

EasyWay

Annual Forum 2010



Shortcut to the future.

Lisbon • November 16th-18th



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Improving cross border
coordination and traffic
management in ARTS
area

Miguel Ángel Rodríguez

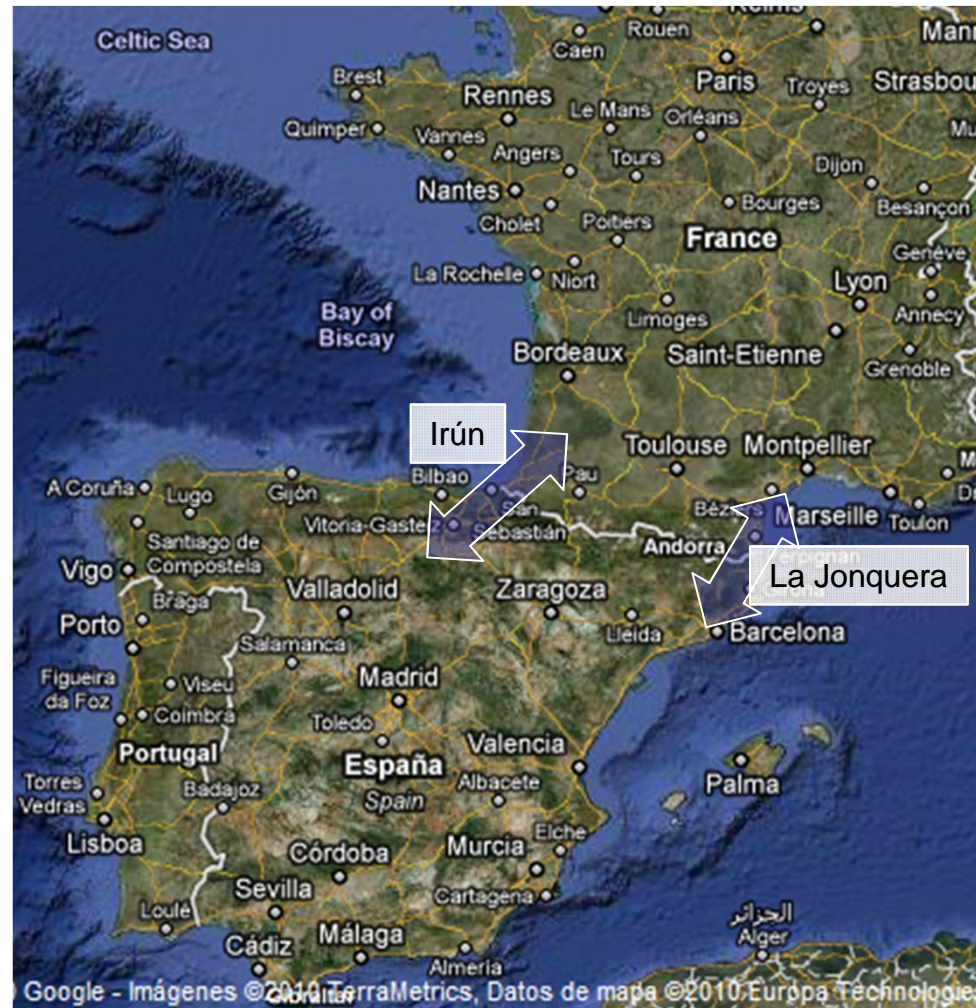
Vicente R. Tomás



Introduction

Spain & France Border

- Pyrenees Mountain chain
- Two Cross Border passes
 - La Jonquera Border
 - Irun Border
- AADT Irún
 - To Spain → 11,000 veh.
 - 29% HGV
 - To France → 10300 veh
 - 27% HGV
- Asimetric traffic restrictions
 - Regional
 - National
- Weather problems in both borders





