



## Traffic Management Plan

Brussels / Nancy (Langres)



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### Note



The present document is the translation into English of an abstract of the document entitled "Plan de Gestion de Trafic Bruxelles / Nancy (Langres)", available in French only.



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## Objectives and area covered

### Main objective of the plan

A **traffic management plan** is developed in order to cope with traffic disruptions that call for **co-ordinated actions** from several services responsible for road / traffic management on a given road or network.

The main objective of this plan, in the event of a crisis situation on the motorway corridor between Brussels (Belgium) and Nancy / Langres (France), via Luxembourg (Luxembourg) is to:

- facilitate cross-border **road traffic management**,
- facilitate **information given to drivers**, prior to and during their trip.

### Area covered

The area covered by the TMP can be split into two levels:

- The **main network**, directly concerned by the traffic disruptions that are to be dealt with,
- The **alternative network**, made up of alternative routes to the main route, which in this case comprises mainly motorways, but also secondary roads.

#### Main network

The main network is made up of the following motorway sections:

Code	Branches	Length
B1	Bruxelles / échg. Dausoulx (A4-b)	48 km
B2	Échg. Dausoulx / Echg. Courrière (A4-b)	16 km
B3	Echg. Courrière / Recogne (A4-b)	66 km
B4	Recogne / Neufchâteau (A4-b)	14 km
B5	Neufchâteau /Arlon (A4-b)	36 km
B6	Arlon / Richemont (A4-b,A6-l,A3-l,A31-f)	67 km
B7	Richemont / Hauconcourt (A31-f)	10 km
B8	Hauconcourt / Langres via Nancy (A31-f)	200 km

#### Alternative network

The alternative network comprises the following alternative routes.

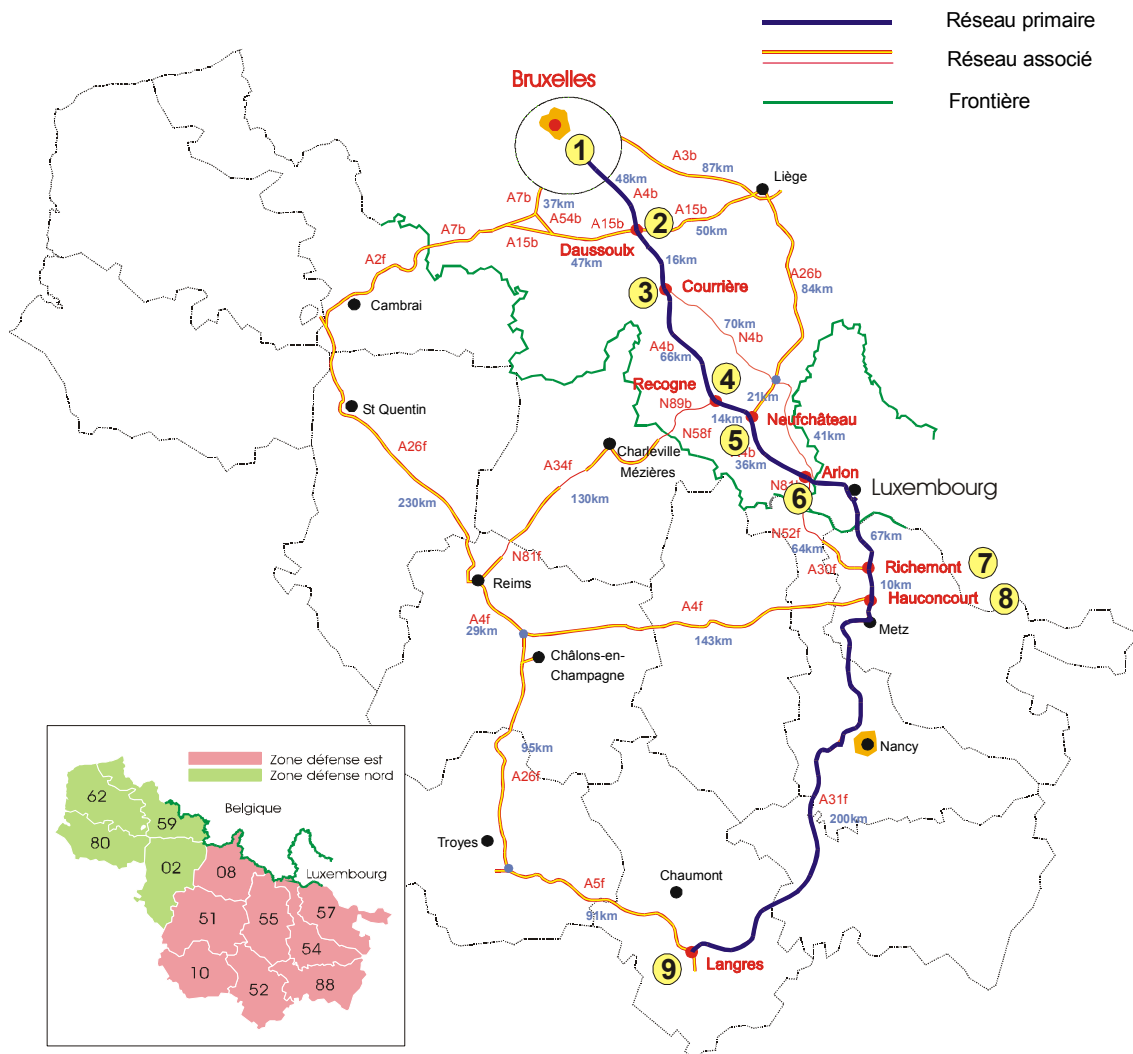
- Bruxelles / Reims (A7-b, A2-f, A26-f)
- Bruxelles / Dausoulx (A7-b, A54-b, A15-b)
- Liège / Neufchâteau (A26-b)
- Arlon / Richemont (A30-f, N52-f, N81-b)
- Reims / Langres (A4-f, A26-f, A5-f)
- Recogne / Reims (N89-b, N58-f, A34-f, N81-f)
- Reims / Hauconcourt (A4-f)
- Courrière / Arlon (N4-b)
- Bruxelles / Liège (A3-b)
- Liège / Dausoulx (A15-b)

