle sharing systems

  → high-quality bicycle parkings

  → mobihubs

▶ Identify and eliminate dangerous locations

▶ Cooperate with GPS operators in order to avoid locations with many vulnerable road users in the route suggestions.

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Different initiatives focussing on (cycling) data

- ITS action plan
- Regulatory   framework open data
- Mobility central
- Mobihubs
- NAP MMTIS (and other European obiligations)
- Geoaccess point bicycle 3.0
- Mobilidata programme
- …

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Directive 2010/40/EU: Framework for the Deployment of Intelligent Transport Systems

- Context
  - → Fast technological development
  - → Fragmented and uncoordinated deployment
  - → Low degree of intermodality
  - → Patchwork of national, regional and local solutions
- ⇒ **ITS directive and action plan**
  - → Establishing a framework for coordinated and effective deployment and use of ITS
  - → Setting common priorities
  - → Development of specifications and standards

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4 priority areas

Optimal Use of Road, Traffic and Travel Data

Continuity of Traffic and Freight Management

Road Safety and Security

Linking Vehicle and Transport Infrastructure

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6 priority actions

A: EU-wide Multi-Modal Travel Information

- **Availability and accessibility** of traffic data
- Crossborder electronic data **exchange**
- **Updating** the available road and traffic data
- Updating the multimodal travel information

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6 priority actions

- B: Real-time traffic information services
- C: Safety-related minimum universal traffic information
- D: Interoperable EU-wide eCall
- E: Truck parking information
- F: Reservation Services for Truck Parking

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National Access Points

▶ **Digital** architecture with open and common standards and interfaces and an efficient, but secure data ecosystem

▶ Need for National Access Points

→ MultimodalTravel Information Services

→ Safety -related Minimum Universal Traffic Information Services

→ Real -time Traffic Information Services

→ Truck Parking

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Delegated Regulation (EU) 2017/1926

▶ What?
  → EU regulation supplementing the ITS Directive
▶ Why?
  → For the provision of EU-wide multimodal travel information services (MMTIS)
▶ How?
  → NAP for all data related to the transport of persons
    ✕ Facilitate data **access**
    ✕ Improve **interoperability** through the use of **standards**
    ✕ Stimulate the **use and reuse** of data
    ✕ Obligation for <u>all data owners</u> to **provide** transport related data, <u>at least static</u>, but we also recommend dynamic data
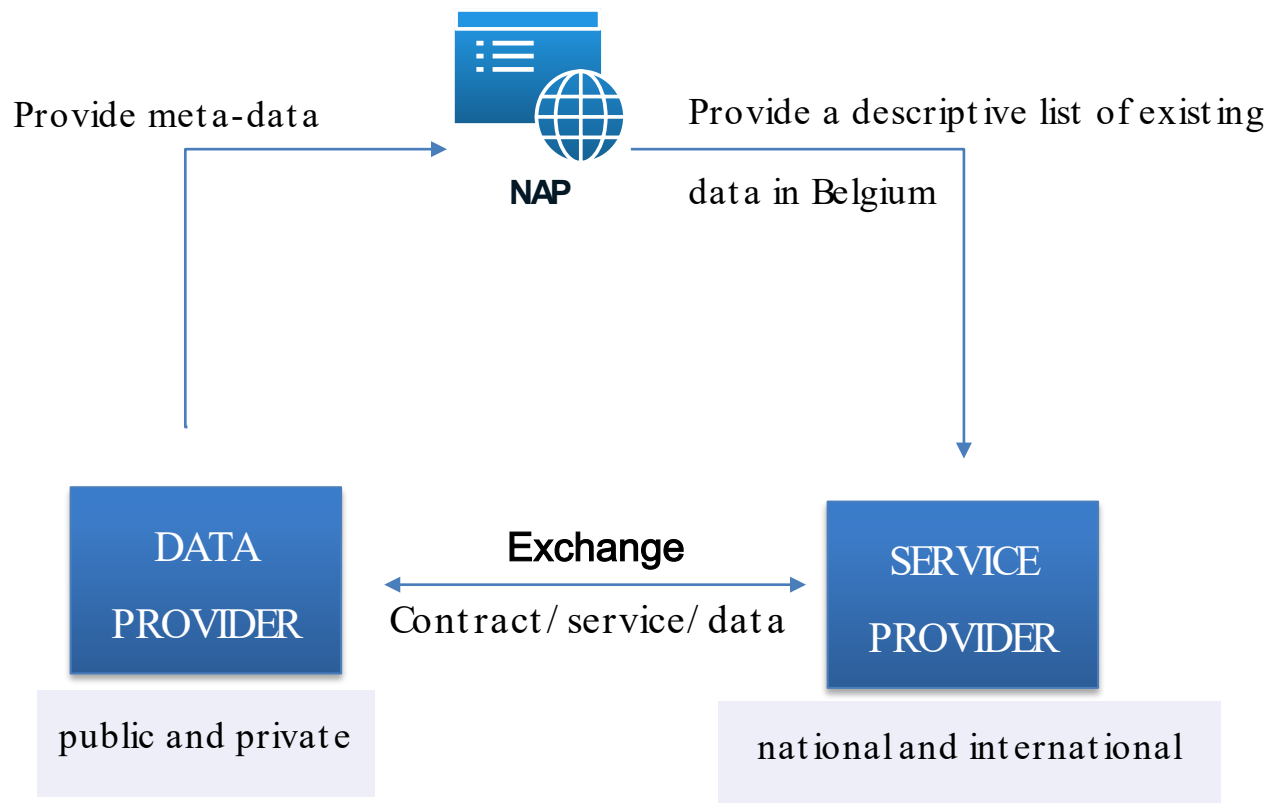
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National Access Point MMTIS

