

# ITS DEPLOYMENT GUIDELINES

## FACT SHEET - UPDATE 2015

### Traffic Management Plan for Corridors and Networks

*“Traffic Management Plan for Corridors and Networks” means the elaboration, application and quality control of Traffic Management Plans (TMP) for the management of the European network and corridors including multi-modal capacities to allow for a more efficient use of the road network in Europe (and not restricting measures to country or local basis).*

*A TMP is the pre-defined allocation of a set of measures to a specific situation in order to control and guide traffic flows as well as to inform road-users in real-time and provide a consistent and timely service to the road user. Initial situations can be unforeseeable (incidents, accidents) or predictable (recurrent or non-recurrent events). The measures are always applied on a temporary basis.*

#### Objectives of TMP services

The objective of the European Core Service “Traffic Management Plan for Corridors and Networks” is the effective delivery of traffic control, route guidance and information measures to the road user in a consistent manner, thus increasing the performance of transport infrastructure by adding the potential of cross-border, network or multi-stakeholder co-operation, when needed.

By strengthening the cooperation and the mutual understanding of road operators in conurbations and on the cross-

national/international level, a co-ordinated approach for elaboration, application and quality control of traffic management measures will be achieved.

Properly developed multiple level TMPs react to various traffic situations in a timely and effective manner. They optimise the use of existing traffic infrastructure capacities and provide the platform for a cross-border seamless service with consistent information for the road user.

#### Benefits of TPM services

##### Safety

In case of major incidents timely and effective traffic management measures serve to mitigate safety impacts. E.g. the quick and consistent provision of traveller information such as

“Real Time Event Information”, and “Incident warning” as a part of the TMP measures, contribute to safety by warning travellers to reduce their speed.

##### Environmental impact

Environmental impacts due to re-routed vehicles can be realised if the additional length of the alternative route is appropriate to the congestion length. As an example, a guide value determined in Hessen is that for one km congestion length along a long-distance corridor, an alternative route should not exceed 3 km additional

length, assuming both routes having similar road and environmental conditions and a high compliance rate for rerouted vehicles.

##### Network efficiency

TMPs are also highly relevant in order to improve air quality in cities, e.g. by traffic information or traffic management measures. The main benefit in terms of network efficiency is the reduction in delays and travel time by the use of effective and timely control and information measures in the case of major incidents. (Up to 82-95% of total benefits were estimated in several case

studies in Germany in terms of reduced travel time due to co-ordinated re-routing measures).

TMPs take into account the whole surrounding network (and sometimes even other transport modes), not just the disrupted road section. This ensures a more efficient use of existing traffic infrastructure.

##### European Dimension

Development and application of TMPs in a co-ordinated manner across Europe allows for the effective utilisation of the European road network and delivery of an integrated service to road users using the road network at regional / conurbation, cross-regional and cross-border traffic management levels. The cooperation and collaboration of road operators and service providers across

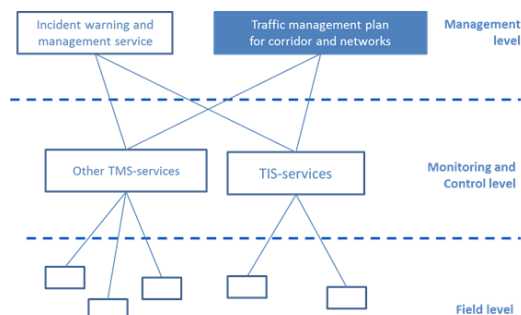
Europe ensures an appropriate level of service for TMPs on corridors and networks; it also enables the consistent and timely delivery of traffic control, guidance and information measures across corridors and allows for effective coordination across traffic modes and traffic management and traffic information stakeholders, where necessary.

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### Contrast to other Services

“Traffic Management Plan for Corridors and Networks” is not comparable to traffic management services described in other traffic management guidelines. Together with the Incident warning and management service (see TMS-DG05-08), its nature is a management service which uses and applies other TMS and TIS services to apply specific measures. The principle is shown in the following figure:



### TMP terminology wording

In connection with re-routing TMPs (mainly applied in middle Europe, e.g. Germany, Austria), the categorization of an initial incident is named scenario. The allocation of a set of measures to a defined scenario is called a strategy. Every measure describes who does what and who is responsible for what.

In connection with multi-measure TMPs (mainly applied in the south of Europe and France), a strategy is considered to be an objective on a more general / political level. The correlation between the defined incident and the set of measures is called a

scenario. Each of the measures is composed of different actions for each involved partner. The table of measures helps to determine all possible and applicable measures of traffic regulation, control and management which might help to solve or mitigate the impact of an incident.

Because of these different definitions, the correlation between a defined incident and the set of measures is named “scenario / strategy”.

### Types of TMP

#### Long-distance TMPs

Pre-defined and co-ordinated strategic traffic management is a proven concept applied all over Europe, in particular on routes with specific complex demands. The most common initial situations are winter problems, a generally high traffic volume, long-lasting road works, bridge or tunnel closures, emergencies, typical main routes of holiday traffic, cross-border traffic, a close interrelation between long-distance and regional traffic in conurbations and air pollution problems in conurbation areas. The initial situations are as manifold as the traffic management measures applied.

In the North-West of Europe, re-routing and traveller information measures prevail. In other areas – as the Alpine region – re-routing possibilities are limited due to capacity and environmental impact on alternative routes and secondary networks and are only activated in case of extreme incidents, such as long duration closures requiring regional and cross-border intervention. In southern Europe, other main aspects are emergencies and weather problems (snow, flooding, etc.). Here, HGV targeted measure (temporary storage, driving ban, overtaking ban, ...) play a key role (besides re-routing of cross-border traffic).

#### TMPs in conurbation areas

TMPs for conurbations are in many regions a relatively disparate field of work with a different scope of measures, ranging from traffic signals, parking and interurban rerouting to public transport measures in addition to interaction with motorways.

of traffic flow on the TEN-T can impact and be impacted by the surrounding urban environment, comprehensive traffic management plans are required between the relevant urban road and motorway organisations. A number of regions already have the organisation and technical mechanisms for such a process.

There is a need to address the interface between the TEN-T and local feeder and distributor roads in urban areas. Since the quality

#### Further Information

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#### Questions and help

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