## Objectives and area covered (continued)

### Area covered (continued)

**Cartography** The map below shows the area covered and includes:

- The main network,
- The alternative network,
- National borders,
- The administrative boundaries of each « zone de défense », ,
- The administrative boundaries of the various « départements »



## Main principles of the plan

### Introduction

A **traffic management plan (TMP)** is developed in order to cope with **road traffic disruptions** that call for **co-ordinated actions** from the authorities and the different services responsible for road / traffic management **on a given road or network**.

The TMP, managed by a co-ordinating authority relies on:

- a structured organisation at an operational level, comprising two distinct domains:
  - **decisional organisation** involving authorities,
  - **functional organisation** involving the services who implement the decisions made.
- specific organisation means related to the **transmission** of information to end-users,
- **co-ordinated measures** related to traffic management and road traffic information.

These points are summarised in this chapter.

### Structure of the TMP document

In order to ensure that TMPs are drawn up in a homogeneous manner, this plan has adopted the presentation structure developed in the TMP Methodological Guide, developed by France, a typical example of which is given below :

Chapter	Contents
1	Objectives and area covered
2	Main principles of the plan
3	Organisation at an operational level
4	Organisation for the transmission of information to end-users
5	Technical management of the plan
6	Directory
7	Administration and maintenance of the plan
8	Annexes

## Main principles of the plan (continued)

### Introduction (continued)

#### *Structure of the final file*

The final file is divided into 9 sections.

The first section contains the TMP document described on the previous page. The other sections correspond to sub chapters extracted from this document, which facilitate its updating.

