Active Traffic Management in the Netherlands

*"From **re-active** to **pro-active** Traffic Management "*

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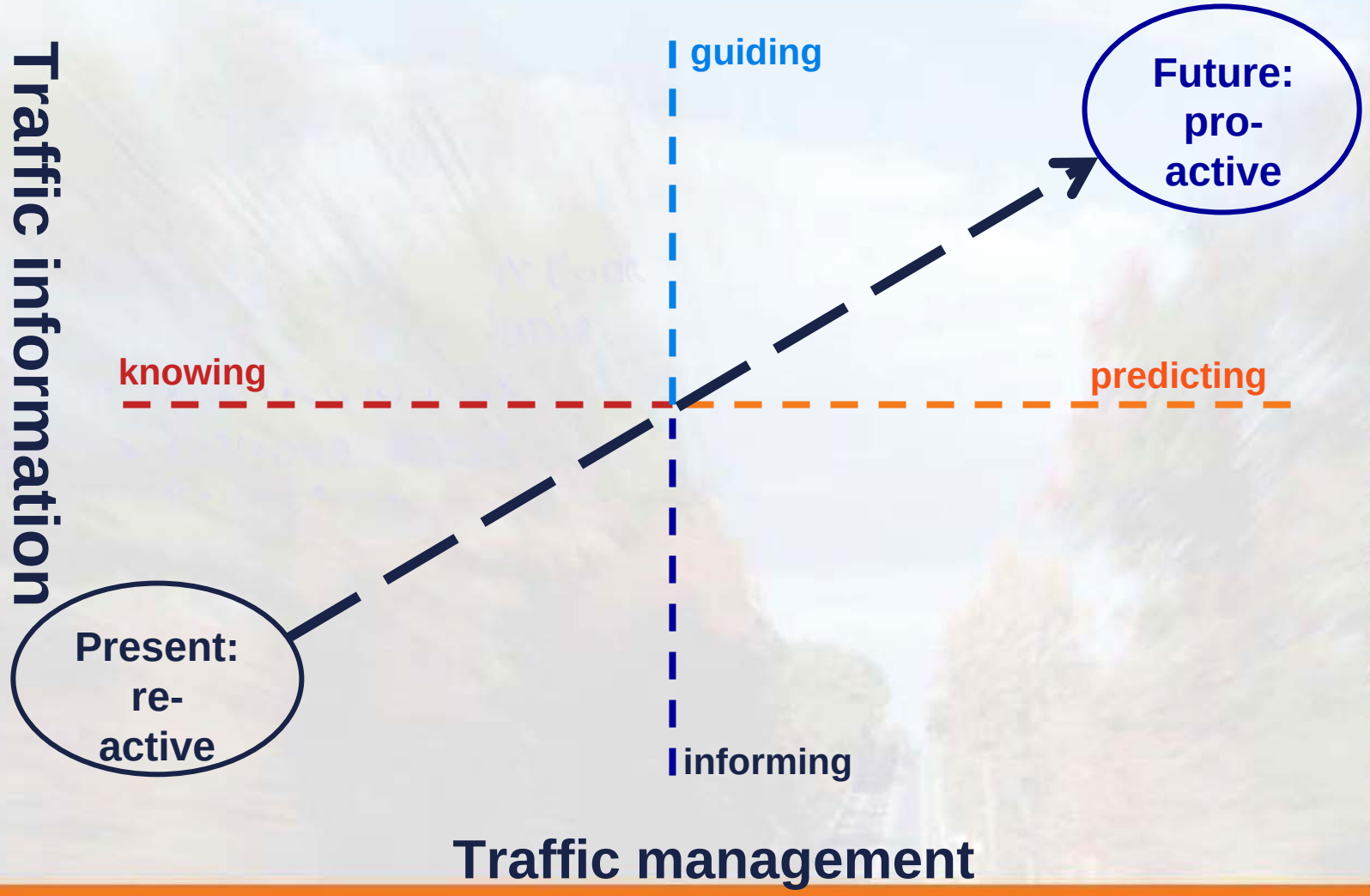
Policy Framework

- National mobility memorandum 2004-2020 (NoMo): *goals and instruments*
- Traffic management strategy 2007-2020: *pro-active network management*
- Rijkswaterstaat Corporate Business Plan 2004-2008: *focus on network users*

Strategic starting point



Project overview

1. Regional network cooperation & analysis
2. **<u>“ZSM” managed lanes</u>**
3. **<u>“Congestion proof”</u>**
4. **<u>Incident management & E- call</u>**
5. “Hearts for Roads”
6. (Network) Road Pricing
7. “Roads to the Future”
8. **<u>Dynamic speed limits</u>**
9. “GO” road maintenance
10. Monitoring

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Project 2: “ZSM” managed lanes

Two basic concepts

HSR lane

Hard shoulder not available during peak hours

Plus lane

Redivision of the road
Hard shoulder always available

ZSM (coninued)

- 16 in operation, 160 km
- 300 km planned up to 2009
- To operate:
  - Freeway controlling system
  - Camera's
  - Incident detection
  - Changeable road signs
  - Enforcement

ZSM: costs, benefits & effects

- Costs and benefits
  - Investments: 228 mln EUR
  - Benefits: 412 mln EUR
- 2.5 times more cost effective then building new infrastructure
- Effects:
  - Traffic increase: between 1- 7%
  - Capacity won: between 7 and 22%
  - Vehicle hours lost: reduced by 4%
- Studies are available!

