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Annual Forum 2010



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VMS harmonisation in France

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Background (1/2)

- Transeuropean traffic on roads in France (freight and tourist activity)
- The French primary road network length (motorway & trunk roads) :
 - State national road operators (DIR) = 12000 km
 - 19 private companies = 8600 km





Background (2/2)

- Multipurpose VMS used in France :



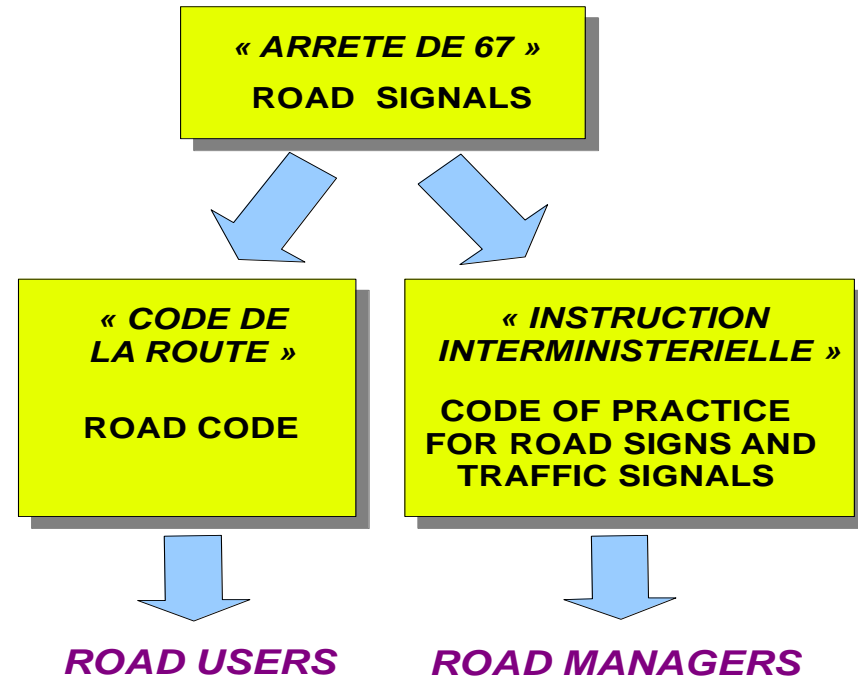
- First of all: harmonisation at the national level for 19 private motorway companies and the State's road network
- At the European level, new principles to be taken into account in the deployment of VMS in traffic management



Traffic signs legislation in France (1/2)

➤ Use of the road signs :

➔ existing regulation



➤ Use of VMS for the road managers in the Code of practice for road signs and traffic signals



Traffic signs legislation in France (2/2)

- Current version of French regulation including VMS
 - Information on danger alert, incidents, travel time and traffic situations (danger pictograms and text)
 - Authorisation of experiment delivered by the Administration (DSCR), notably in the case of the use of new signals or mandatory pictograms
- New French regulation projet specialy on VMS (to be published at the beginning of 2011)
 - Supplementary part of the Code of pratice for road operators (part 9)
 - New signals to be displayed on VMS
 - Condition of use in the frame of information and traffic management measures
 - Main harmonisation principles



New national guidelines

➤ Where VMS should be placed ?

➤ How to display and compose messages on VMS ?





Main harmonisation principles according to ESG4 and VC (1/5)

ESG 4 GUIDELINES	VIENNA CONVENTION	REGULATION PROJECT (Part 9)	NATIONAL GUIDELINES
<p>PRINCIPLE 1.1 VMS should only be used if permanent signs cannot be used and if credibility can be ensured VMS should be used to display relevant traffic information as required</p>		OK (Part 1 & 9)	OK
<p>PRINCIPLE 1.2 VMS should be used to display relevant traffic information as required</p>		OK (Part 1 & 9)	OK
<p>PRINCIPLE 1.3 Tactical and strategic messages should be displayed with the text left justified beside a pictogram; campaign messages should show centred text and no pictogram</p>		-	<i>Project (best practices)</i>



Main harmonisation principles according to ESG4 and VC (2/5)

ESG 4 GUIDELINES	VIENNA CONVENTION (RE.2, 2008)	REGULATION PROJECT (Part 9)	NATIONAL GUIDELINES
<p>PRINCIPLE 1.4 : Tactical or strategic messages always have priority over campaign messages</p>	<p>A VMS should be blank when no traffic related messages have to be displayed</p>	<p>X</p>	<p>OK</p>
<p>PRINCIPLE 1.5 : VMS immediately in advance of the first tactical or strategic VMS message should remain blank (i.e. campaign messages should be avoided)</p>		<p>-</p>	<p>OK</p>
<p>PRINCIPLE 1.8 : Adjust the number of information units to basic traffic and ergonomic parameters. VMS on high speed roads should not display more than 2-4 information units per message</p>	<p>Minimize the number of words and symbols (e.g. maximum 7)</p>	<p>X</p>	<p>OK</p>




Main harmonisation principles according to ESG4 and VC (3/5)