Brussels / Nancy (Langres)  Traffic Management Plan	Traffic management plan (chapters 1 to 8 listed on the previous page of the present document)	<b>1</b>
	Network locations and page numbers of the corresponding visual and decisional aid tables	<b>2</b>
	Visual aid tables	<b>3</b>
	Measures without alternative routes	<b>4</b>
	Alternative route measures	<b>5</b>
	Directory	<b>6</b>
	Annex 1 : VMS message tables	<b>7</b>
	Annex 2 : Travel times	<b>8</b>
	Annex 3 : Alternative route parameters	<b>9</b>

## Main principles of the plan (continued)

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### The co-ordinating authorities

The overall task of the authority co-ordinating the plan is to co-ordinate road traffic by:

- participating in the initial drawing up, the detailed development and the approval of the plan,
- opening, managing and closing the plan,
- ensuring an assessment and an updating of the plan.

**France** The “**Préfet de Zone Est**”, is the co-ordinator of the Brussels / Nancy (Langres) TMP for France.

**Luxembourg** The **Ministry of Public Works** is the co-ordinator of the Brussels / Nancy (Langres) TMP for Luxembourg.

**Belgium** The **Ministry of Public Works and Transport (MET)** is the co-ordinator of the Brussels / Nancy (Langres) TMP for Belgium.

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### Organisation at an operational level

The plan organisation in operational terms comprises two levels:

- a **decisional organisation** involving authorities,
- a **functional organisation** involving the services who implement the decisions made.

**Cross-border co-ordination** When an event arises that requires co-ordination within a region or even at an international level, the country where the event is situated activates the plan and ensures its co-ordination.

The co-ordinator of the plan informs the authorities of the other countries:

- The CRICR East for France, informs the “zone East” ,
- The CITA for Luxembourg,
- The PEREX for Belgium.

Until measures at an international level are necessary, the other countries ensure that the necessary actors are on stand by. As soon as these measures prove to be necessary, each country manages the co-ordination of the measures within its boundaries, while consulting the other co-ordinating authorities.

## Main principles of the plan (continued)

### Organisation at an operational level (continued)

**France** The “Préfet de Zone Est” ensures the co-ordination of the plan from a “**PC Zonal de Circulation**” located at the CRICR Est.

This essential co-ordination, at a “zone East” level, prevents measures from being implemented without first taking into account the state and the constraints of the road network at that time.

This co-ordination, at a “zone de East” level, enables the actions of the Prefects of the various “départements” that are concerned to be co-ordinated, with the operational services involved (Gendarmerie Nationale, Police Nationale, DDEs, DREs), in addition to the related motorway and road operators.

Methods	
<i>Opening of the plan</i>	The opening of the plan is decided on by the “Préfet de Zone” <b>following a request made by the CRICR Est</b> and after discussion with the Prefect of the “département” concerned by the incident.
<i>Functioning of the plan</i>	The co-ordination of the operations is managed by the “PC Zonal de Circulation”, with regular information provided by the “Préfectures” involved.
<i>Closure of the plan</i>	The decision to close the plan is made by the “Préfet de Zone de Défense”, <b>following a request made by the CRICR Est</b> , after discussion with the Prefect of the “département” concerned by the incident.

**Luxembourg** The Ministry of Public Works manages the co-ordination of the plan from crisis control headquarters or a “**PC de crise**”, located at the CITA.

Methods	
<i>Opening of the plan</i>	The decision to open the plan is made by the CITA, after discussion with the authorities.
<i>Functioning of the plan</i>	The co-ordination of the operations is managed by the “PC de Crise”, located at the CITA.
<i>Closure of the plan</i>	The decision to close the plan is made by the CITA.

## Main principles of the plan (continued)

### Organisation at an operational level (continued)

**Belgium** The Ministry of Roads co-ordinates the plan from crisis control headquarters or a “**PC de crise**”, located at the PEREX.

	Methods
<i>Opening of the plan</i>	The decision to open the plan is made by the PEREX after discussion with the authorities.
<i>Functioning of the plan</i>	The operations are co-ordinated by the “PC de Crise”, located in the PEREX.
<i>Closure of the plan</i>	The decision to close the plan is made by the PEREX.

### The communication of information to users

End-Users information is one of the key elements of a TMP. It consists in delivering relevant and coherent information to as many people as possible, in real time.

