Virtual Temporary Traffic Management – a world without cones

Bruce Walton

Manager ITS

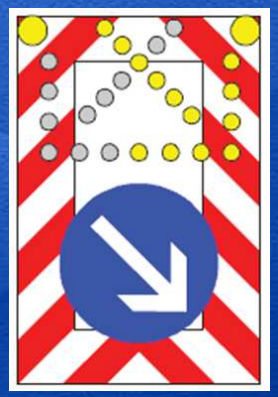
Doris Stroh

Senior Traffic Engineer

Principles of Traffic Management

Safety

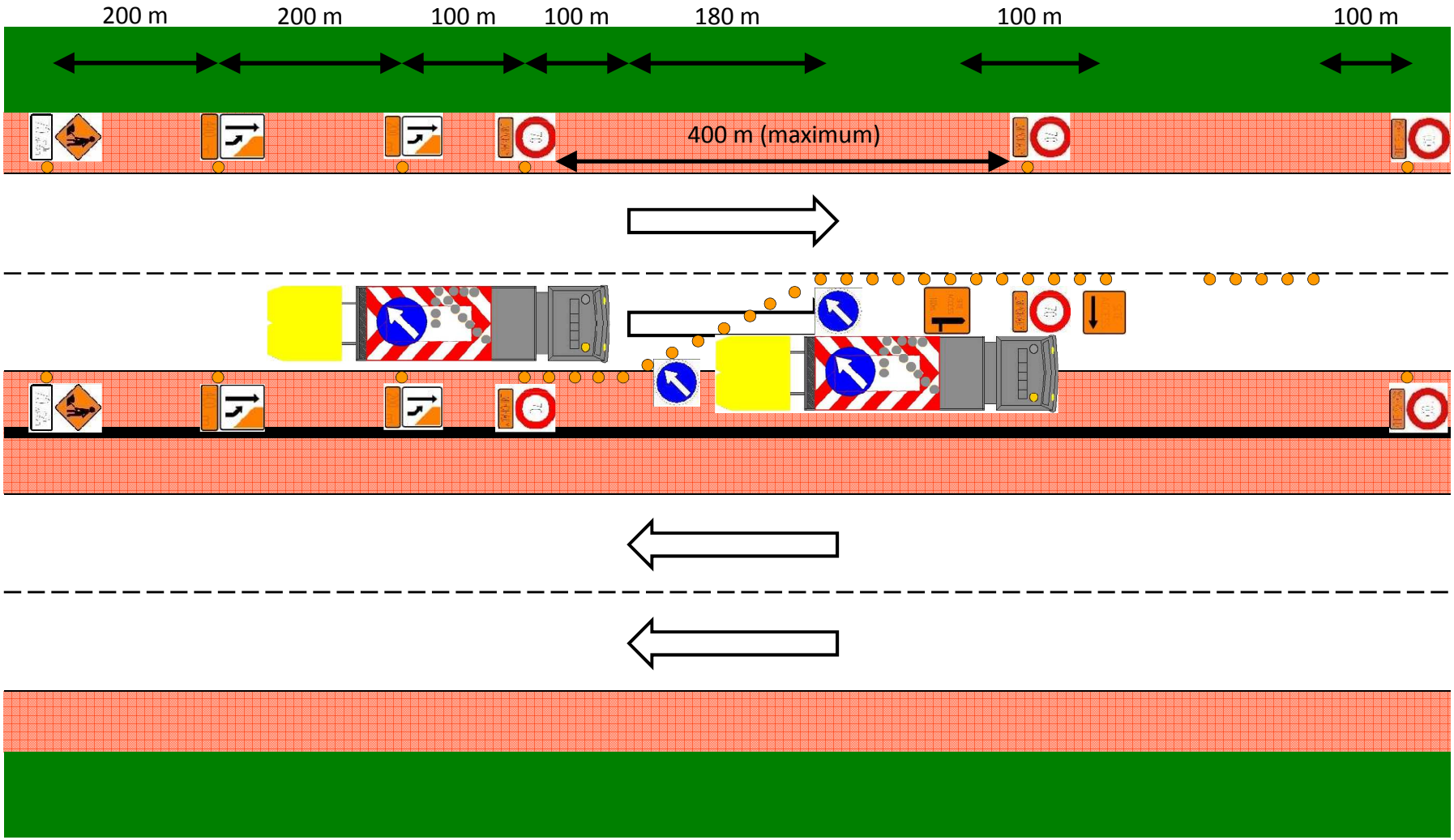
Cost

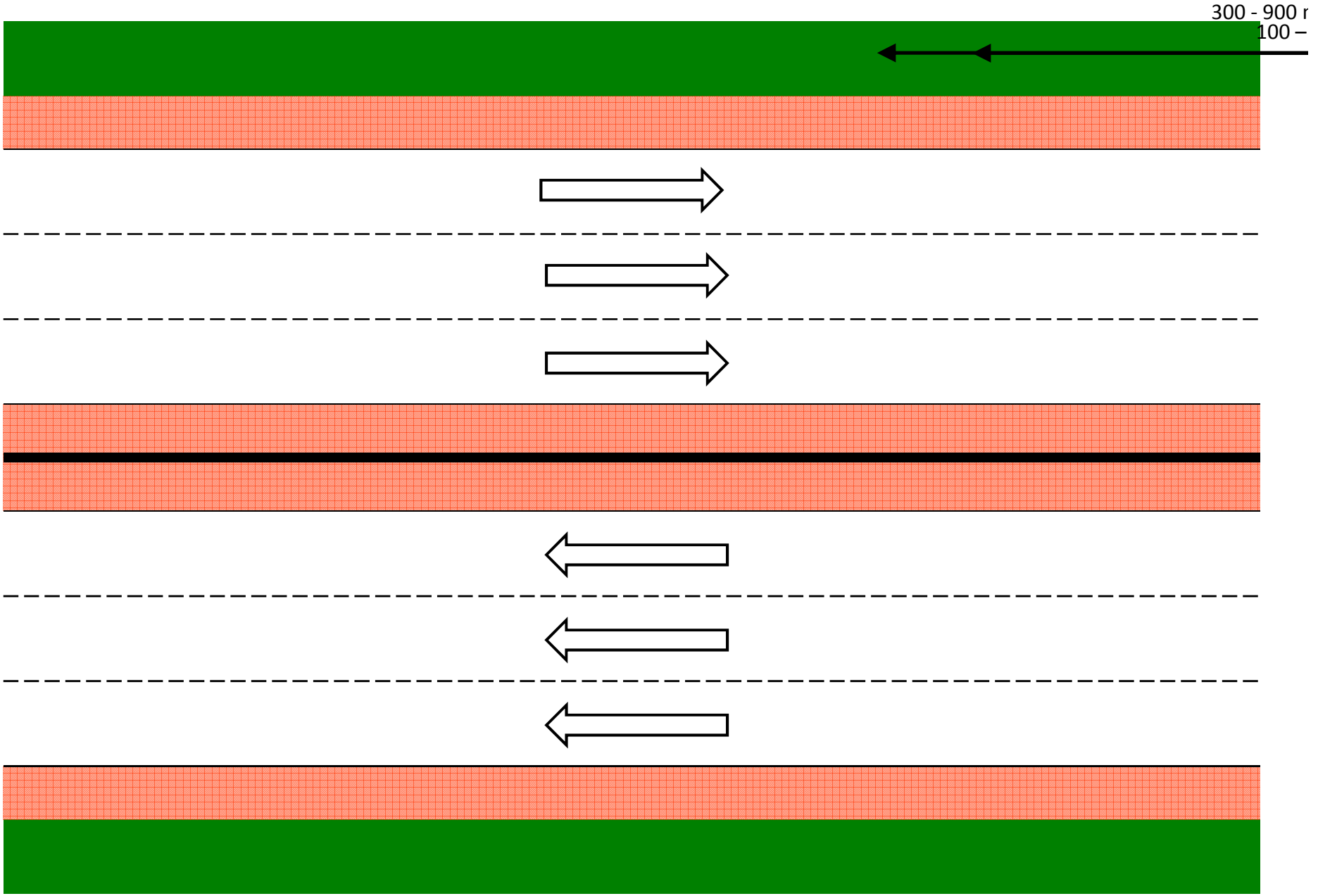


Time

Location
Fanshawe - Curran_N
Lane 1
Lane 2
Lane 3
Lane 4
Lane 5
Capacity per lane
(lookup) Normal 1800 veh/hr/ln
(lookup) Closure 1400 veh/hr/ln
Date
Mon_Thur
Start
21:00
End
05:00
Space bet 15 m
Max Total Vehicles delayed 10414.2 veh
Max Queue Length 156213 m
Max Delay to last vehicle in ho 446.3229 min
Fanshawe - Curran_N Mon_Thur
Flow (veh/hr)
TMP Capacity
Time

