



The Role of Hessen Traffic Centre in Ensuring Mobility

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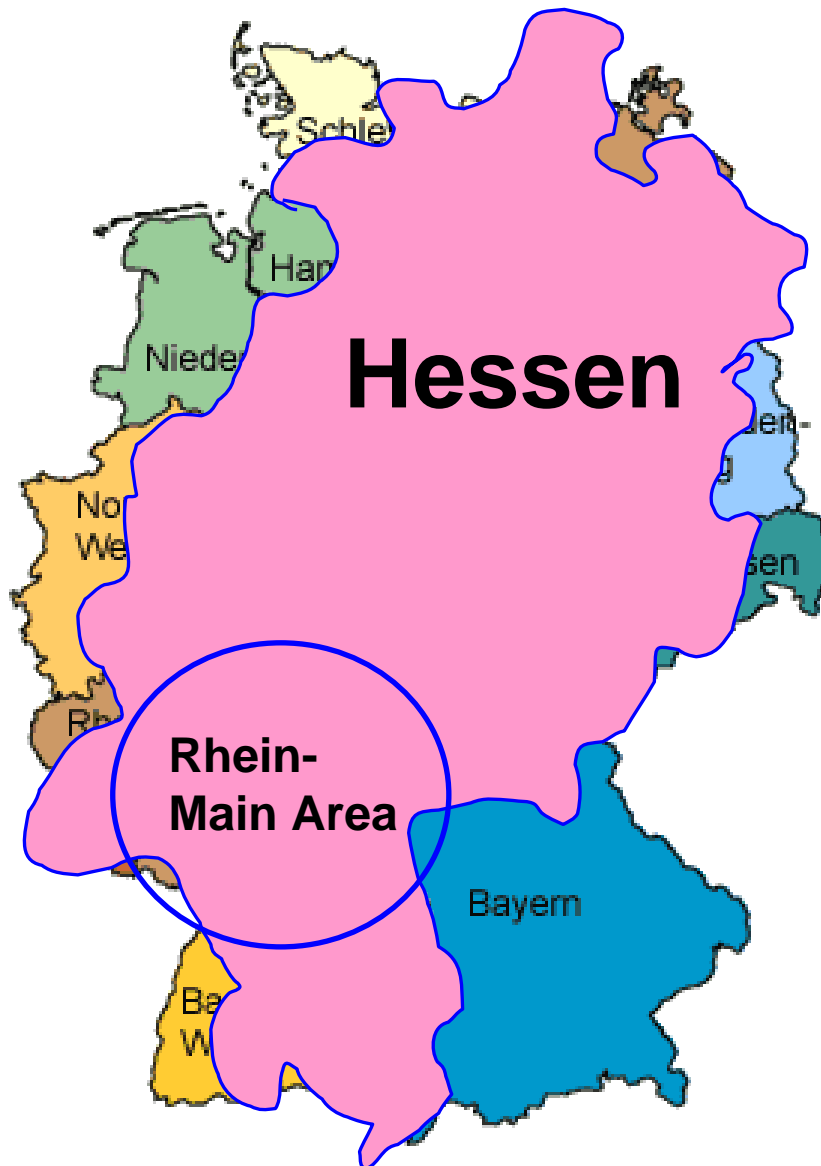
Structure of presentation

- ◆ Introduction
- ◆ HTC as transport broker
- ◆ Organizational and technical aspects
- ◆ Conclusion and outlook

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Federal State of Hessen

Population	6,0 Million
Area	22.335 km ²
Motorways	1.000 km
Secondary Roads	14.000 km

Rhein-Main Area

62% of population	(3,7 Million)
33% of area	(7.445 km ²)
67% of jobs	
70% of economy power	