“The transmission of information to the end-users” implies providing information to the public via the media. The use of telematic equipment (VMS etc), is integrated into the technical measures of the plan. These communication measures are an efficient and essential way of managing a crisis.

**The PC Zonal de Circulation - PC de crise PEREX or CITA** are kept informed by the field personnel of the current situation and the strategies and road management measures implemented. Under the control of the co-ordinating authority, they are able to provide and pass on an overall view of the general situation to the other actors.

**The « PC Zonal de Circulation » -PC de crise PEREX or CITA** – rely on a pre-established list of services who forward this information and the broadcasting means that these services use.

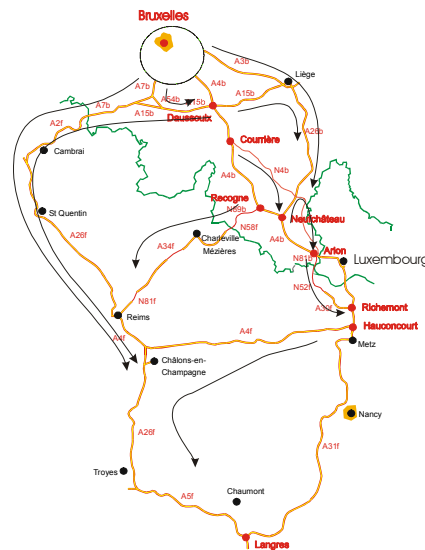
## Main principles of the plan (continued)

### Principal measures

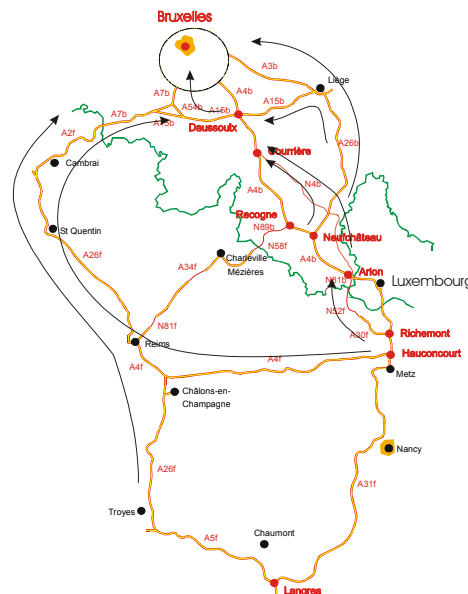
The Nancy (Langres) / Brussels TMP has been developed in order to cope with events such as the closure of one of the sections making up the main network, in the direction North/South and South/North, whether this occurs in France, Luxembourg or Belgium.

The main traffic management measures consist in setting up general diversion measures and information measures on VMS / motorway radio stations. This information will depend on the distance separating the user from the area where the event has occurred.

#### North / South closures



#### South / North closures



## Technical management of the plan

### Instructions for use

The present instructions relate to the technical management of the plan.

Therefore, this chapter does not deal with the opening and closing the plan procedures.

Stage	Action
1	Identify the location of the disruption (see page 15) and refer to the corresponding visual aid tables in the plan (see page 16).
2	Following an incident on an arterial road, a scenario from the decisional aid table will be chosen according to the estimated duration of the incident and the estimated upstream traffic.  The “PC zonal de circulation” (or “PC de Crise”) will choose the scenario with its related measures by using the visual aid table (refer to page 16).
3	The “PC zonal de circulation” (or “PC de Crise”) will activate the measures indicated in the chosen scenario.  In order to do so, it will ask the services involved to implement the measures to be taken on the parts that they are responsible for.  Example of a measure : <ul style="list-style-type: none"><li>• Road traffic information: page 17</li><li>• Alternative route: page 18.</li></ul>
4	The “PC zonal de circulation” checks the implementation of the road traffic information and traffic management measures.  It also ensures the forwarding of a status report per “zone” to the decisional authorities and the services involved.  It also provides information related to a particular “zone”, acting as a single information provider.
5	According to the development of the situation, the “PC zonal de circulation” will suggest a change of scenario by choosing the most adapted one.  In this case, return to stage two in the present table.

