

# Centrico BRIEFING NOTE

Using ITS to manage Europe's busiest roads



## Cross Border Management between the Netherlands and Niedersachsen

### SUMMARY

To improve the traffic flow between the northern part of the Netherlands and Niedersachsen a cross border management (CBM) project was started. This briefing note describes the results of the first year of co-operation on the re-routing activities.

### INTRODUCTION

In 2004 the A31 Emlandslinie was re-opened in the region of Niedersachsen, Germany (VIKING partner). This enables new possibilities for re-routing to improve traffic flow in the northern part of the Netherlands and Germany. Therefore a co-operation between the Netherlands and Niedersachsen was initiated in 2004.

### CORRIDOR AND TARGET GROUP

The working area of this project consists of the following roads:

- E 22 = A7 (NL), A280 (D), A31 (D)
- A31 (D)
- E 30 = A30 (D), A1 (NL)
- E232 = A28 (NL)
- E233 = B402 (D), A37 (NL)

Cross border measures are aimed at long distance traffic, which mostly consist of freight traffic from the Randstad (NL) to Bremen / Hamburg and Hannover (NI).

### ANALYSIS

The CBM area was analysed on capacity, available traffic management tools, accident rates and congestion.

- On average the network has enough capacity (50 to 70 percent) left for possible re-routing, except during peak hours on the A1 and A28 between Zwolle and Meppel. In the border areas the traffic consists of 30 percent freight traffic, which is the target group of CBM. During weekends traffic intensities decrease up to 30 percent except on the A31 where it increases.
- The entire network is monitored either automatic or by live reports of traffic police and traffic managers.



Text car availability



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- The traffic information is sent to the traffic centres and from there on distributed to service providers for radio broadcasting, Internet sites and more. In the Netherlands several text cars are available for CBM, in Niedersachsen they need to be purchased.
- The new tolling systems on the German motorways do not seem to have a long-lasting effect on traffic intensities (only at the beginning of 2005, when the system just had become operational).
- No specific parts of the network show an exceptional accident rate.

## SCENARIOS

With the results of the analysis several scenarios are set up and prioritised. These scenarios consist of re-routing possibilities and corresponding text strategies.

In both countries text cars and traffic information distribution via service providers will be used to inform the road user on the re-routing option.

The text strategies are based on the static signing. In Niedersachsen the reason for re-routing will be mentioned on the text cars, while additional flip charts inform about the re-routing directions. In the Netherlands text cars will be used for roadside information only. Where possible the E-numbers of the roads will be used, but national numbering has preference.



Scenario of an incident on the A1

## COMMUNICATION

In both countries a central contact point is assigned for international communication. For the Netherlands this is VCNL (National traffic centre) and for Niedersachsen this is VMZ NI (Traffic management

centre Niedersachsen). Both centres co-ordinate the communication on national level with regional traffic centres and the police departments.

To determine when CBM is needed a guideline is set up, a CBM procedure is only necessary when a major delay occurs, because the time from an incident to the actual re-routing measures being activated is quite long (1 hr to 2 hrs). All partners have to decide whether or not it is useful and possible to start a CBM measure and they are all allowed to refuse to activate the measure.

International communication goes via phone and national communication via the normal means. To strengthen the final decision a fax is used with all information on the proposed CBM measure.

## PILOT

Mid 2006 a three phased pilot will start.

Pilot phase 1 – Only CBM recommendations via traffic Information. Recommendations on re-routing can be added to the traffic information. This information will be distributed via service providers via radio, Internet, RDS TMC or text messaging.

Pilot phase 2 – Test CBM procedure on simulated event. For Arnhem-Oberhausen the CBM procedure was tested by practicing the entire CBM process for real through a simulated case. Traffic was not hindered, because the re-routing tools were not activated, but only installed on the correct location.

Pilot phase 3 – CBM procedure active for some months. Based on the evaluation of the pilots next steps will be defined.

For more information on this topic, please contact:

Henk Jan de Haan

[H.J.dHaan@vcnl.rws.minvenw.nl](mailto:H.J.dHaan@vcnl.rws.minvenw.nl)

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