

ANNEX 3

Summary Table

Result Table – Overview on system functionalities and user needs for all cities (working document)

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
Information Platform Component							
Environmental Information							
Which pollutants have to be addressed?	CO, NO _x , PM, HC and Benzene (law). PM (very important), SO _x , soot, ozone (not as important),	CO, Benzene, SO ₂ , NO ₂ , PM ₁₀ , Polycyclic Aromatic Hydrocarbon, O ₃ , Dust, No Methanic Hydrocarbon, Fluorine, Lead (Law) PM _{2.5} (very important) Aldehyde (very important for Advanced Health Institute) Sulphur oxides (moderately important)	Nox, PM ₁₀ , PM _{2.5} , benzene black smoke, CO	CO, NO _x , HC, PM 10 and PM 2.5, SO _x , Benzene Ozone and ozone precursors CO ₂	Mainly NO ₂ and PM ₁₀ and to a slightly lesser extent O ₃ , CO and HC's The chemical composition of pollution is seen as important by Health Researchers	No ₂ , PM ₁₀ , O ₃ , CO, Benzene, (SO ₂) ₀	
CO – carbon monoxide	basic function (law)	basic function (law)	Basic function	basic function	basic function	basic function	basic function
NO _x – nitrogen oxides	basic function (law)	basic function (law)	Basic function	basic function	basic function	basic function	basic function
HC – hydrocarbons	basic function (law)	basic function (law)	-	basic function	basic function	additional function	basic function
O ₃ / Ozone	additional function	basic function (law)	-	basic function		basic function	basic function
PM 10 – particulates	basic function	basic function (law)	Basic function	basic function	basic function	basic function	basic function
PM _{2,5}		basic function	Additional function	basic function		additional function	basic function
Benzene	basic function (law)	basic function (law)	Basic function	basic function		basic function	basic function
SO _x – sulphur oxides	additional function	additional function	-	basic function			additional function
CO ₂ – carbon dioxide			-	Additional function	basic function		additional function (global pollutant)
Aldehyde		basic function	-	Additional function			regional function
Lead		basic function (law)	-	Additional function			regional function
Black Smoke			Additional function	Additional function			regional function
Soot	additional function		-				regional function
Polycyclic Aromatic Hydrocarbons		additional function	-	Additional function			regional function
Which noise indicators have to be calculated?	noise levels and number of people affected by noise. The number of apartments (not as important)	Noise levels (Law) Number of people affected, map of population to a risk (very important) Number of apartments (moderately important)	-	NA	All indicators are required. (L _{(A)eq} , L _{(A)10} , L _{(A)50} , L _{(A)90}) Primary users need the information in relation to new schemes. Citizens and researchers when it effects health and their own business'	noise levels	

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noise levels	basic function	basic function (law)	NA		basic function	basic function	basic function
no. of people	basic function	basic function	NA		basic function		basic function
no. of apartments	additional function	additional function	NA		basic function		additional function
Is automatically provided information on critical pollution levels necessary?	yes, limit values are to be compared	It is very important limits for pollutant	Yes, but only if measures/guidelines are provided on how to deal with these levels	Administration: yes, particularly threshold values for temporary measures	Limits for pollutants and Limits when measures will be implemented Important that both air and noise critical levels should be provided	yes, limit according to national and local regulation	yes for noise and all pollutants
Spatial Aggregation							
At which spatial level does information on pollutants have to be provided?	Street level, but larger aggregations should be possible	Point of measurement, Urban zonation, City, Province, Region (Law)	Single street-level Dispersion model for motorways should be improved to allow for >30m radius	Regional administration demands City areas/districts. Street level information for important streets. Local administration and citizens demand single street level.	Single Streets, area/districts (villages and housing estates) and city level information is required.	point measurements and area modelling	Street level, but larger aggregations have to be possible (area, city)
Single streets	basic function	basic function	Basic function	basic function	basic function	additional function	basic function
City areas/districts	basic function	basic function	basic function	basic function	basic function	basic function	basic function
City	additional function	basic function	Basic function		basic function	basic function	basic function
Region		basic function	Basic function			basic function	additional function
At which spatial level does information on noise have to be provided?	Street level, but larger aggregations should be possible. segment level and for prevailing areas with closed urban structures in the innercity ("geschlossen bebaute Innenstadt") and openly developed urban structural areas of the city ("offenbebaute Stadt bereichte").	Urban zonation, City, Region (Law) Measurement over critical areas (very important) Single street (important)	NA	NA	Individual buildings, Single streets and areas/districts City Level	still under discussion	Street level, but larger aggregations have to be possible (area, city) also critical areas and aggregations on street segments
Single streets	basic function – even smaller aggregations required	basic function	NA		basic function		basic function
City areas/districts		basic function	NA		basic function		basic function
City		basic function	NA		basic function		additional function
Region		basic function	NA				additional function