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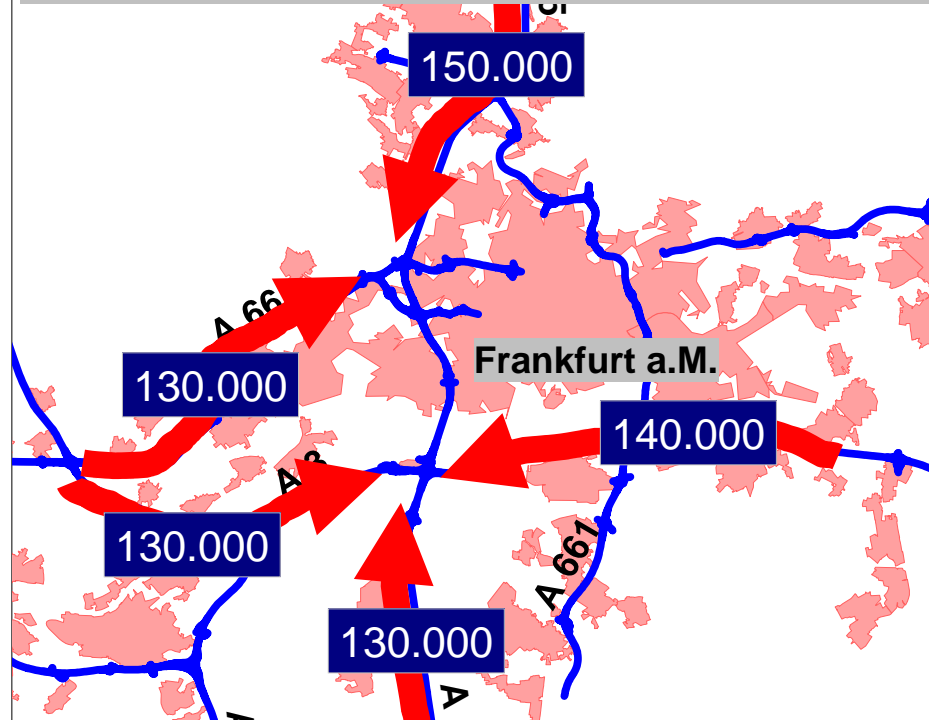
RheinMain area: one of the traffic turntables in Europe with the overlapping of through traffic and commuting traffic



accidents



road works



Comparison:
