East of England Transport Information

Report to meeting of Regional Transport Forum, 28 February 2014

1 Background

Members of the RTF will recall that the Project begun 5 years ago at the instigation of the DfT, which is an active partner. In June 2012 it was featured as a case study in a Cabinet Office White Paper on Open data. Early last year a number of public bodies

Cambridgeshire County Council
Essex County Council
Northamptonshire County Council
Suffolk County Council
Department for Transport
Highways Agency

signed a statement of intent to continue to collaborate in the project, though Northamptonshire seems now to have dropped out. The BT Laboratory at Martlesham is key to the collaboration, and there is active involvement also from a number of other organisations

Aimes
Atkins
Cambridge University
CTRL-Shift
Dartt
Felixstowe Port
Isotrak Ltd
Turners (Soham) Ltd

The project's central aim is to make more effective use of the road network, without laying more tarmac, in particular to

- Reduce congestion
- Reduce transportation costs

The general strategy has been to start with something simple and localised (we chose the eastern half of the A14) and then gradually add in more functions and extend the area – first to the whole region, ultimately the whole country

Two applications for funding have been successful, leading to two projects managed separately but closely interlocking. There is funding from DfT for £300k, and from the Technology Strategy Board for £700k. Both are to be spent in this financial year. A key

aim of the two projects is to prove that there are incremental steps to wide deployment, with each step kept small and simple.

2 TSB-funded project

This project is led by BT and is named STRIDE (Smart Transport Internet of Things Data Ecosystem): http://www.stride-project.com/tag/transport/. The work began last April. Its main components are

- Improved journey time prediction
- Driver behaviour
- Business models
- TV Whitespace communication

TVWS uses the gaps between TV stations frequencies to provide a sort of super-wifi. It has a range of several km and passes through buildings. Unlike mobile phone communication, it is very cheap, though it has low bandwidth and so can be used to pass only simple messages or data. BT has mounted three base stations in the Ipswich area and is trialling their use to monitor traffic flows and to communicate information into and from vehicles in a limited area.

3 DfT-funded project

This project is led by Peter Landshoff and is an A14 Information Sharing Pilot. The work is just beginning, though a great deal of negotiation has been under way with the three emergency services during the past year. Its focus is on incident management, and in particular on issues identified by studies carried out by East of England Transport Information in 2009-10:

- There is an urgent need to provide better communication and exchange of information among those involved – the police, HA traffic officers, fire service etc
- In particular it is important to bring in the knowledge of local authorities on the appropriateness and availability on the day of using previously-agreed diversion routes.

In the summer of 2012 we learnt from the Cambridgeshire police that when they arrive at an incident they tap details into a hand-held device. They then spend up to 10 minutes phoning Fire and Ambulance and so there is a need to set up automatic exchanges of data via a hub.

This hub is being created by BT and allows the input of every kind of information about an

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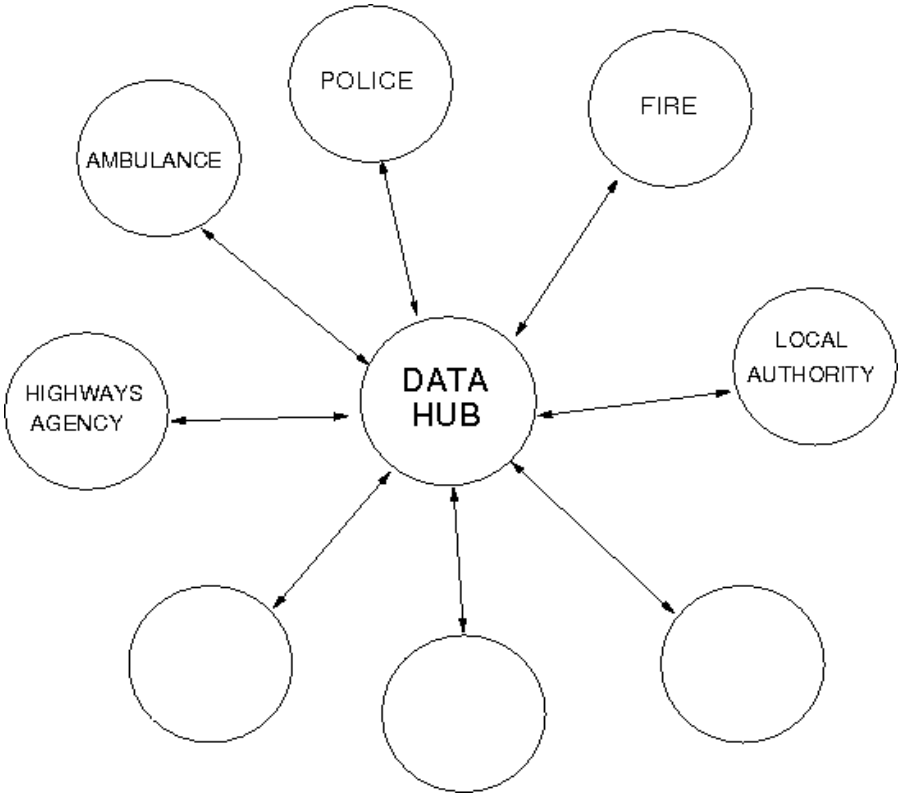

incident, from a variety of sources, so that it can readily be made available to all those with a need to know or who create applications to use the data. Particular care has to be taken to protect the confidentiality of any sensitive features of the information.

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