

Centrico BRIEFING NOTE

Using ITS to manage Europe's busiest roads



Traffic Management Plan: Brussels-Beaune

SUMMARY

Brussels – Beaune is a strategic corridor between Belgium and France, via Luxembourg. A Traffic Management Plan has been developed to minimise the impact of a major incident or crisis on this route by coordinating cross border traffic management and facilitating the provision of information to drivers prior to and during their journeys. Recently, an experiment has been carried out to test several aspects of TMP (technical quality, knowledge of its content, appropriation of the plan by services). The information gathered has shown some very powerful elements. Following this exercise, actions will be undertaken to tackle the issues noticed.

INTRODUCTION

A **Traffic Management Plan (TMP)** is developed in order to cope with road traffic disruptions that call for **co-ordinated actions** from both authorities and services responsible for road / traffic management on a given route. Within the CENTRICO project, the TMP Brussels-Langres was first developed and activated, and then extended to the Brussels-Beaune in order to offer more re-routing possibilities. It involves road authorities from France, Luxembourg and Belgium.

THE AREA COVERED

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

- The **main network**, directly concerned by the traffic disruptions it is necessary to deal with,
- The **alternative network** (yellow), made up of alternative routes to the main route, which in this case comprises mainly motorways and some secondary roads.

The map to the right shows the area covered which includes: the main network, the alternative network, and the administrative boundaries of each « zone de défense » (small map down on the left).

STRUCTURE OF THE TMP

The key to the success of a Traffic Management Plan is the co-ordination of a structured response to an incident or crises. Brussels-Beaune is a good example of a TMP as it facilitates cross border co-ordination.



The TMP splits organisation at an operational level into two domains:

- **Decisional Organisation** involving the road authorities.
- **Functional Organisation** involving the services that implement the decisions made.

It also specifies the organisational methods required to disseminate information to the end users and co-ordinates traffic management and traffic information measures.

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THE CO-ORDINATING AUTHORITIES

When an event arises that requires co-ordination at an international level, the country where the incident is situated activates the TMP and ensures its co-ordination. The co-ordinators are:

- France: The “**Préfet de Zone Est**”,
- Luxembourg: The **Ministry of Public Works**,
- Belgium: The **Ministry of Equipment and Transport (MET)**.

The co-ordinator of the plan informs the authorities of the other countries. These other countries then place the necessary services on stand by, in case international measures are considered necessary. In that case, each country would manage the co-ordination of the measures within its boundaries, whilst consulting the other co-ordinating authorities.

COMMUNICATION OF INFORMATION TO THE END USERS

End-user 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 partners may either use of the regular information media such as radio and press, or the available roadside equipment e.g. VMS.

RESULTS AND LESSONS LEARNED

The TMP enables a structured and co-ordinated approach to incident and traffic management, providing the authorities with a powerful tool to influence the route choice of long distance travellers. This project has highlighted the benefits gained through trans-frontier planning, co-ordination and identification of long distance, strategic routes by adopting an international approach to traffic management.

On September 30, 2005, an evaluation of the TMP was carried out. A simulation exercise was undertaken in order to:

- Test the **technical quality** of the plan, (decisional and operational circuits of communication).
- Transmit the **knowledge** of the contents of the plan to the various actors and **to form** them.
- Contribute to the **appropriation** of this plan by each service.

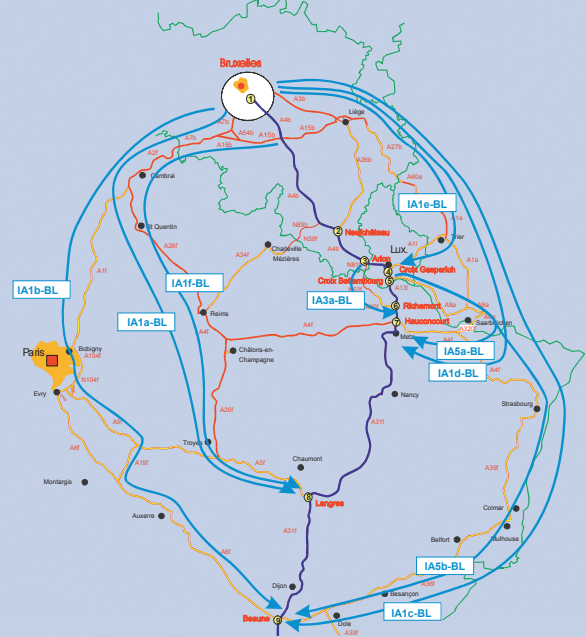
The information gathered to assess the results has been collected through digital records and log files (computers), observations and feedback meetings. Some very powerful elements stand out after analysis of this information, and need to be improved,

especially:

- Lack of co-ordination and difficulties of organisation.
- Lack of training of operators, and few resources.
- Technical resources not always suitable.
- Better application to the organisational chart is needed.
- Communication could be improved (overall inefficiency of the faxes, difficulties with translation, time loss, integrity of information ...).

Following this exercise, the plan procedures and organisation will be improved. Tools will be developed to support a greater co-ordination and a better real time understanding of the measures implemented by others. Training tools will be developed to allow every organisation to maintain an adequate level of training. “Lessons learned” have been summarised and are widely available on demand.

The re-routing possibilities for the Brussels-Beaune TMP are shown on the following map (blue lines)



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For further information on other CENTRICO activities visit:

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