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
Time resolution							
How often does information on pollutants have to be updated?							
CO – carbon monoxide	hourly during day and every 4 hours at night	Hourly and 8 hours (Law) 24 hour basis (very important in summer time)	Hourly Yearly According law (8-hour)	Hourly 8 h	Hourly, 6 Hourly and 24 Hourly	1 h, (6h night)	hourly update 24 hour and city indiv. aggregations
NO _x – nitrogen oxides	hourly during day and every 4 hours at night	Hourly basis (Law) 24 hour basis (very important)	Hourly Yearly According law (hourly)	Hourly	Hourly, 6 Hourly and 24 Hourly	1 h, (6h night)	hourly update 24 hour and city indiv. aggregations
HC – hydrocarbons	hourly during day and every 4 hours at night	Hourly basis (Law) 24 hour basis (very important)		Hourly Annual	Hourly, 12 hourly and 24 hourly		hourly update 24 hour and city indiv. aggregations
O ₃ - Ozone	arithmetic yearly average	Hourly basis (Law) 24 hour basis (very important)	Hourly	Hourly	Hourly and 24 hourly	1 h, (6h night)	Hourly basis, 24 hour basis (very important) , arithmetic yearly average
PM 10 – particulates	hourly during day and every 4 hours at night	24 hour basis (Law) Hourly (moderately important)	Hourly Yearly According law (24-hour)	Hourly 24 h and annual	Hourly, 6 Hourly and 24 Hourly	1 h, (6h night)	hourly update 24 hour and city indiv. aggregations
PM _{2,5}		24 hour basis (Very important) Hourly (important) Annual Mobil Media (very important)	Yearly	Hourly 24 h and annual			hourly update 24 hour and city indiv. aggregations
Benzene	hourly during day and every 4 hours at night	Daily on Hourly basis (Law)	Hourly Yearly According law (yearly)	Hourly Annual		1 h, (6h night)	hourly update 24 hour and city indiv. aggregations
SO _x – sulphur oxides	hourly during day and every 4 hours at night	24 hour basis (Law) 24 hour basis (very important)		Hourly and 24 h	6, 12 and 24 hourly Monitored every 15 minutes	1 h, (6h night)	hourly update 24 hour and city indiv. aggregations
CO ₂ – carbon dioxide	N.A.		-	Annual			hourly update different aggregations
Aldehyde							
Lead							
Black Smoke			Hourly, yearly				
Soot	arithmetic yearly average		-				arithmetic yearly average
Polycyclic Aromatic Hydrocarbons		24 hour basis (Law)	-				24 hour basis