## Technical management of the plan (continued)

### Network locations and corresponding visual aids

For each of the road sections dealt with by the plan, the table below refers to the corresponding page presenting the decisional and visual aid table.

(Section n°2 of the TMP file).

#### Brussels / Lyon :

Incident location	Description	Page
B1	Bruxelles – Daussoulx	3
B2	Daussoulx – Courrière	5
B3	Courrière – Recogne	7
B4	Recogne – Neufchâteau	9
B5	Neufchâteau - Arlon	11
B6	Arlon - Richemont	13
B7	Richemont - Hauconcourt	15
B8	Hauconcourt - Langres	17

#### Lyon / Brussels :

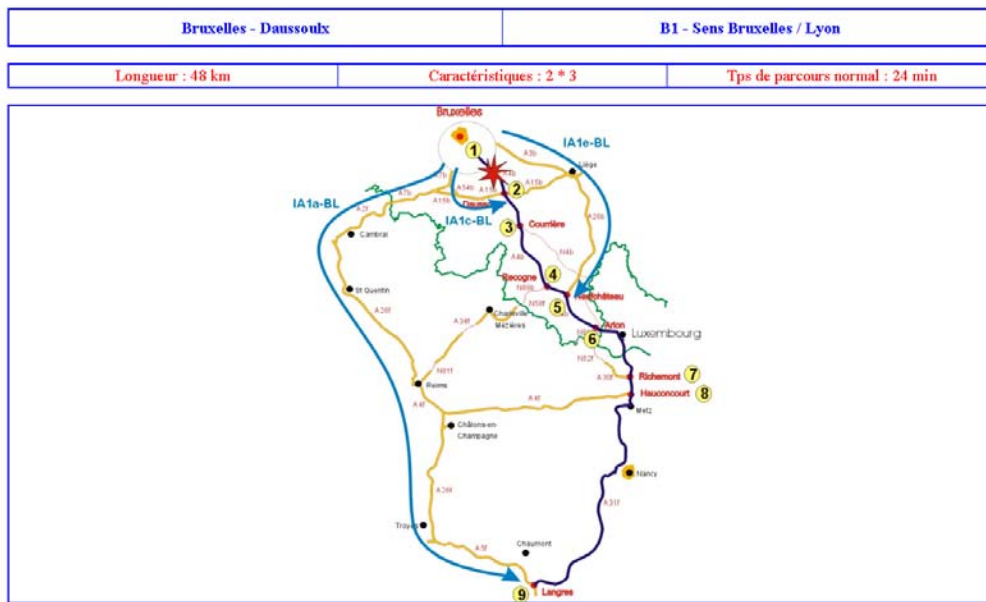
Incident location	Description	Page
B8	Langres - Hauconcourt	19
B7	Hauconcourt - Richemont	21
B6	Richemont - Arlon	23
B5	Arlon - Neufchâteau	25
B4	Neufchâteau - Recogne	27
B3	Recogne - Courrière	29
B2	Courrière - Daussoulx	31
B1	Daussoulx - Bruxelles	33

## Technical management of the plan (continued)

### Visual aid table

Example for the Brussels / Daussoix branch (section n°3 of the file).

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<b>Bruxelles - Daussoix</b>	<b>B1 - Sens Bruxelles / Lyon</b>	
<b>Longueur : 48 km</b>	<b>Caractéristiques : 2 * 3</b>	<b>Tps de psc : 24 min</b>

TABLE D'AIDE A LA DECISION			
Trafic prévisible en amont de la coupure (veh/h)	Durée restante prévisionnelle de la coupure		
	1 - 3 h	3 - 6 h	> 6 h
< 1500	<b>S1</b>	<b>S2</b>	<b>S2</b>
> 1500	<b>S2</b>	<b>S2</b>	<b>S3</b>