“ZSM” in practice

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Dynamic speed limits in practice

Result: corridor management pilot national highway A 12

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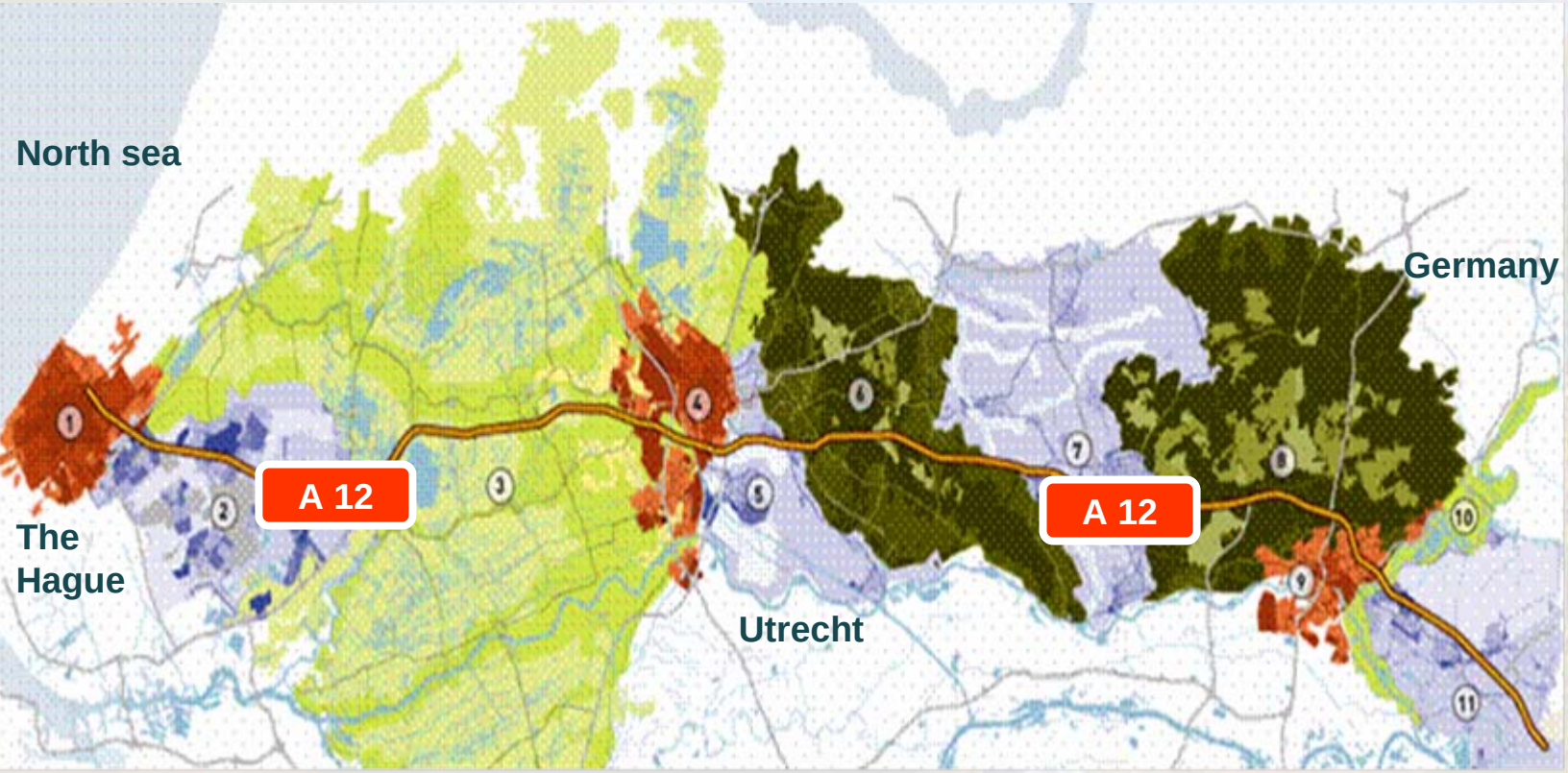

Goals A 12

1. Safer roads
2. Well informed travellers
3. Reliable travel times
4. Visible services for the user
5. Acceptable air quality and noise levels