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Smart city concept model — Guidance for establishing a model for data interoperability

Modèle de concept de ville intelligente — Lignes directrices pour établir un modèle d'interopérabilité des données

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ISO/IEC 30182 was prepared by the British Standards Institution (BSI) (as BSI PAS 182:2014) and was adopted, under a special “fast-track procedure”, by Joint Technical Committee ISO/IEC JTC 1, *Information technology*, in parallel with its approval by the national bodies of ISO and IEC.

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0-Introduction

0.1 General

A defining feature of smart cities is the ability of the component systems to interoperate. This International Standard defines a concept model, and gives guidance to decision-makers on applying it to promote interoperability for data created, used, and maintained by a city across all sectors, on behalf of, and in collaboration with, its citizens.

Data is a resource that can transform the capability of a city, enabling the development of systems and services, and supporting informed decisions. However, decision-makers and citizens are unlikely to have the necessary expertise and are likely to rely on data specialists to deliver benefits from data to meet the objectives for their city.

Data is often labelled using language and terms from the sector that initially collected it for the provision of a service. For example, the health sector might refer to a patient and a care plan, social services might refer to a client, the education sector might refer to a pupil and a curriculum, and the transport sector might refer to a passenger and a travel plan.

Each sector has its own models and terminologies that enable data to be discovered and understood within that sector, but form a barrier to interoperability with other sectors.

The smart city concept model (SCCM) outlined in this International Standard addresses this lack of interoperability by defining an overarching framework of concepts and relationships that can be used to describe data from any sector. See Annex A for an example where terms from the health informatics concept model have been mapped to the SCCM. Mapping terms from many sectors to the SCCM provides a basis for discovering and sharing data about the same thing, from many sources.

Sharing data across a city requires more than the interoperability covered by the SCCM. For example, ensuring compliance, privacy, security, integrity, availability, and quality of data also needs to be considered by decision-makers. For example, data protection legislation and its provisions for usage of personal data is likely to impact some of the structural relationships between data from different systems that such sharing would introduce.

Although these concerns are beyond the scope of this International Standard, which focuses on the semantics of data, the bibliography provides a list of good practice materials that address these wider considerations. BSI PAS 181 provides guidance on the governance of a smart city programme and the management of data assets within it, and this International Standard is a tool to help with the implementation of this.

It is critical that decision-makers are involved in the development of a data ecosystem to support the development of the city. In the current landscape datasets are typically created by an organization for one particular purpose, and the potential for secondary use is not unlocked.

This International Standard is intended to facilitate discussions between decision-makers from each sector and the specialists who build and design the systems and services that enable the city to function. The components of the SCCM could form the basis of these discussions, by aligning ontologies to discover where data from different sectors is about the same thing or is related in a useful way. Use of the SCCM over time could increase the data literacy of non-specialists, allowing further value in city data to be unlocked, and reused, either in its original form, or as derived insight.

Each city is likely to take its own approach to organizing its data, reflecting the priorities and needs of the city, and the agencies and people participating. A citywide data ecosystem based on the SCCM, combining data from many sources, for the benefit of both the city and the citizen could

support the reuse of data to improve services and gain insight into the quality of life of the city's citizens.

0.2 Relevance

This International Standard aims to look beyond the current use of data to facilitate city services, and encourage decision-makers to explore the reuse of data as a resource to innovate the future direction of systems and services. This approach could help organizations to develop a future landscape based on the interoperability of data, an approach that is relevant not just in cities, but also wherever many organizations provide many services to many communities within a place.

The SCCM assumes that structured, semi-structured and unstructured data is present in a city, and can be modelled using the concepts presented.

Four key types of insight have been assumed to be required when sharing data in a city:

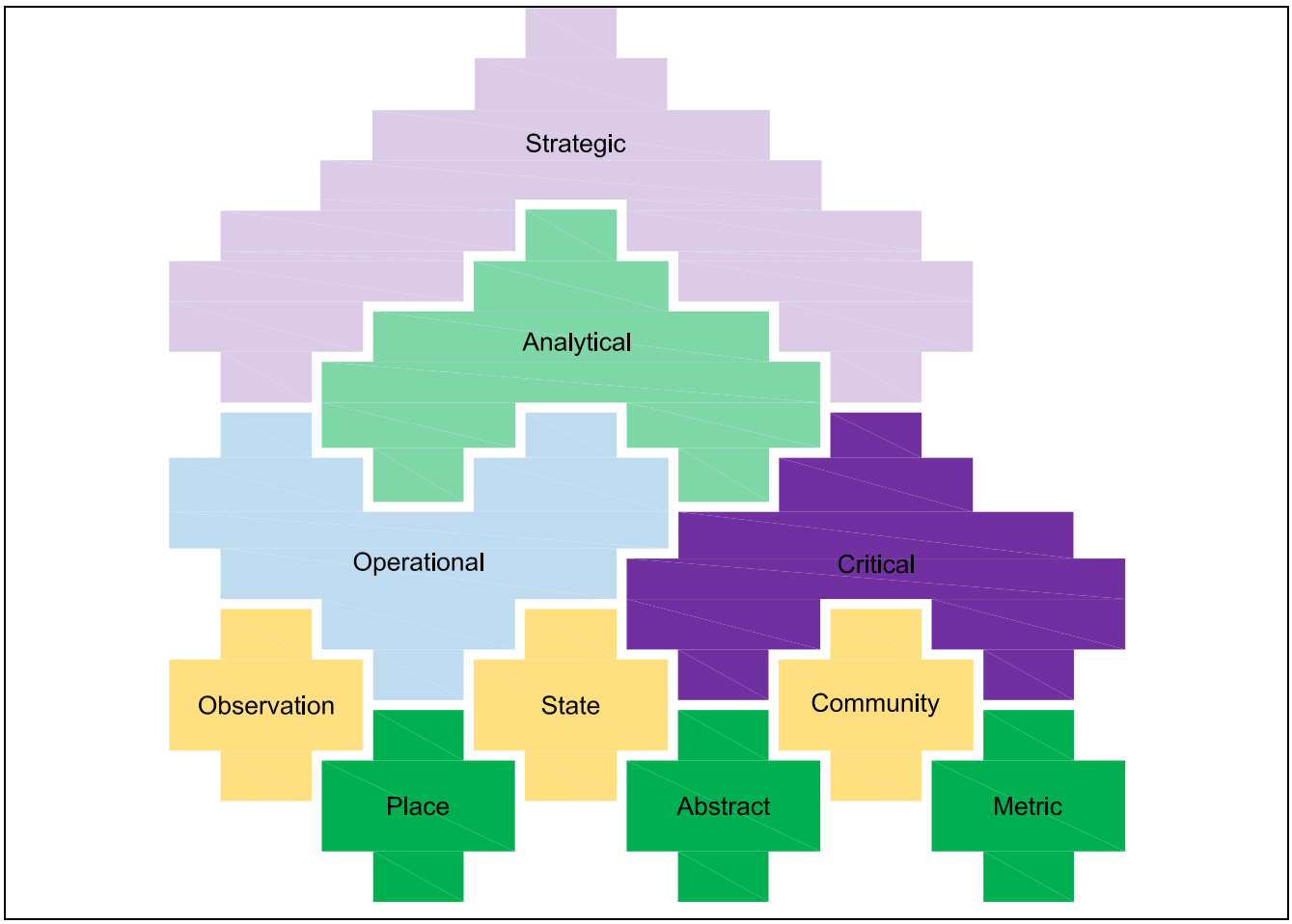
- **Operational insight** – which examines characteristics of things such as buildings, communities and organizations, using data to evidence and improve their value for the city;
- **Critical insight** – the real-time monitoring of incidents and current cases, involving all relevant organizations from across sectors, who work together to achieve the desired outcome or response;
- **Analytical insight** – the exploration of the data ecosystem to determine patterns, correlations and predictions. This allows the development or innovation of systems or services, impact assessment of proposed changes to systems or services, or the evidencing of challenges and opportunities for the city; and
- **Strategic insight** – an overarching approach that examines outcomes related to strategic objectives, decisions and plans.

The SCCM is relevant to both open data, shared under an open licence, and closed data, where the security and privacy of the content is protected. When the same concept model is applied to all, it becomes possible to track where statistics, and analytics have been derived from operational data, and to observe the impact of strategic decisions.

Figure 1 illustrates the four levels of insight identified as present in a city. The diagram is not intended to represent insights as a hierarchy, rather it identifies that these insights will be present and might be stored and used in a variety of ways. The interlocking representation is designed to identify the fluid nature of the data within a city, constantly evolving and usable for all of the insights that might be gained from city data.