Scénario	Mesures pouvant être mises en oeuvre		
<b>SI C)</b>	R	M11-06	Information coupure Bruxelles / Daussoix
	R	IA10-06	Itinéraire alternatif Bruxelles / Charleville / Nancy
	R	M11-06	Information coupure Bruxelles / Daussoix
<b>SI C)</b>	R	IA10-06	Itinéraire alternatif Bruxelles / Charleville / Nancy
	R	IA10-06	Itinéraire alternatif Bruxelles / Liège / Neufchâteau
	R	M11-06	Information coupure Bruxelles / Daussoix
<b>SI C)</b>	I	IA11-06	Itinéraire alternatif Bruxelles / Charleville / Langres
	R	IA10-06	Itinéraire alternatif Bruxelles / Charleville / Nancy
	R	IA11-06	Itinéraire alternatif Bruxelles / Liège / Neufchâteau

Mesures	Scénarios	Aspects spécifiques à prendre en compte
IA10-BL	S1	Penser à désactiver la mesure dès qu'elle n'est plus concurrentielle. Voir fiche mesure (commentaire). Valable pour tous les scénarios et les autres mesures IA.

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## Technical management of the plan (continued)

### Road traffic information measure

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<b>MESURE</b> <b>M11-B1</b>	Information coupure Bruxelles / Daussoix
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CRITERES D'ACTIVATION	CRITERES DE SUSPENSION	CRITERES DE DESACTIVATION
Coupure A4-b entre Bruxelles et l'échangeur de Daussoix	Néant	Réouverture de l'axe A4-b

#### LES ACTIONS A METTRE EN OEUVRE ET SERVICES

<b>PEREX</b>	Tel.: 32.81.21.96.00	Fax: 32.81.21.95.00
1	Message : "Suite à (type événement), sur l'autoroute A4-b dans le sens Bruxelles / Lyon entre Bruxelles et Daussoix à hauteur de ....., un plan européen de circulation routière est déclenché. Des mesures de gestion de trafic sont mises en oeuvre. Le retour à la normale est prévu vers ..... heure. Nous vous demandons de suivre la signalisation mise en place."	

Services à prévenir pour information :	Téléphone	Fax
CRICR Est	03.87.63.09.81	03.87.63.15.09
CITA	352-310502-1	352.31.34.16

## Technical management of the plan (continued)

### Alternative route measures

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<b>MESURE IA1a-BL</b>	Itinéraire alternatif Bruxelles / Cambrai / Langres
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<b>Itinéraire emprunté :</b>
A7-b en direction de Mons puis A2-f en direction de Cambrai. A26-f et A5-f en direction de Langres.

<b>Niveau de la mesure :</b>	International
<b>Longueur de l'itinéraire (km):</b>	482
<b>Temps de parcours à trafic normal (min):</b>	4 h et 23 min
<b>delta_T (min):</b>	15
<b>delta (km):</b>	27
<b>Péage :</b>	25 euro
<b>Caméra :</b>	oui
<b>Surveillance comptage :</b>	oui
<b>Commentaires :</b>	<p>Desactiver la mesure :</p> <p>B1 : 15 à 25 min            B2 : 25 à 35 min            B3 : 35 à 1h10            B4 : 1h10 à 1h20            B5 : 1h20 à 1h40            B6 : 1h40 à 2h15            B7 : 2h15 à 2h20            B8 : 2h20 à 4h10            avant la fin de l'événement.</p>

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<b>MESURE IA1a-BL</b>	Itinéraire alternatif Bruxelles / Cambrai / Langres
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CRITERES D'ACTIVATION	CRITERES DE SUSPENSION	CRITERES DE DESACTIVATION
Evénement sur Bruxelles / Langres Visibilité de l'itinéraire alternatif	Néant	Mesure non concurrentielle Cf. commentaire

Services à prévenir pour information :	Téléphone	Fax
CRICR Est	03.87.63.09.81	03.87.63.15.09
PC central SAPRR	03.80.77.64.00	03.80.77.64.19
PCE Reims SANEF	03.26.83.52.07	03.26.83.51.89
Préfecture zone est	03.87.34.87.34	03.87.32.99.47
Région Gendarmerie Est (PACR)	03.87.56.21.80	03.87.56.21.95
Dispatching central	32.26.42.66.66	32.26.42.60.15