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comments				Traffic departments demand real-time (at least hourly resolution). Environment departments demand time resolution corresponding to law.	Citizens feel 24 hourly readings are most important. All depend on resolutions expressed in air quality regulations/national air quality strategy		
How often does information on noise need to be updated?	If traffic data is available then between 6am and 6pm hourly updates and between 6 pm and 10 pm a one time update and between 10 pm and 6 am an 8 hour update. Yearly for the previous calendar year and a forecast of the forthcoming calendar year.	Daily (06/22 h) /Nightly (22/06 h) – Annual basis (very important) Hourly basis (important)	NA		<hourly, Hourly and 24 hourly	still under discussion	<ul style="list-style-type: none"> hourly update (daytime) Annual basis distinction between Day and Night
Is there a need for generating global statistics? If yes, which?	Daily for primary air pollutants, Yearly for air and noise according to future EU guidelines. As additional function monthly and seasonal global statistics	Daily impacts "See EU 97/101 "Exchange of Information" for primary pollutants; Seasonal impacts for O3 and primary and secondary pollutants, annual impact for benzene and PM10 (Very important) Monthly impacts (important)	Yearly reports	Global statistics are desired. Principally daily impacts, further seasonal impacts for ozone (summer) and NOx (winter), and annual impacts (HC, Benzene; annual CO2 emissions)	Yes – daily, monthly, seasonal and annual impacts.	yes, annual evaluation on air quality	daily, monthly, seasonal and annual impacts.
Minimum values daily / weekly / monthly / annually	daily for air pollution monthly/seasonal/yearly for air and noise pollution		Daily/monthly/seasonal/yearly for air apollution				
Maximum values daily / weekly / monthly / annually	daily for air pollution monthly/seasonal/yearly for air and noise pollution		Daily/monthly/seasonal/yearly for air apollution				
Average values daily / weekly / monthly / annually	daily for air pollution monthly/seasonal/yearly for air and noise pollution		Daily/monthly/seasonal/yearly for air apollution				
Other (specify)				Averages, maxima, percentiles, depending on pollutant and respective legal limits or recommended values			

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
User interface (public administration)							
What is the most useful way to display the information for public administration?	Processing of information by demand (for ex., what is the pollution level concentration at time X in the street segment Y?) and in the form of maps which can be obtained at anytime over the computer screen	Data on pollutants and maps (very important)	Data on air pollution on request Maps, graphs and figures of pollution and noise levels Periodic Reports	Data on Request for environment departments Maps for traffic departments and citizens	Visualisation of pollutants and noise would be best, but data should also be used	internet, radio broadcast, RDS-TMC, VMS	Basic functions: <ul style="list-style-type: none"> • Data on air pollution on request • Maps, graphs and figures of pollution and noise levels • Periodic Reports
What telematic devices would public administration use to inform the public about traffic conditions?	RDS / TMC, Variable Message Signs, Internet, Video Text, as additional requirement radio broadcasts displays at public transport stations (BVG and S-Bahn) and Funk DS only for warning of high pollution, Mobile telephone (SMS, WAP), networked with a navigation system	RDS - TMC, VMS (very important) Internet, Data collected from computer controlled operation system, Radio broadcast (important)	DRIPs (VMS), Teletext, Radio, RDS-TMC, Public displays Internet Newspaper	Actually used: VMS, Internet, Minitel, Radio broadcast, Teletext	VMS, Internet, Radio Broadcasts, cable and newspapers are very important, and also RDS TMC systems would be useful		Main Channels <ul style="list-style-type: none"> - Internet (only way to display maps) - Variable Message Signs - Radio Broadcast - RDS / TMC Additional Channels <ul style="list-style-type: none"> - SMS / Mobile phones - Videotext - Teletext - Public display
User interface (citizens)							
What kind of equipment would citizens like to use to obtain the information?	Internet, public display, as additional requirement teletext, and radio	NA	Internet Public displays/VMS Radio and television		Public Access Terminals and Displays, Radio, TV, Teletext and Local Newspapers, Home and work PC	radio & TV broadcast, internet	Main Channels <ul style="list-style-type: none"> - Internet - Public display - Radio / TV - Videotext - Teletext Additional Channels <ul style="list-style-type: none"> - Public access terminal - Newspaper

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
How often would citizens use the information?	irregularly, daily and hourly	NA	weekly to daily		Daily and weekly basis Irregularly Monthly	traffic situation as often as possible, air and noise pollution overview daily and in case of alarm situation	irregularly – an hourly update for citizens is not a basic function, rather 24 hours
How would citizens like the information to be displayed	Data prepared in the form of maps, tables, and graphics	NA	Qualitative information (good-bad-dangerous) Exceeding limits for pollutants Visualisation of pollution on maps		Maps and Charts are the most favoured. It was suggested that if using Periodic reports, colourful maps similar to those used for pollen counts would make the information easy to understand. Some researchers would like actual data	schematic maps and graphs, warnings	Data prepared in the form of maps, tables, and graphics (periodic reports)

