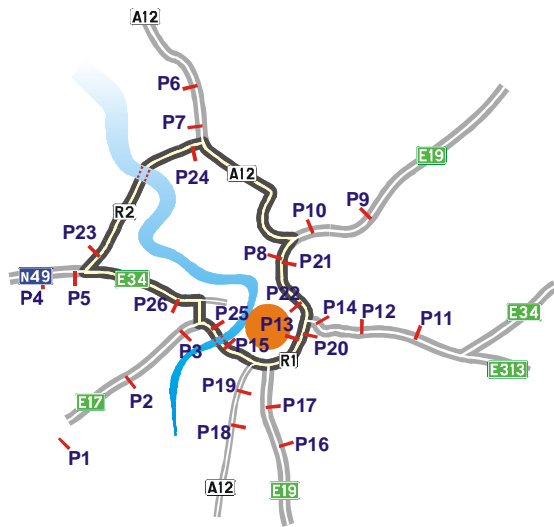


Centrico BRIEFING NOTE

Using ITS to manage Europe's busiest roads



TERN and Conurbations

SUMMARY

In conurbations regional roads and motorways of the TERN are often closely linked to each other. To manage their interaction, traffic management systems are required, which guide urban as well as long-distance traffic and furthermore include other transport modes. A similar approach on the information level is pursued by multi-modal traffic information services, which inform about the traffic situation of several modes and thus may offer transport alternatives to road users.

INTRODUCTION

Particularly near conurbations the long-distance traffic overlaps with the local and regional traffic, which causes subsequent traffic-problems. Therefore, traffic management on the TERN always requires the consideration of urban traffic systems in its vicinity.

Furthermore, various traffic information service companies operate next to each other in conurbations so that the unique opportunity of modal traffic transfer arises.

To improve the interaction between different parties, some technical problems have to be solved, but organisational aspects are generally more important.

PROJECTS

Germany

The objectives of the project "Ruhrpilot" in the Ruhr-area are to offer dynamic information for individual and public transport, to improve basic information for traffic control and rerouting and to link-up local and regional traffic management. Due to the participation of private investors it was possible to build up a commercial exploitable value-added system and to make the operation free of charge for the authorities. The investments of the authorities amount about 30 million Euros. The estimated investments of private partners for operation are once more 20 million Euros.

Within the scope of the project "Staufreies Hessen 2015" modern dynamic route guidance systems, improved traffic information through optimised traffic data collection based on Floating Car Data and temporary hard shoulder usage on highly loaded motorway sections come into operation.

The Interregional/Intermodal Strategy Manager (ISM) Rhein-Main permits the online-co-ordination of traffic-management strategies, developed in advance by different partners. A prototype of the ISM is in operation.

In Rheinland-Pfalz a pilot implementation is carried out to fully integrate the urban trunk road network of the capital of Mainz into the regional motorways level-of-service website.

UK

Launched in 1997, the UTMC (Urban Traffic Management and Control) programme is the DfT's main initiative for the development of a more open approach to ITS in urban areas. Research projects have been undertaken to establish and validate an approach based on modular systems and open standards, followed by a demonstrator phase, which takes the opportunity to consolidate the results of the earlier research. A key element of the UTMC programme is to facilitate the continuing development and implementation of UTMC. A UTMC Development Group (UDG) of stakeholders, consisting of Local Authorities and suppliers has been set up.



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Belgium

Particularly in Belgian conurbations (Ghent, Antwerp, Brussels, Liège) a collaborative approach is needed between the road authority, police forces and public transport companies in order to optimise regional traffic management. The significant fields of activity within CENTIRCO are the development of joint strategies and the coordinated application of traffic management measures, data and information exchange and the provision of multi-modal services.



The Netherlands

The Fileplan Rotterdam and cooperation in The Hague area started in 1996 through the local, regional and national authorities. The project considers aspects of networking, communication with the aim to indicate barriers and opportunities and appropriate actions. The objective for the future is to establish one traffic control centre for all authorities.

To realise area wide traffic control an architecture for traffic management was developed in The Netherlands, including an information, a traffic, an application, technical infrastructure and an organisational architecture.

These architectures have been collated to form a step by step approach by means of a handbook for traffic management to guide everyone involved in traffic management.

To harmonise cross-border traffic management The Netherlands are planning to test their approach towards regional traffic management in foreign regions and for cross-border applications.

OUTLOOK

In many cases present traffic management measures on urban traffic networks and on the TERN showed important improvements. However, the increasing traffic volumes expected in the future, conurbations will become a major issue for the European transport policy. Regarding this, multimodal and inter-modal approaches are an important building block. To implement them comprehensive organisational aspects must be taken into consideration.

In detail, future work will focus on the following aspects:

- Organisational approaches applied in conurbations might be applicable for managing motorway networks; road authorities might learn from experiences made in conurbations.
- The contact to conurbation cities should be extended.
- The harmonisation between traffic data of conurbations and the TERN is necessary and the dissemination of door-to-door traffic information has to be promoted.

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For further information on other CENTRICO activities visit:

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