The Border Area

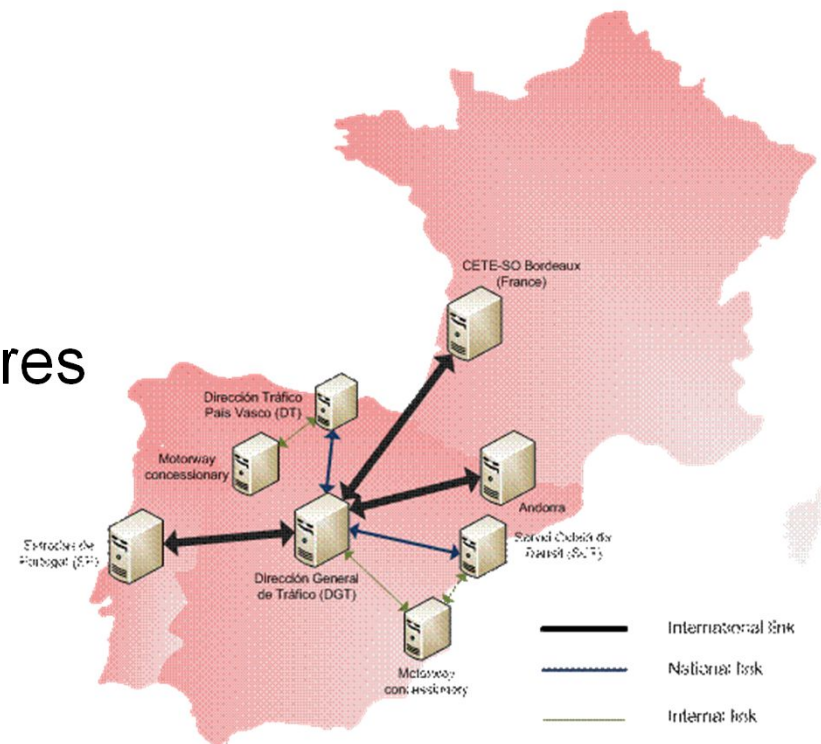
- Main Flows





International coordination

- A exchange information protocol was agree
- TMP
 - Road network definition
 - Types of incidents
 - Scenarios and traffic measures
- Datex II node in all TCCs at beginning of 2011





International coordination

- Work
 - To analyse the problematic periods (last/new summer/winter)
 - To propose new actions to improve traffic management.
 - To improve current coordination actions
 - To identify specific problems for new period
 - Summer: Tour de France, visit of the Pope to Lourdes, etc.
 - Long periods road works
 - Add new roads to the area.
- Two meetings per year
 - One before summer
 - One before winter





National coordination

- Two TCCs have developed a gateway to have a direct access to the other TCCs information.
- The tool allows only to access the information.
- The tool has been integrated in both TCC, in their own traffic management and control SW tool.





National coordination

- Using the tool functionality, traffic management coordination is being improved in several ways:
 - Road operators evaluates the impact on traffic behavior
 - The evolution of cross border incidents and their impact on the road network are easily follow-up.
 - The information of VMS messages along the corridor is harmonized.
 - Activation of TMP
 - Selection of the current scenario
 - Time of response to activate a TMP measure



National coordination

- Dynamic lane management





Conclusions

The result of this work is very positive.

- The communication between TCCs has been enhanced
 - coordination has also been improved
 - congestion problems are decreased.
- Users information have been improved.
- However, the work is not finished, we going on working to improve:
 - Analysis of new technologies to work with TMPs (DATEX II, WEB, etc.)
 - New traffic measures are being defined (alternative itineraries)



Conclusions

- Communication is needed but also to act co-ordinately
- It is necessary:
 - To know how traffic is managed in the other side of the border:
 - Decision chain, operational model,...
 - To have a general vision
 - Road network.
 - Traffic problems and traffic measures
 - To develop common traffic management strategies
 - To identify traffic actions that could support the other TCC.
 - But also to identify actions that could deteriorate traffic flow.

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