

Harnessing traffic data: The next step in remote traffic management

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Recap

Cameras

Search

RTMC002

View all Close all

Actionable Indicators

Site Operational

Phase 1

Phase 2

Phase 3

VA

Camera On

Camera Off

Controller Ok

ALL RED

R001T

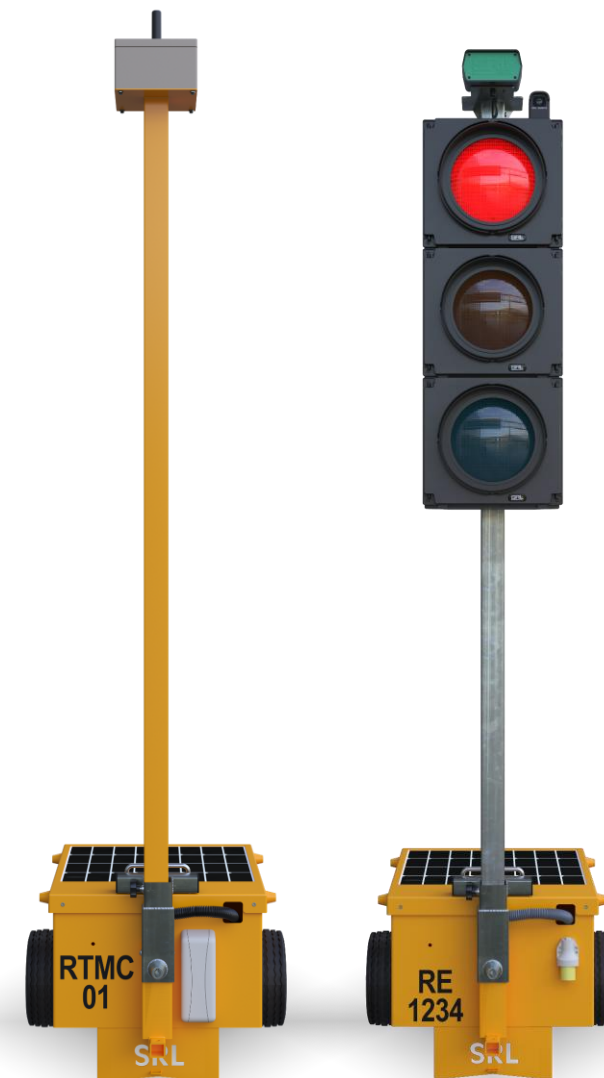
R002T

R003

Watch as our REMOS Operative manually controls these signals, from our Control Centre in Solihull, improving efficiency, remotely.



REVOLUTIONISING TRAFFIC MANAGEMENT



The Last Twelve Months

**200+ Sites
Delivered**

30+ Sites Monitored
by the REMOS Control
Room per day

REMOS
REMOTEY OPERATED SIGNALS

+27%
Vehicle Throughput

**47 Local
Authorities**

99.7%
Average Uptime

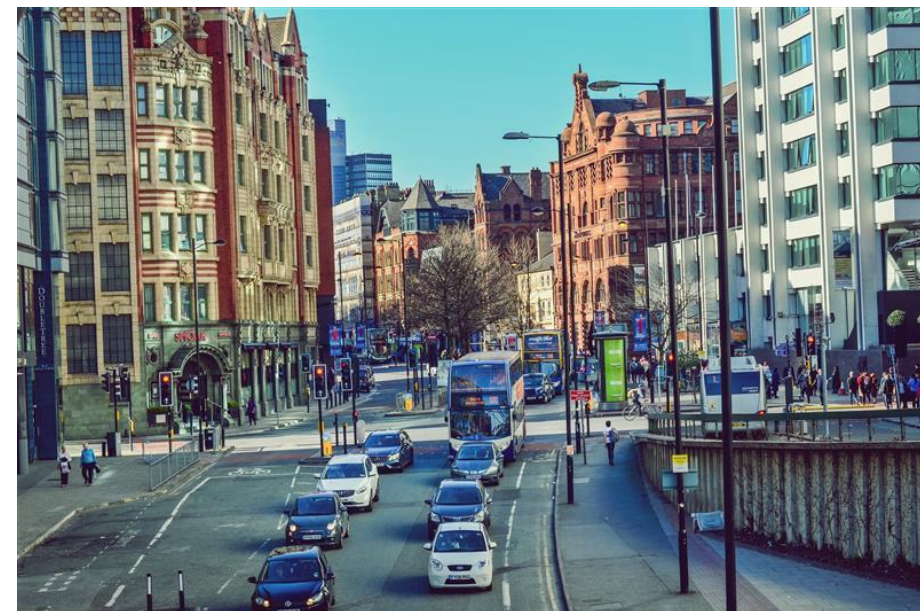
343 Signals and
177 RTMC Built

Two Key Benefits

- Centralised control of traffic signals across multiple sites supports holistic, area-wide traffic management decisions.
- Alerts and incident detection.