#### LES ACTIONS A METTRE EN OEUVRE ET SERVICES

<b>PEREX</b>	Tel.: 32.81.21.96.00   Fax: 32.81.21.95.00
Message :	"Suite à ..., sur l'autoroute (x) dans le sens Bruxelles / Lyon entre (x) et (y) à hauteur de (z), l'autoroute est coupée. Pour les usagers désirant se rendre au sud de Langres, nous vous demandons d'emprunter l'autoroute A7-b en direction de Mons, Valenciennes, puis A26-f en direction de Reims, Troyes et Langres Nous vous demandons de suivre la signalisation en place.
1	Cet itinéraire vous rallongera de 27 km soit environ 15 min avec un surcoût de péage de 18 euro.
2	Activation des PMV (voir annexe PMV pour IA1a-BL).

## Annexes

### Glossary and abbreviations

Term	Definition
Action	What a given service (and that service only) must do out in the field. Each action has a corresponding actor. The actions (which are all elementary) are grouped together to form a measure.
Opening of the plan	Action consisting in mobilizing the organisations in charge of implementing the plan.
Closure of the plan	Action consisting in deactivating the measures underway within a TMP and demobilizing the organisations in charge of its implementation.
Activation	The implementation of a measure within the plan
Actors	Within the scope of the Road Management Master Plan, all bodies participating on a temporary or permanent basis in the implementation of road management measures within a given area.
Branch	Portion of main road or motorway on a grid network and between two chosen points, regardless of the direction.
Co-ordinating authority	This is the body responsible for the developing, implementing and updating of the plan (Préfet de Zone, Préfet de département).
Deactivation	Closure of an activated measure
Decisional aid table	Table enabling the choice of the best scenario to the considered situation at that particular moment. Two parameters are generally used (duration of the event and upstream traffic for example).
Disruption	Deterioration of the traffic conditions after an event
Diversion	A traffic diversion may take two forms: <ul style="list-style-type: none"><li>- The traffic is encouraged but not obliged to leave the main route and use an alternative route</li><li>- The traffic is temporarily obliged to use a different route from the one normally used</li></ul>
Event	Phenomenon altering traffic conditions that could lead to a dangerous situation or a traffic disruption.
Itinerary	Group of road sections used to reach a destination from a given departure point. The alternative route is the route that may be used in the event of traffic disruptions on the main route.
PC zonal de circulation	Traffic management headquarters that group together the services involved in the plan
Road management measure	A group of pre-defined and indissociable elementary road management actions, with a specific objective.

## Annexes (continued)

### Glossary and abbreviations (continued)

Term	Definition
Road operator/manager	The body that manages a particular network and implements actions in order to ensure that it functions correctly.
Scenario	Group of measures that are determined according to the parameters of the decisional aid table. The latter is linked to a branch or a section.
Traffic Management Plan (TMP)	Plan developed to cope with disruptions that require the different road/traffic management services to co-ordinate their actions. The traffic management plans identify disruption scenarios and provide, for each of them, traffic management measures or procedures that should be implemented after approval from the relevant authorities. They specify the conditions under which they should be implemented, in addition to the responsible authorities and services.

### Abbreviations

Term	Meaning
CITA	Contrôle et Information de Trafic sur les Autoroutes (Luxembourg)
CNIR	Centre National d'Information Routière
COG	Centre Opérationnel de Gendarmerie
CRICR	Centre Régional d'Information et de Coordination Routières
CRS	Compagnie Républicaine de Sécurité
DDE	Direction Départementale de l'Équipement
DRE	Direction Régionale de l'Équipement
IA	Alternative Itinerary
PACR	Police Administrative Circulation Routière
PC	Poste de Commandement
PEREX	PERmanence d'EXploitation
SANEF	Société des Autoroutes du Nord et de l'Est de la France
SAPRR	Société des Autoroutes Paris-Rhin-Rhône
TMP	Traffic Management Plan
UCPR	Unité Centrale de la Police de la Route (Luxembourg)
UPC	Unité Provinciale de Circulation (Belgique)
VMS	Variable message sign