ADT MW Hessen 63.000 Veh/d
ADT MW Germany 52.000 Veh/d



events



capacity overload



Structure of presentation

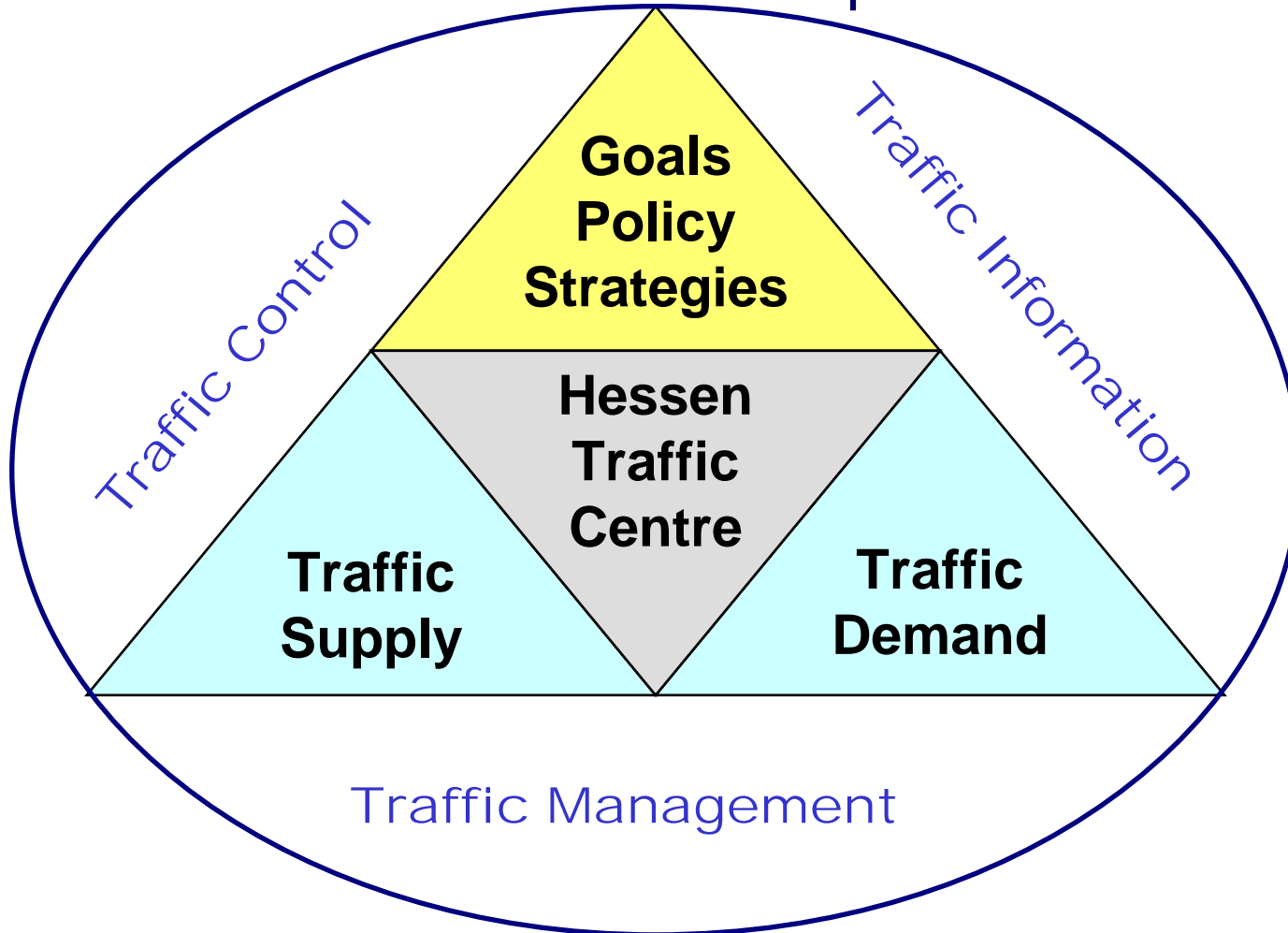
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Hessen Traffic Centre as a transport broker