Why Does Traffic Management Need to Evolve Further?

- The UK vehicle parc reached **41.7 million licensed vehicles in 2024**, up **1% YOY**
- **2.6 million new vehicles** registered in 2024 (+3% vs 2023)
- Limited **human resources** and rising costs
- **Reactive responses** instead of proactive control.
- **Early assessment** of traffic management impacts on the project.



Source: DfT and Gov.UK

Benefits of Data Collection

Value comes from combining multiple data types that explain **how**, **why**, and **where** problems occur. This can then be linked to safety, policy and funding decisions.

Congestion Management

- // Identifies congestion hotspots.
- // Optimises signal timings.
- // Justifies junction redesigns or road schemes.

Supports business cases for funding.

Speed & Speed Compliance

- // Evidence for:
 - // Speed limits.
 - // Traffic calming.
 - // Enforcement locations.
- // Correlates strongly with collision severity .

Supports Vision Zero and safety targets.

Road Safety & Enforcement

- // Prevents collisions **before** they happen.
- // Identifies dangerous junctions.

Supports camera enforcement, junction redesign, signal phasing changes.

Environmental & Health Impact

- // Air quality action plans.
- // Climate targets.
- // Public health outcomes.
- // Emission-based traffic management.

What are the possibilities?



**Object
in Area**



**Time
in Area**



**Occupancy
in Area**



**Red-light
Counting**



**Tailgating
Detection**



**Line
Crossing**



**Hard-Hat
Detection**

Red-light Detection



View from integrated REMOS camera in traffic signal head.

Key
Virtual Stop-line
Stop-line Sign

Actionable Indicators

Events

Site Operational

Phase 1

Phase 2

ALL RED

ADS

Camera ON

Camera OFF

Controller OK



Phase 1 W/B - No Encoder - RE0233

Phase 2 E/B - No Encoder - R0045



Infringement Timeline

2026-04-13 10:22:16 B8A44FCA81F6 93 Kbps - Phase 2 W/B - No Encoder - R0



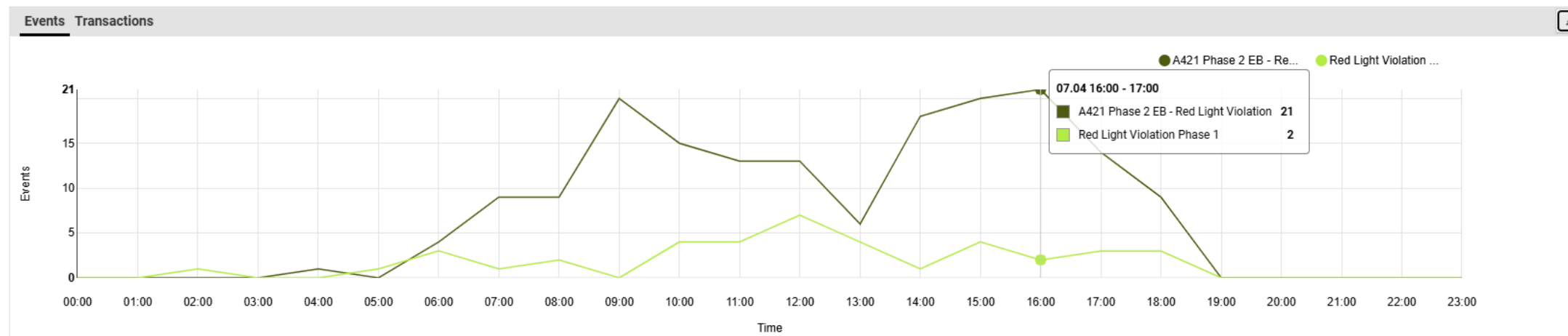


Red-Light Infringements

Direction of Travel	Total Infringements	Average Hourly Infringements (24hr)	Average Hourly Infringements (7:00 – 19:00)	Peak Infringements
Eastbound	166	6.9	13.8	9:00, 16:00
Westbound	35	1.5	2.9	12:00

RTMC151 - A421 East Site Europe/London

7 April 2026 - 7 April 2026



This was the **lowest** number of infringements w/c. 5th April. **Avg.** = 267. **Peak** = 375.

The Road Ahead

Data enables a shift from reactive to predictive control.

Temporary traffic management should not mean a compromise on permanent standards – safety, environment and efficiency.