Additional Requirements

Please specify for public administration	online help, access to data (historic data), possibility to integrate meteorological information, information on traffic situation traffic forecasts scenarios for different traffic situations and measures and the effects upon neighbouring regions	Traffic situation, traffic forecast (very important) Online help, access to data records, possibility to integrate meteorological information (important)	GIS should be included Policy measures to decrease pollution levels Data on freight and busses should be improved Meteorological information, traffic situation, traffic forecast online help function, access to data records (historic data) possibility to integrate other local information dictionary of addresses (points of contact and their responsibilities), health information, traffic situation, emission forecast, noise forecast	(see DSS section)	Online help, historical data records, meteorological info, traffic situation, Traffic forecasts, (especially those which effect pollution levels). Met and Traffic data for predictive use	access to DSS database, possibility to integrate meteo data, presentation of traffic situation, integration of traffic prediction	
Online help	basic function	basic function	basic function		basic function	basic function	basic function
Access to data records (data on historical pollution levels, etc.)	basic function	basic function	basic function	(see DSS section)	basic function	basic function	basic function

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
Possibility to integrate meteorological information	basic function	basic function	basic function		basic function	basic function	basic function
Traffic Situation	basic function	basic function	basic function	Presently available (beyond HEAVEN system boundary)	basic function	basic function	basic function
Traffic Forecast	basic function	basic function	basic function	(see DSS section)	basic function	basic function	basic function
Please specify for citizens	Warning messages when pollution limits have been reached, access to data records (historical pollution levels, etc.), dictionary of contact information, information on temporary traffic measures, health information, information on the traffic situation, emission forecast, noise forecast	NA	Information to citizens on critical levels should only be provided if clear measures and behavioural actions are linked to these levels		Health info. Traffic situation and forecasts, emission forecasts, detours, data records, info on temporary traffic measures and addresses	presentation of traffic situation, early warning in case of alarm situation, flexible traffic control	
Access to data records (data on historical pollution levels, etc.)	basic function				basic function	basic function	basic function
Dictionary of addresses (points of contact and their responsibilities)	basic function		Basic function		basic function		basic function
Information on implemented temporary traffic measures	basic function		Basic function		basic function	basic function	basic function
health information	basic function		Basic function		basic function	still discussed	basic function
Traffic situation	basic function		Basic function	Presently available (beyond HEAVEN system boundary)	basic function	basic function	basic function
Traffic forecast			-		basic function	basic function	basic function
Emission Forecast	basic function		Additional function		basic function	basic function	basic function
Noise Forecast	basic function		NA				basic function
Detours etc.			-		Basic finction		

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
DSS requirements							
Is it planned to use the system as a Decision Support System for							
Policy makers as a support tool to model the environmental effects of long term transport policies	Traffic dept. yes SenStadt: yes	All except Ministry of Environment	Yes	Yes: Modelling by AIRPARIF for traffic and environment departments	Yes, all Primary Users	Yes, 1 st phase	yes
Policy makers as a support tool to model the environmental effects of temporary measures to reduce traffic	Traffi dept. yes SenStadt: yes	All	Yes	Yes: Modelling by AIRPARIF for traffic and environment departments	Yes Traffic Departments	Yes, early 2 nd phase	yes
Decision Makers to help them to decide on the most suited temporary transport measures	Traffic dept. yes SenStadt: yes	-	Yes Depends on information quality	Yes: traffic departments, if information quality is good	no	Yes, early 2 nd phase	in some cities yes
Decision maker to optimise transport flows (Traffic Management)	Traffic dept. SenStadt: yes	-Traffic and Environmental Municipal Authorities	additional function		Yes Traffic Departments	Yes, 2 nd phase	yes
Public administration to help them in their daily work, better information flows, etc.	Most checked this as a main function	Ministry of Environment and Municipal Traffic Operators	Yes		Yes Primary Users	Yes, if the spare time model capacities are available	yes

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
Additional Requirement	Used to protect sensitive areas from negative impacts of traffic (Hospitals, kindergardens, etc.) Soley SenStadt (Traffic)						

