

The potential of ICT and ITS for the future: discussion

See the presentation 'Discussion' in the www.safecycle.eu/conference section for more information about the discussion. This document gives an impression of the statements made by the experts attending the final SAFECYCLE conference in Vienna.

Standardization

- Standardization takes a lot of time. We mostly want implementation. Are local traffic managers willing to give priority for cyclists? Maybe it is an idea to build a pilot case.
- Big companies do not want to change anything. I would be hesitant to agree for standards. There are only five companies heard by the standardization bodies.
- Some applications are useful for Northern European countries and other for Southern Europeans. Different countries need different examples.
- Focus more on services. Do not highlight the bicyclist as something specific.
- If you want car industries to invest you need standards. They need some perspective in order to invest.
- The only showcase is not the issue. If you don't have the requirements for standardization it is not possible. You need standards to approach companies.
- Vienna: Siemens programs all traffic lights. They can only use systems accepted by software from Siemens.
- In the future a lot of applications are not going to do it for bikes. As a bike community we should think about using the standards and things that are out there right now. Truck companies should think about standards themselves. Without legislation there is not going to be a standard.
- Applications for cyclists are low cost. A lot of applications are gadgets. We need to focus on safety. Not everybody has a smartphone.
- What happens if some people use applications and other people do not and car drivers think that all cyclists have it?

Further research and demonstration

- There is not a lot of research for ITS and cycling compared to car applications. Focus on what are the scenarios and what can be solutions. Not only on the bike: it can also be in the infrastructure. We do not know how and why accidents happen. You can put anything on the (motor)cycle. Cooperative systems are the future of ITS.
- There are two different interests: improving data and slowing down research. Prove is needed to show that an application works. There are also other principles involved. For instance the countdown traffic light: I am sceptic. Ideological question if you give cyclists green first instead of cars.
- In the US there was a discussion with road users. They lengthened the green light for cyclists as a standard. But intersections are large and there are not always cyclists. So cars have to wait longer, even if there are no cyclists. You need to distinguish between (available) cars and bikes.

Policy (safety, cycling, ITS)

- We don't have the data to evaluate the effects of applications. For some applications it is relatively easy to collect data. To put ITS (for cycling) forward we need more data.
- The policy is a long-term issue. We would like to see cooperative systems as a system. It is connected to urban systems and planning. Data comes from systems that are deployed. Standards are the key point. This group should promote that standard are needed.
- It is important to know whether there is potential for more cyclists. In the US you have to show how your investment improved cycling. You need data and a good business case. After that you can evaluate.
- Cycling is about two wheels and a dynamo. ITS should not be connected to the cyclists.