▶ Static (& dynamic) data of different transport modes
▶ Data -updates
▶ Metadata
▶ Information on the quality of the data

▶ The access point may take various forms, such as
  → a database,
  → data warehouse,
  → data marketplace,
  → **repository,**
  → **register,**
  → **web portal.**

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National access point MMTIS

Provide meta-data

NAP

Provide a descriptive list of existing

data in Belgium

DATA PROVIDER

Exchange

Contract/service/data

SERVICE PROVIDER

public and private

national and international

Which "modes of transport" and which data are concerned?

▶ **Scheduled**
- → Air, rail including high speed rail, conventional rail, light rail, long-distance coach, maritime including ferry, metro, tram, bus, trolley-bus

▶ **Demand-responsive**
- → Shuttle bus, shuttle ferry, taxi, car-sharing, car-pooling, car-hire, bike-sharing, bike-hire

▶ **Personal**
- → Car, motorcycle, bicycle

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Who are the data providors?

▶ **Transport authority**
  → any public authority responsible for the traffic management or the planning, control or management of a given transport network or modes of transport, or both, falling within its territorial competence;

▶ **Transport operator**
  → any <u>public or private</u> entity that is responsible for the maintenance and management of the transport service;

▶ **Transport on demand service provider**
  → any <u>public or private</u> provider of transport on demand service to users and endusers, including travel and traffic information thereof;

▶ **Infrastructure manager**
  → any <u>public or private</u> body or undertaking that is responsible in particular for establishing and maintaining transport infrastructure, or part thereof;

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Who are the "users"?

▶ Any <u>public or private</u> entity which uses the NAP such as:

→ Transport authorities,
→ Transport operators,
→ Transport on demand service providers,
→ Infrastructure managers
→ Travel information service providers,
→ Digital map producers,

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Detailed timetable

▶ 01.12.2019 -> service level 1

→ Location (point of departure & point of arrival), travel plans, calculation of route schedule for organized transport & for personal transport, networks, time tables, facilities, accessibility, …

▶ 01.12.2020 -> service level 2

→ P&R locations, bike & car sharing stations, refueling stations, information on how & where tickets are sold …

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Detailed timetable

▶ 01.12.2021 service level 3

  → Detailed information on fares, how to book, how to pay, calculation of route, environmental factor, spacial features bicycle network..

▶ 01.12.2023

  → all elements all over the country

What will be the obligations of stakeholders?