Detailed requirements on the Decision Support System

Information on historical data in order to compare existing levels with historic levels	<p>Objective To make comparisons between actual and historic values and to reveal trends. Description of function Information must correspond to the available pollution concentration registry, the noise map (Lärmkarte), and ongoing measurements at measurement stations (Dauerzählstellen). In addition, meteorological data and long term data is necessary. Expected Benefits To improve data quality and to monitor long term developments and the development of pollutant concentration, evaluate TDMS measures and to improve basis for planning</p>	<p>Objective To verify air pollution trends, to compare statistical data of pollutant concentration with present data and to evaluate the effects of measures Description of function (what kind of information shall be provided) To show present situation respect an historical mean value (better or worst) – Representation of statistical analysis - To see actual trend (curative or pejorative) Expected Impact / Benefits To improve the citizen's understanding of administrative decisions. To evaluate the effectiveness of measures and indication on actions to undertake. Historical data on exposition of population.</p>	<p>Objective: To support decisions and policy development to improve the urban air quality and to gather knowledge on (monitor) the effects of measures to improve the urban air quality. Description: The information from near real time monitoring traffic, meteo an pollution monitoring in the demonstration area information will be retained in an historical database, which allows generation of yearly reports. Expected impact: Common historical information on urban air pollution levels and easily accessible yearly reports on traffic related air pollution. Note that during the HEAVEN project lifetime this historical information will become available only for motorways and an urban corridor (i.e. the demonstration area).</p>	<p>Objective: Comparison of actual and historical air quality. Description of function: Make available graphics and charts with historical pollutant levels. Expected benefits: Improve understanding of major trends. Allow policy makers to support propositions with quantitative historical information.</p>	Required for monitoring schemes implemented by Local Transport Plan (LTP) and for Air Quality Review and Assessment.	basic function	Basic Function for all authorities
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Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
Alarm levels and alarm functions	<p>Objective To immediately inform all public authorities when limits have been exceeded or are expected to in order to respond with countermeasures. Description of function Automatic warning tips should be created when values are or expected to be exceed for given areas or streets. Traffic dept. want to be informed when traffic limits or truck limits have been exceeded on certain streets. Expected Benefit Improve foundation for planning, allow authorities to respond to actual or potential threats. Expected to help reduce pollution in the city.</p>	<p>Objective Alarm functions: the decision makers must intervene in time by law. Forecast of evolution of air quality and forecast to eventually reach pollution critical level Description of function (what kind of alarm functions shall be provided) Probability of exceeded warning or alarm levels with the indication the interested area. Dynamical evolution on map. To signal to operators data qualitatively, quantitatively and territorially. Expected Impact / Benefits Citizens can arrange correct sanitary measures and can organise private mobility. Better geo statistical knowledge of air quality evolution on urban area. To improve efficiency of information</p>	<p>Objective: with real time information immediate actions can be taken (art. 48); Description: smog-scenarios by RIVM and province; Expected impact: decreased periods with critical pollution Remarks: Though in general found interesting, it is politically sensitive to distribute real time information on urban pollution. Currently, there are no policies or measures to address pollution caused by traffic: prime political objectives are economic growth and remaining accessible. However, the HEAVEN DSS will stimulate the discussion on how to deal effectively with traffic related air pollution.</p>	<p>Lesser importance Objective: Alert administrative bodies when critical levels for temporary measures are exceeded. Description of function: existing alarm procedure.</p>	<p>For LTP monitoring. Dissemination to public and advising public, and tracking pollution As designated by current legislation</p>	<p>basic function</p>	<p>Basic Function for all authorities</p>
Generation of optimal traffic measures when emission levels are reached	<p>Objective When limits have or are expected to be exceeded, additional help to identify appropriate TDMS Description of function Indicate automatically optimal measures for a given situation to inform decision makers. Expected Benefit Help optimise traffic be taking environmental effects into account. Should also help optimise traffic measures and influence traffic. Be used as a basis for argumentation</p>		<p>Objective: to protect the health of general public and sensitive citizens in particular; Description: from near real time information on traffic flows, meteo data, and concentrations of pollutants traffic measures (scenarios) can be set into action. Expected impact: As yet, no clear and politically acceptable traffic measures to decrease pollution are available. During the lifetime of the project the effects of at least two scenarios will be assessed with the DSS and the aim is to demonstrate at least one measure during the project lifetime. Feasibility depends on political willingness to take measures</p>	<p>Lesser importance Objective: Determine optimal temporary measures. Description of function: An automatic performance of this function is unrealistic at the present stage.</p>	<p>Implementation of transport policy and in-line with legislation i.e. National legislation on when measures should be implemented</p>	<p>Yes, in the 2nd phase</p>	<p>Additional function for the traffic and transport authorities</p>