Strategic Goal: Secure mobility in Hessen by realizing control and information measures based on strategic decisions

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Weak point analysis of the road network



capacity overload



Analysis of
weak points
(register of weak points)



Proposals for removal of weak points (static measures)

Traffic engineering measures

Other measures

Constructional measures

Warrant of apprehension

- ◆ location
- ◆ time of incident
- ◆ problem description
- ◆ reasons of incident
- ◆ proposal
- ◆ ...



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Realization of dynamic measures



accidents



capacity overload



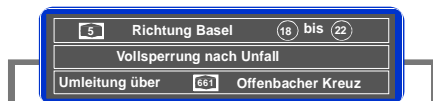
road works



events

Traffic situation analysis / forecast
(problem sample)

Realization of dynamic measures to remove/reduce traffic problems

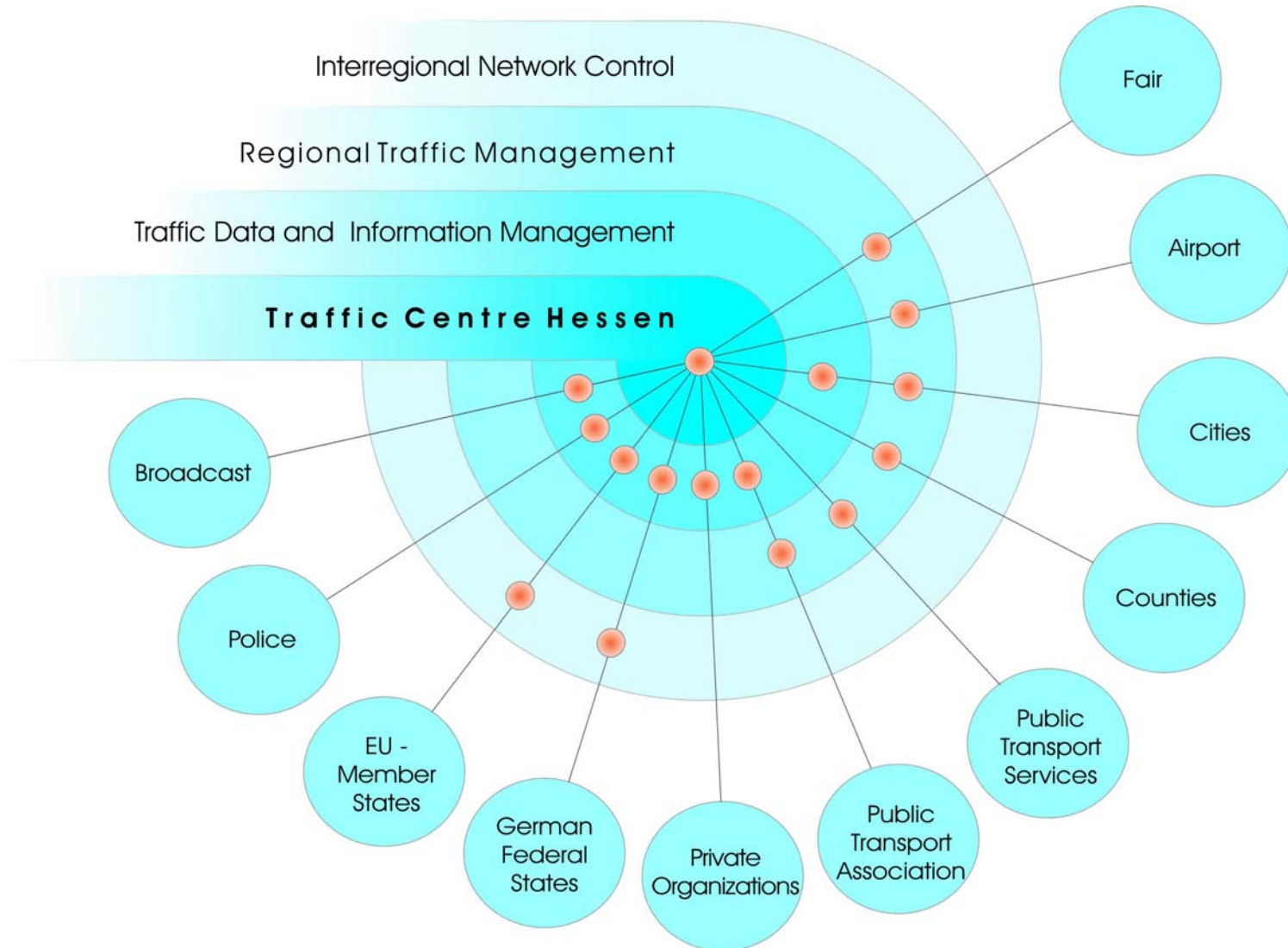




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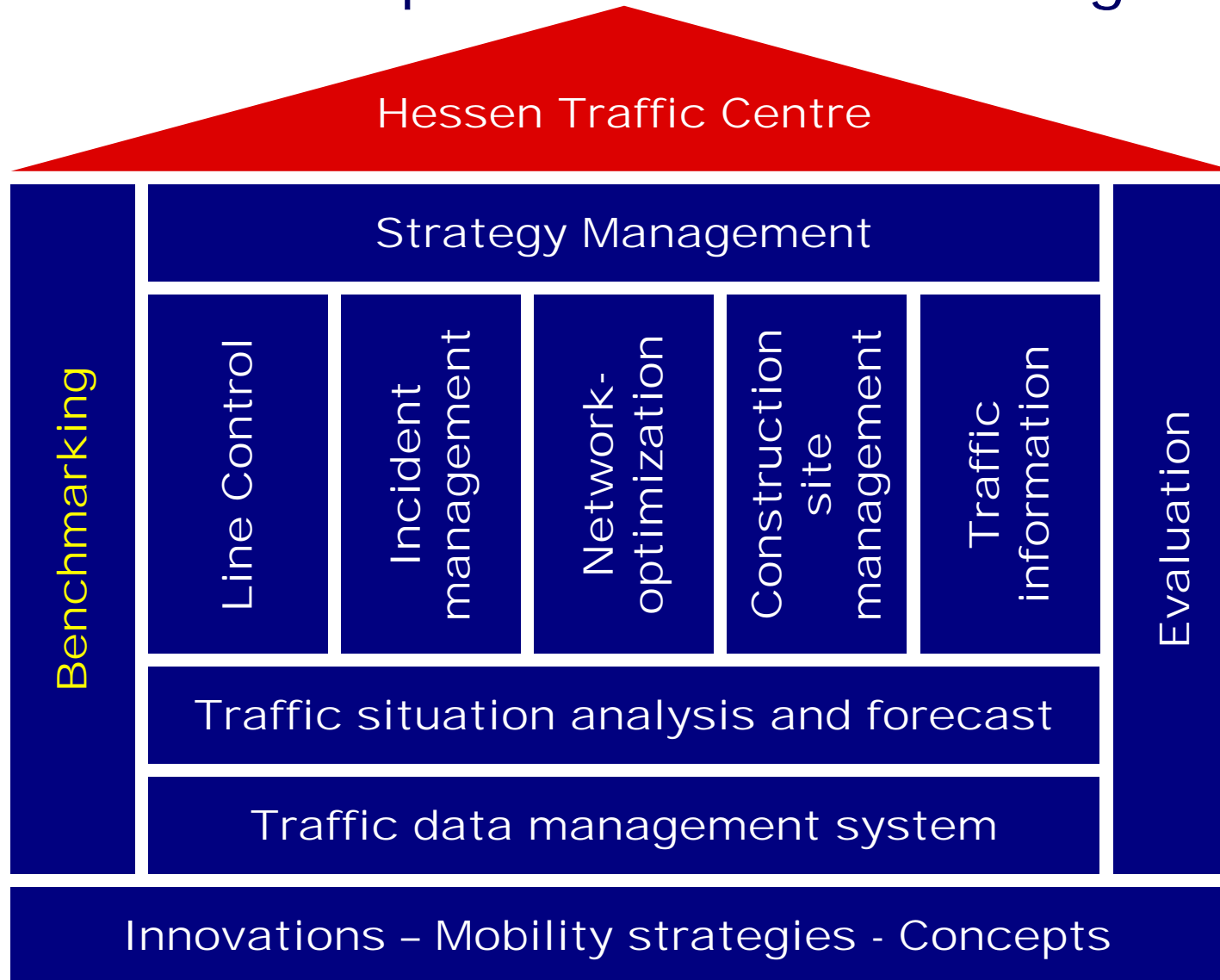
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Co-operation partner in the field of ...





Core elements of pro-active traffic management





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Benchmarking

- ◆ **Need of concrete target figures by which individual measures can be oriented and their effectiveness proven**
- ◆ **Necessity of a benchmarking for traffic management with the prime task to define and set binding target levels for all activities**
- ◆ **Possibility to make commensurable account of parameters, e.g.**
 - ◆ general economic statistics sufficiently familiar from traffic control-activities,
 - ◆ aspects as industrial economics and
 - ◆ political objectives.
- ◆ **The focus of the running benchmark project is on operating traffic control systems, managing construction sites and incidents**
- ◆ **Consideration: To set up incident accounts for individual routes or network sections, using statistics to be defined**

Benchmarking

- ◆ Debiting the incident accounts over a set of periods
- ◆ Benchmarks could be incorporated into agreed policy targets
- ◆ Deriving traffic slots supplying HTC in a possible broker function
- ◆ Accounting system covering planned and unforeseen measures

Benchmark A 66

Statement of account	credit	debit
Assets on 1.1.2007	27.500 c	
Road works on 14.1.2007		465 d
Truck accident on 21.1.2007		2.895 d
Road works on 24.1.2007		643 d
...		...
State on 31.01.2007	23.497 c	