▶ **Data providers** will have to
  → Register on the NAP:
    https://www.transportdata.be/
  → Fill in the data catalogue with mandatory informations

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Data users will have to:

▶ Use the data in a neutral manner and without discrimination or bias

▶ Indicate the source of data and the date and time of last update

▶ Provide the possibility of reuse of the data

▶ Respect the license agreement

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The implementation of the NAP is supported by Program Support Actions

Stakeholder engagement

- Mapping of Belgian NAP actors (suppliers, users and developers)
- Setting up a community of interest, a platform for concrete Public-Private Projects

Benchmarking

- The user needs
- The architecture of NAP
- The management of the NAP

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Geo access point bicycle 3.0

Objectives

1. **Location** of the supra-local functional bycicle network and collect and report data on the **cyclepath and network**
2. Inventory of **conformity parameters** for bicycle infrastructure & Calculate **conformity score**
3. Collect and publish information about **infrastructural projects**
4. Collecting and publishing **cycling data**
5. Publish bicycle **accident data**

▶ The result will consist of 5 different GIS layers in one GIS viewer that can be consolidated by end users in their own GIS desktop environment.

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BFF – transport region of Antwerp
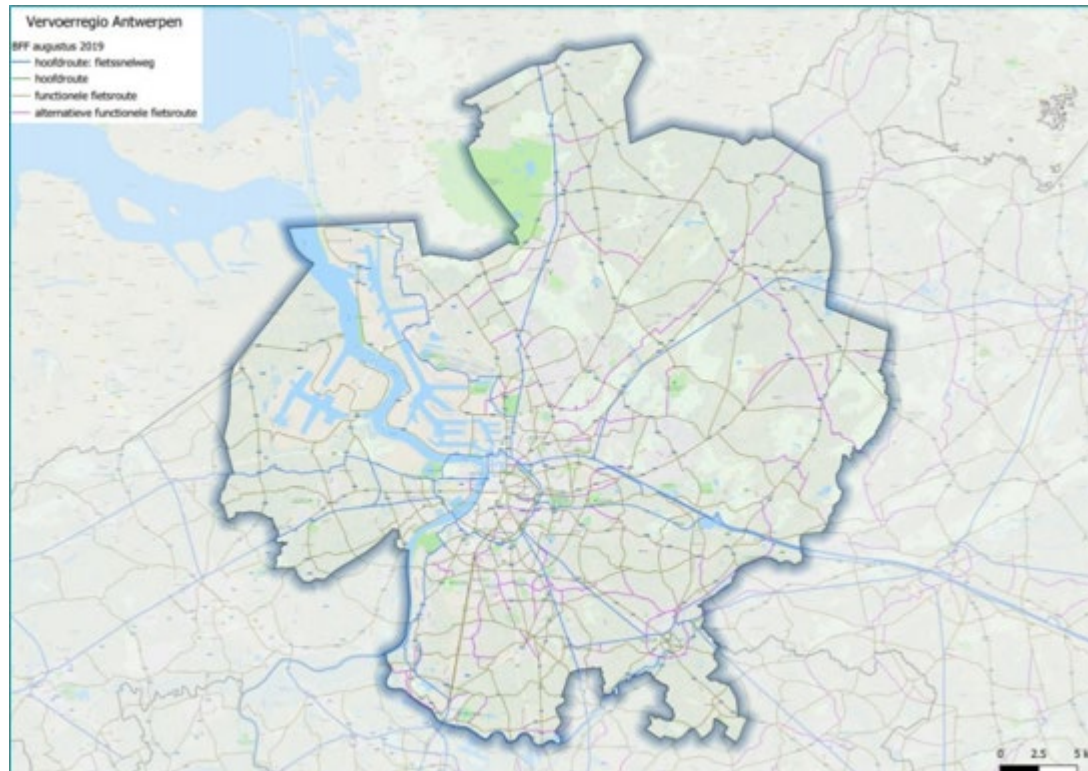
Conformity score

▸ Green (conform requirements of 'cycle highways' in the vademecum bicycle facilities)

▸ Orange (to be improved)

▸ Red (no bycicle infrastructure)