Also illustrated are a number of the SCCM concepts and how they are likely to be present to enable the insight to be gained, and subsequent action taken using the data.

Figure 1 – Smart city levels of insight



The SCCM is assumed to be used for a variety of unstructured and semi-structured data streams as well as the structured data which currently powers many cities and organizations. This document contains a variety of useful data such as:

- METRIC: The public transport system has to cope with around half a million trips per day within the city.
- ASSUMPTION:
    - There could be up to an additional 150,000 people in the city by 2031.
    - It is estimated that the total demand for travel on the public transport system could rise to 4 million trips per day by 2031.
- OBJECTIVE:
    - Fewer cars on the road than today, despite significant population growth.
    - A public transport system that enables people to easily and quickly access all areas of the city.
    - Safer roads for pedestrians and cyclists.

Making data available, using the SCCM, enables organizations in a city to collaborate, for instance by sharing ASSUMPTIONs or OBJECTIVEs to gain strategic insight.

The strategic insight gained could also use operational insight from sensors in a city, such as data related to the average speed of traffic at a location over a period of time, this data would be represented in the SCCM as:

An OBSERVATION of average speeds (STATEs) of the traffic (ABSTRACT) at a location (PLACE).

In order to gain critical insight a Twitter stream might also be used which after processing might contain entries such as:

"@cityX stuck in traffic for an hour in the city centre" created_at Fri Jul 20 *15:20:00 +0000 2014*

"@cityX where is the bus #stranded" created_at Fri Jul 20 *15:20:54 +0000 2014*

"@cityX nowhere to park again!" created_at Fri Jul 20 *15:21:03 +0000 2014*

Cities might choose to use certain Twitter handles or hashtags to allow citizens to contribute to the critical insight of their city.

After sentiment analysis of the Twitter stream the critical insight would be represented in the SCCM as:

Number of commuters (COMMUNITY) who are dissatisfied (METRIC).

0.3 Data sharing

The sharing of data for the benefit of all stakeholders is at the heart of smart city aspirations. Data can be used in real time, from sensors and tracking devices, through to the use of data to develop longer term plans to improve the well-being of citizens and businesses.

Involvement of the private sector will often be necessary for a smart city initiative. It is important that private sector partners realise that their participation may make their data subject to public sector controls.(e.g. data protection legislation).

The traditional approach to data sharing has required organizations to create individual agreements for each initiative where data is shared. Where a single organization has needed to share data from many sources, this would have required a multitude of agreements, relationships, data formats, and vocabularies.

A smart city consists of organizations across all sectors, facilitated by the sharing of data, based on a common framework of its meaning, and consistent use of identifiers and classifications. Cities organized in this way could experience the following benefits:

- reduced cost as the need to recollect and verify data is removed;
- integrated city systems and services driven by data;
- a common understanding of the needs of communities;
- shared objectives, collaboratively developed and evidenced using data;
- engaged and enabled citizens and communities;
- transparency in decision-making;
- development of partnership models;
- businesses and communities co-creating innovation; and
- consequently, improved quality of life for citizens.

Smart city concept model — Guidance for establishing a model for data interoperability

1 Scope

This International Standard describes, and gives guidance on, a smart city concept model (SCCM) that can provide the basis of interoperability between component systems of a smart city, by aligning the ontologies in use across different sectors. It includes:

- concepts (e.g. ORGANIZATION, PLACE, COMMUNITY, ITEM, METRIC, SERVICE, RESOURCE); and
- relationships between concepts (e.g. ORGANIZATION has RESOURCEs, EVENT at a PLACE).

The SCCM does not replace existing models where they exist, but, by mapping from a local model to a parent model, questions can be asked about data in a new and joined-up way.

This International Standard is aimed at organizations that provide services to communities in cities, and manage the resulting data, as well as decision-makers and policy developers in cities.[1)]

The SCCM is relevant wherever many organizations provide services to many communities within a place.

It does not cover the data standards that are relevant to each concept in the SCCM and does not attempt to list or recommend the sources of identifiers and categorizations that cities map to the SCCM.

The SCCM has been devised to communicate the meaning of data. It does not attempt to provide concepts to describe the metadata of a dataset, for example, validity and provenance of data.

It covers semantic interoperability, that is, defining the meaning of data, particularly from many sources. It does not cover other barriers to interoperability, some of which are described at **3.2**.

1) Decision-makers and policy developers are further described in BSI PAS 181.