Example

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Organizational aspects



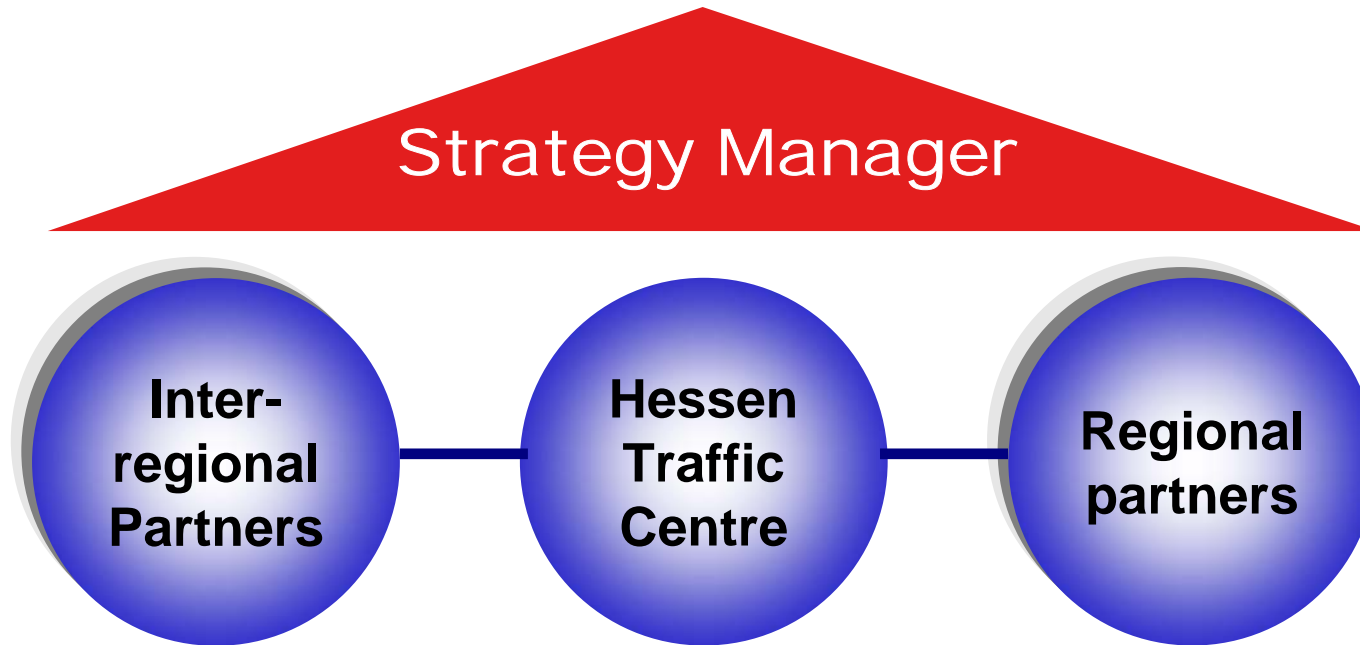
- ◆ **Part of the Hessian Road and Traffic Authority**
- ◆ **Operated 24 hours a day, 7 days a week**
- ◆ **40 employees**
- ◆ **3 teams (in future: departments)**
 - ◆ **Transport and Telematics**
 - ◆ **Traffic Control**
 - ◆ **Systems Technology**
- ◆ **Transport authority for motorways in Hessen**