▸ Black (not possible to cycle there)
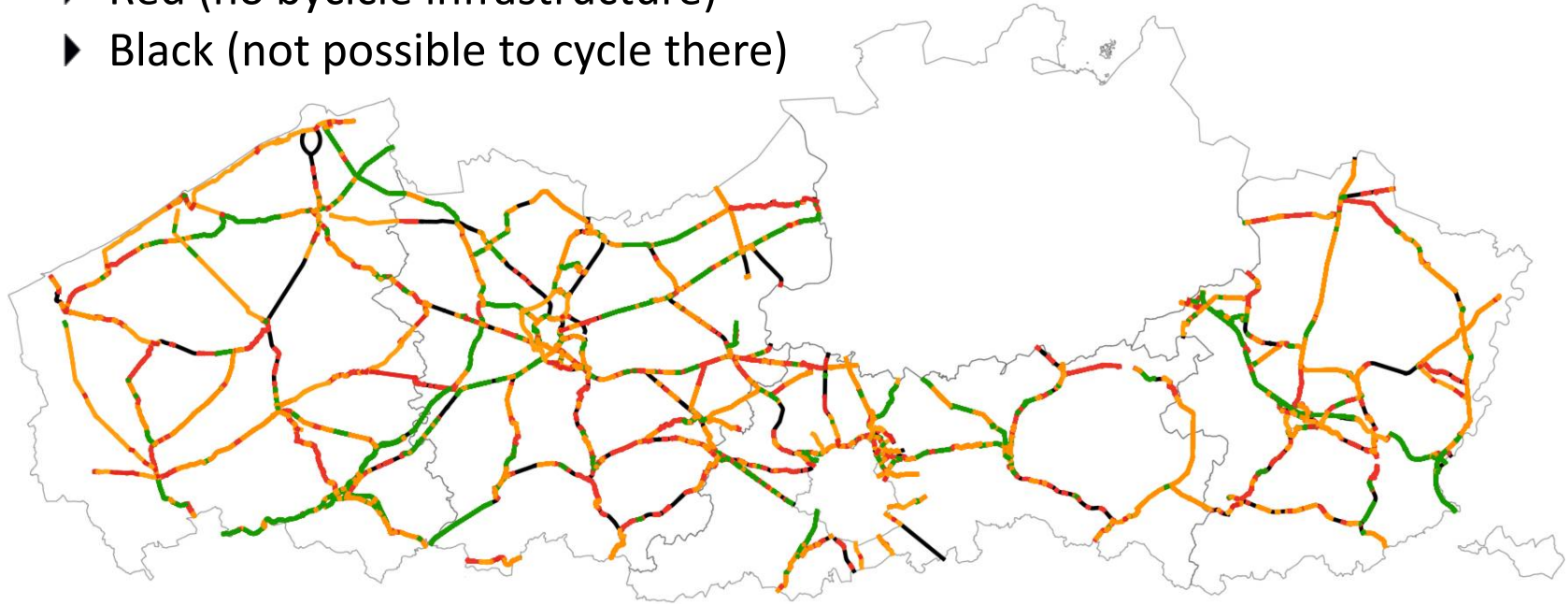
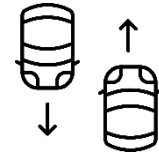![Vlaanderen - verbeelding werkt]

Mobilidata

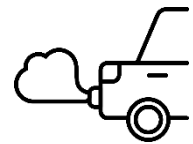for safer, smarter and more sustainable traffic

Mobilidata

*Realise a positive contribution in Flanders in relation to*
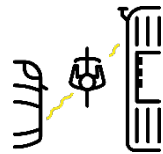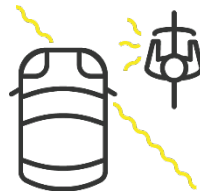

Road Safety

Traffic flow

Emissions

By **implementing** a sustainable digital **data-infrastructure** and the stimulation of the use thereof within **innovative applications**

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Innovative solutions in 4 domains

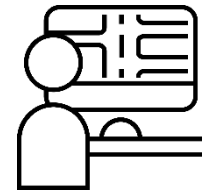Roll-out of C-ITS applications with **intelligent traffic light control systems**
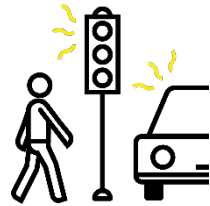
Roll-out other C-ITS applications

