

Traffic Management Plan to Navigation Taskforce

Always choosing the best routes - But how?

Road operators react to periodic and random incidents in traffic flow with coordinated traffic management strategies - also referred to as traffic management plans (TMP) - in order to guarantee the mobility. Therefore, the redirection on alternative routes by network control systems and information of road users via several communication media is a widespread and very effective measure. Established processes of cooperation of road operators ensure that the road users receive cross border and cross competence recommendations which they can rely on.

Generally, navigation systems cannot adapt such traffic management strategies and cannot consider these strategies to individual routing. In addition, the current navigation algorithms cannot consider accompanying measures like e.g. capacity increase on recommended alternative routes. If the worst comes to the worst, the driver receives conflicting recommendations via road side systems and his navigation system. Therefore, the improvement of cooperation between traffic management and

navigation services can have the potential to contribute to improve traffic flow, prevent congestion and also to improve traffic safety.

Traffic management and navigation services - Together for solutions for all

The workshop "The interface from TMPs to navigation services" - held in Frankfurt on 28 April 2016 - examined these potentials and brought together experts from seven European countries to discuss possibilities and requirements of cooperation between traffic management of road operators and navigation services.

As the result of this workshop, the consideration of traffic management strategies within the navigation can generate high benefit for individual customer and overall traffic flow. Nevertheless, a variety of organisational and technical challenges has been identified which need to be solved.

The URSA MAJOR 2 (UM2) taskforce led by Hessen Mobil addresses these issues to draft a concrete perspective for improvement of cooperation between traffic management and navigation services.

Setting a good example: Steps towards paradigm shift to cooperation between traffic management and navigation services

The taskforce tends to establish requirements for providing information in cross border cooperation regarding coordinated strategies of traffic management to navigation services on a large corridor. The information should include all details which are relevant for navigation systems. E.g. which coordinated measures of a TMP as reaction to an incident in traffic flow were taken and which recommendations were given to road users by road operators.

Thereby, the taskforce enters a new area because such information is not available yet.

Therefore, the taskforce analyses all prerequisites and potential blockers for a corridor-wide roll-out of the interface from TMPs to navigation. Together with the URSA MAJOR partners the taskforce specifies which data should be provided if in case of an incident coordinated measures of cross competence strategy management will be activated.



Furthermore, the steps will be specified which are required for harmonised data provision in the URSA MAJOR corridor. Based on this, the URSA MAJOR partners can agree on a common approach and time schedule for data provision and set a precise signal of cooperation to the operators of navigation systems.

For further information please contact

Dr. Achim Reußwig | TMP2Nav TF Leader

Hessen Mobil | Straßen- und Verkehrsmanagement
Dezernat Intelligente Verkehrssysteme
Westerbachstraße 73-79 | 60489 Frankfurt am Main

Tel.: +49 (69) 743057 220 | E-Mail: achim.reusswig@mobil.hessen.de
Web: <https://mobil.hessen.de>