ESG 4 GUIDELINES	VIENNA CONVENTION (RE.2, 2008)	REGULATION PROJECT (Part 9)	NATIONAL GUIDELINES
<p>PRINCIPLE 1.9 : Text-text, pictogram-text redundancy should be avoided</p> <p>PRINCIPLE 1.10 : New pictograms may be temporarily accompanied by (redundant) educational text</p>	Avoid redundancy, except for the purpose of making drivers familiar with new pictograms	OK	OK
PRINCIPLE 1.11 : Alternating messages on VMS should be avoided	Avoid alternating messages	OK	Application examples
PRINCIPLE 1.12 : Flashing lights should not be ordinarily activated, being used only under critical circumstances and for a reduced set of road/traffic events		OK	OK
PRINCIPLE 2.1 : Consequence-oriented, specific pictograms should be preferred over generic, cause-oriented ones			



Main harmonisation principles according to ESG4 and VC (4/5)

ESG 4 GUIDELINES	VIENNA CONVENTION (RE.2, 2008)	REGULATION PROJECT (Part 9)	NATIONAL GUIDELINES
<p>PRINCIPLE 2.2 : There is a functional hierarchy on VMS messages: first regulatory, then danger warning, then informative, and pictograms should be selected accordingly</p>		<p>Depending on situations</p>	<p><i>Project</i></p>
<p>PRINCIPLE 2.3 : The catalogue in the 1968 Vienna Convention shall provide the basis for the pictograms to be used</p>	<p>(RE.2, November 2008)</p>	<p>New signals :</p> 	<p>OK</p>
<p>PRINCIPLE 3.1 : There is a fixed order for placing Information Units on the VMS depending on the message type</p>		<p>OK</p>	<p>OK</p>



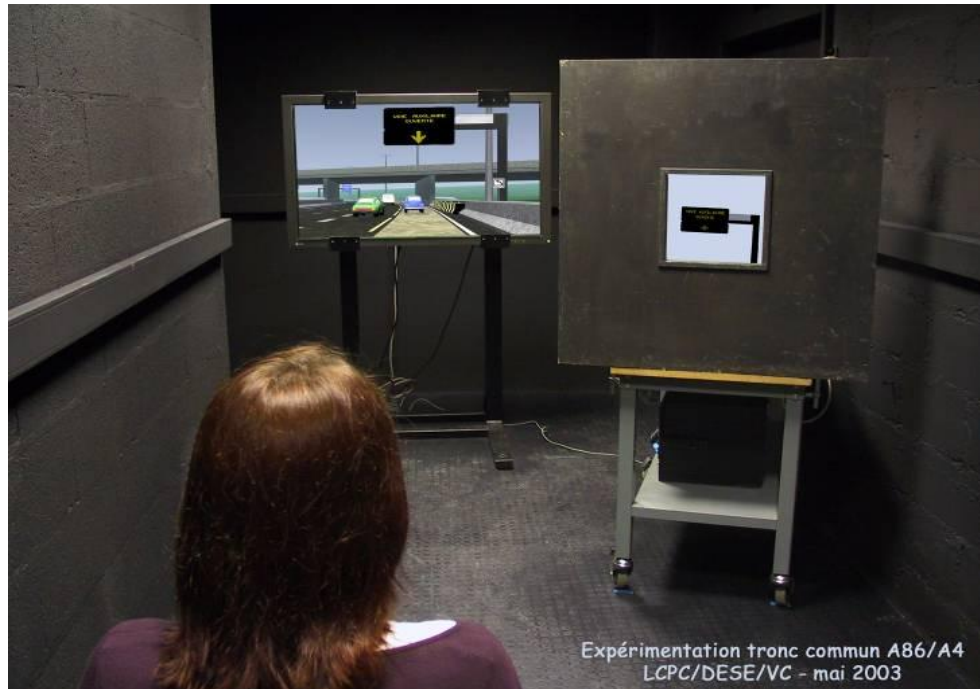
Main harmonisation principles according to ESG4 and VC (5/5)

ESG 4 GUIDELINES	VIENNA CONVENTION (RE.2, 2008)	REGULATION PROJECT (Part 9)	NATIONAL GUIDELINES
PRINCIPLE 3.6 : The abbreviations and/or abstract alphanumeric characters or symbols can be recommended for VMS use	Use only well-known and international abbreviations	OK	OK
PRINCIPLE 4.1 : Danger warning signs will be used on VMS to warn about events that are near	(RE.2, November 2008)	OK	OK
PRINCIPLE 4.3 Pictograms reporting danger (i.e., without red triangle) will be used on VMS to inform about dangerous events that are far	(RE.2, November 2008)	NOT INCLUDED	NOT INCLUDED
PRINCIPLE 4.9 : Place information on pre-announcement messages according to the following order: Time referent; Location-Situation; Advice ; Cause		OK	OK



Next experiments... (1/2)

- Pursuing tests for Mare Nostrum WG using a tachistoscope (since 2004)





Next experiments... (2/2)

➤ Tests with road operators to confirm users' understanding

- New exit symbol in a VMS text
- New pictograms from VC
- Text position



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***Thank you
for your attention***

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