

Conclusions (1)

- In most regions of Centrico fruitful projects are ongoing in the Centrico framework. France is planning to start initiatives in 2005.
- Conurbation roads and conurbation motorways are closely linked to each other.
- Conurbations form a major issue for the European transport policy.
- The availability of traffic information from conurbation cities is increasing, also demand. Harmonisation and integration is necessary.

Conclusions (2)

- **Multi-/intermodal approaches are an important building block for conurbation solutions.**
- **Some technical problems have to be solved, but organisational aspects are generally more important. Effective cooperation between different actors is crucial for success.**
- **Highway Authorities often take - directly or indirectly - the initiative for starting the cooperation.**

Recommendations (1)

- Road authorities should learn from experiences of conurbations: organisational approaches from conurbations might be applicable for managing motorway networks.
- Liaising with cities should not enlarge the organisational structure of Centrico, but contact should be close.
- Conurbations could be integrated into the work of Centrico through special working groups.
- Private Services have to be taken into account. They can provide links between networks.

Recommendations (2)

- Road authorities should be involved in the development and operation of in-car services. PPP models are required.
- The Netherlands are interested in testing their approach of regional traffic management in regions in other countries and for cross-border management.
- Proposal to give Conurbation the weight and status of a separate domain for MIP II?