R&D next-gen smart mobility applications

Public policy supporting applications
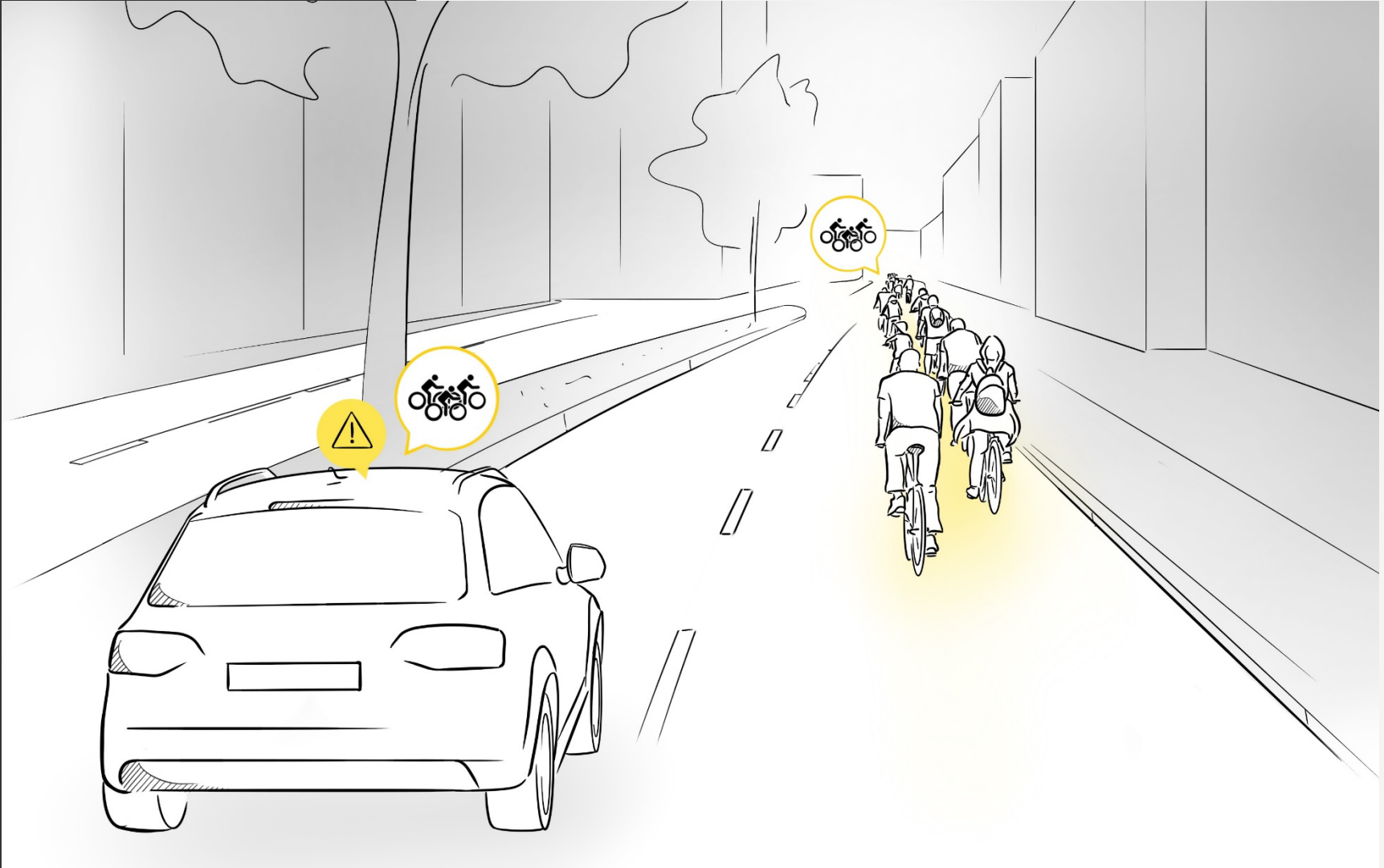
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Join forces for

- ✓ Innovate technologies
- ✓ A smart (add-on) device for cyclists
- ✓ Wild ideas to facilitate cycling
- ✓ A platform to share data
- ✓ Looking for pilot testing/studies
- ✓ Gain more insights about VRU

Questions?

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