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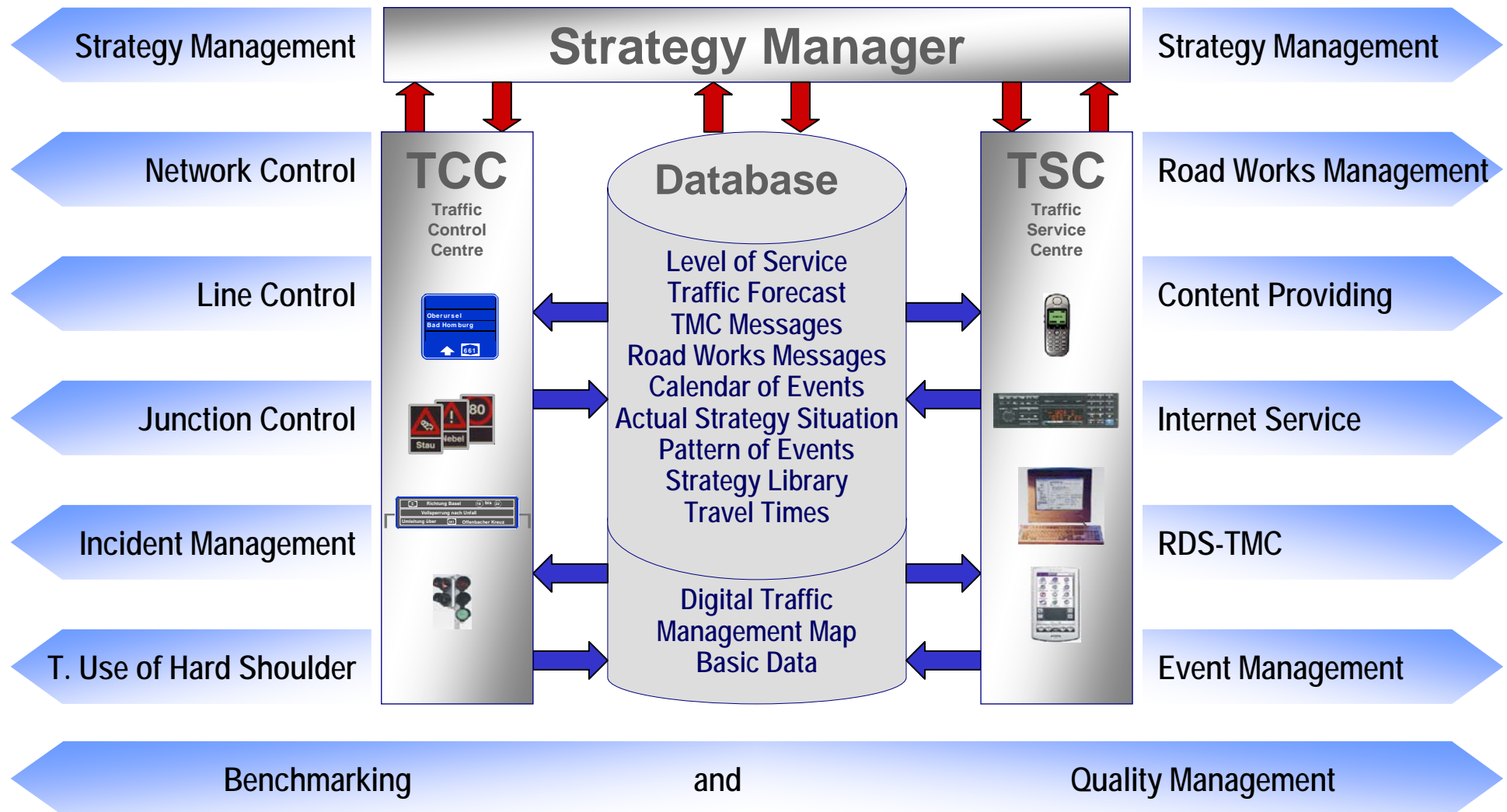
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Co-operation framework



Traffic management needs co-ordination

System architecture of Hessen Traffic Centre



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Conclusion

- ◆ Traffic Control Centre as core element and starting position
- ◆ High level of technical development over many years (since 1972)
- ◆ Experience from a number of European and national research projects
- ◆ Continued analysis of mobility-restricting weak points in regional and trans-European networks to set up measures and strategies
- ◆ Realization of traffic management strategies with support of various telematics systems
- ◆ Development further software of TCC
- ◆ Implementation of prototypes designed and developed in research projects, e.g. strategy manager to assess, agree and co-ordinate regional and trans-European traffic-management strategies



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Outlook

- ◆ **Set and broker the rules and framework conditions for planned intervention in traffic conditions**
- ◆ **Develop, introduce and operate benchmarking for all traffic-relevant, organizational and technical level**
- ◆ **Give sustained support to dynamic traffic management**
- ◆ **Implement and operate strategy management as cross-sectional activity**
- ◆ **Expand service provision in the area of traffic management**
- ◆ **Build up the core business of traffic control**
- ◆ **Merge all available traffic data and information in a comprehensive traffic-data management system**
- ◆ **Build up and operate a traffic-information portal**
- ◆ **Concentrate all services in one Traffic Service Centre**

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Thank you for your attention!

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