

Centrico BRIEFING NOTE

Using ITS to manage Europe's busiest roads



Exploring Innovative Approaches in ITS - III

SUMMARY

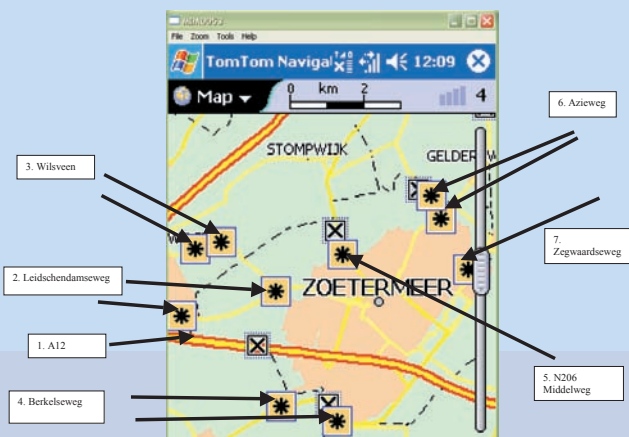
Traffic problems, on the TERN and in conurbation areas, are promising to increase in the coming years. In their battle with forever growing congestion some countries have decided to set up a program with ambitious innovative projects to handle these problems. To show what the future can bring this note on innovative projects was written. This is a sequel of two briefing notes of 2005.

THE NETHERLANDS

In 2006 a field test to stimulate road users to avoid peak hours will be done in the Netherlands.

The field test near The Hague starts in September 2006. Half of the 500 participants will be rewarded for avoiding peak hours with a small amount of money, the other half can save up for a smartphone with traffic information tools.

Several employers have agreed to cooperate with the project and allow their employees to work from home or work at other hours.



Checkpoints in testfield area of E30

The cars of the participants are detected by several AVI systems. The main road, E30, from Zoetermeer to The Hague is already equipped with cameras with license plate recognition (LPR). On all red runs in the area checkpoints had to be installed with RFID portals or camera's with LPR.

The results of the test should provide insight in the effect of rewards and the willingness of people to avoid peak hours. With the results models on travel behaviour will be developed, to be able to predict driving behaviour in other areas on a larger scale.

ENGLAND

M1 Car Sharing Lane pilot

In December 2004, the Secretary of State asked the Highways Agency (HA) to consider introducing a Car Sharing or High Occupancy Vehicle (HOV) Lane on the M1 when this section of road is widened. Vehicles containing two or more (2+) people would be able to use this lane.

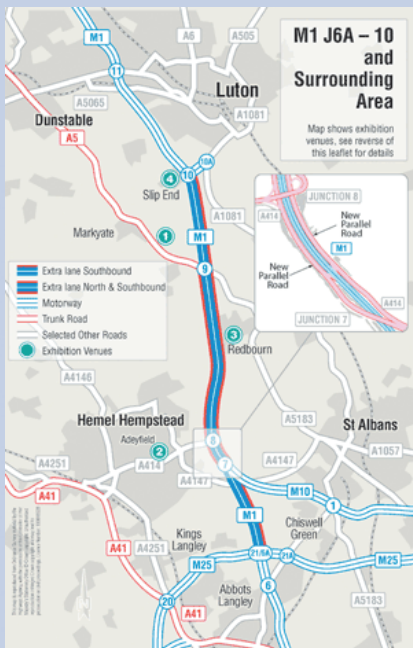
The M1 is one of the busiest motorways in Britain and is a strategic link between London, the Midlands and the North. The 17 km long section carries an average of 160,000 vehicles

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per day with long delays experienced at peak times.

Initial feasibility work has been carried out and preliminary designs are underway. The HOV lane will be implemented as part of the planned widening of this section of motorway, which has started in November 2005 and is expected to be completed by autumn 2008.



M1 Pilot location HOV lane

The HA will appoint a Monitoring Consultant to assess the effect of introducing an HOV lane onto the M1 pilot site. The HA is also investigating further sites where car sharing lanes could be introduced and as a result a HOV lane is going to be introduced on a section between Bradford and Leeds.

Traffic Information SMS

With the exception of VMS, the Highways Agency currently only provides information services with which the customer must actively engage. The Mobile Delivery Service project will provide an alert without the user having to interrogate a service while on the move.

The plan is to provide a delivery service via SMS messages. This could be used to disseminate

traffic information to the user on an ad hoc on demand basis, or via a registered service on the Internet. The benefit of such a service is to alert road network users of the occurrence of incidents. They can then use other sources of information to obtain more detail about the event.

The Highways Agency needs to provide the customer with incident alerts on the network filtered to the user's requirements. It is not necessary to provide detailed information about the incident but allows the user to be aware of events that may affect their journey. A pilot service will be trialled, which will allow user group feedback to the value and usefulness of such a service.

FRANCE

Real time on-board speed limits

French motorways, coordinated by ASFA, have decided to set up and transmit a "real time speed limits" database. This dynamic map covering the full toll motorway network will be made available to service providers in order to provide on-trip advice about actual speed limits. This database will contain both the "permanent speeds" – official speed limitation displayed with road signs – as well as "temporary speeds" – speed limitation modified because of (1) "roadwork sites", (2) dynamically adapted in real time to optimise motorway capacity, or reduced because of (3) adverse weather conditions or (4) exceeding air pollution thresholds.

This dynamic map will be able to provide a personalised speed limit indication based on the exact position (10 m accuracy) of the vehicle and its type.

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