Question	Berlin	Rome	Rotterdam	Paris	Leicester	Prague	HEAVEN
Modelling functions in order to evaluate the environmental effects of long term transport policies (also of area wide traffic schemes)	<p>Objective Evaluate environmental effects of short to mid term transport policies. System would be overwhelmed when working through long-term political traffic strategies (8-15 yr.) and therefore should focus on the short term. To support argumentation for transport planning issues.</p> <p>Description of function Model should use EU guidelines for noise and air pollution and include traffic prohibition strategies, actual vs. expected comparisons and processing of forecasts should be integrated.</p> <p>Expected Benefit To support political traffic decision-making strategies and improve planning base. Help to reduce pollution for the mid-term in highly impacted areas.</p>	<p>Objective To use modelling functions to forecast pollution situations. To evaluate the environmental effects. To forecast the connection between the changing of transport private / public network and air quality status. To evaluate environmental effects of long term transport policy</p> <p>Description of function (what pollutants should be modelled etc.) To show the trend and the forecast improvement for adopted or studied measures. (Benzene)</p> <p>Expected Impact / Benefits (Can such models assist in developing long term transport policies) Pollution control. To support the develop of long time urban transport plans</p>	<p>Objective: to evaluate ex ante the effects of traffic measures to reduce traffic related air pollution Description: Improved emission and dispersion models will improve the quality of NO2, PM10, benzene, and CO pollution assessment Expected impact: improved modelling tools to assess the effects of TDMS on urban air pollution.</p>	<p>Objective: Evaluate impact on air quality of mid- to long-term transport policy actions.</p> <p>Description of function: Run pollutant emission and dispersion models with different hypotheses of traffic volume, speed, composition etc.</p> <p>Expected benefit: Support for the definition of a transport policy which allows to reach the air quality objectives set by EU, national law and regional plans.</p>	Evaluating Strategies for LTP in future and help with air quality management areas	Yes, in the 1 st phase	basic function for the traffic and transport authorities. Serves also as information source and decision support for decision makers.

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Health information systems	<p>Additional requirement</p> <p>Objective</p> <p>Information can augment health-related reports, support argumentation for health-related subsidies and health prevention.</p> <p>Description of function</p> <p>Data should be prepared with concrete statements about how health is impacted by different pollutants</p> <p>Expected benefit</p> <p>Enhanced info for citizens about health risks.</p>		<p>Objective: to give near real time and valid information to citizens and sensitive groups about traffic related air pollution and to develop behavioral directives on how to deal with critical pollution, i.e. leading to breathing problems.</p> <p>Description: A pollution zone map of Rotterdam will be developed with red/orange/green areas indicating the seriousness of pollution. Behavioural directives will be added.</p> <p>Expected impacts: Better informed citizens and improved information on the health effects of traffic related air pollution.</p> <p>Remark: As yet, the information on the short and long term impacts of traffic related pollution is limited. It is necessary that more knowledge on the relation health-traffic related air pollution will become available, either from large scale epidemiological studies or other health information systems</p>		<p>Monitoring LTP and assisting with informing the public on pollution information</p>	still under discussion	additional function for citizens
Others				<p>Traffic forecast</p> <p>Objective: Help to decide on appropriate temporary traffic management measures.</p> <p>A tool for traffic forecast is currently being developed by the 5th FP project CAPITALS PLUS (beyond HEAVEN system boundary).</p>			additional regional traffic function

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<i>comments</i>			<p>Objective: to inform road users and residents about the air quality and to provide behavioural directives to improve the air quality or to diminish the adverse effects of critical pollution.</p> <p>Description: Feasibility of en-route information provision using VMS will be assessed, and if positive demonstrated. This may also lead to measured like local speed reduction, detours of truck traffic, or P+R advice. The website will provide information on behavioural</p> <p>Expected impacts: Demonstration of traffic measures and better informed citizens.</p>				