Beca


200 m
200 m
100 m
100 m
180 m
100 m
100 m
400 m (maximum)


300 - 900 r
100 –

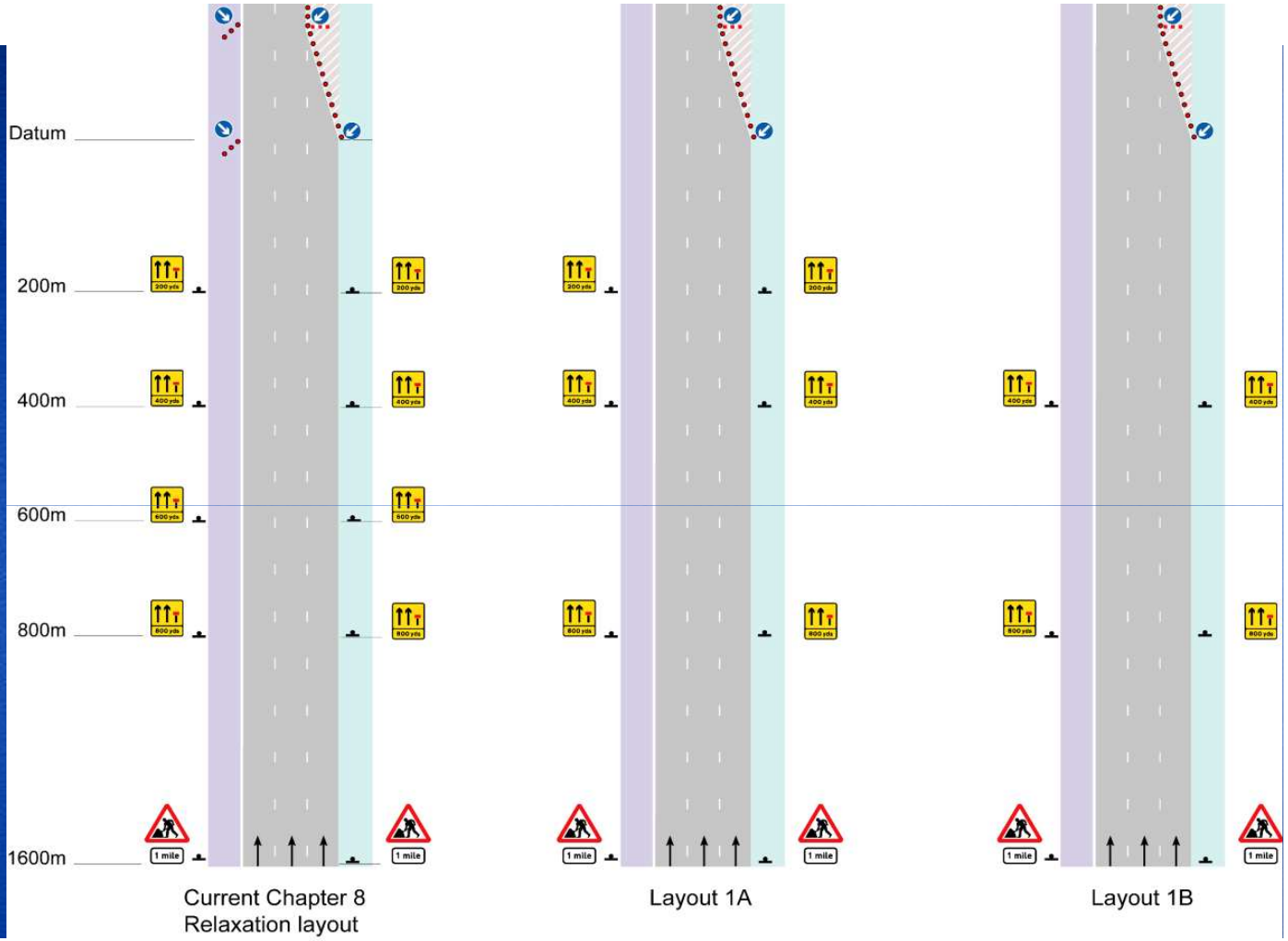
How can we provide

better value for money

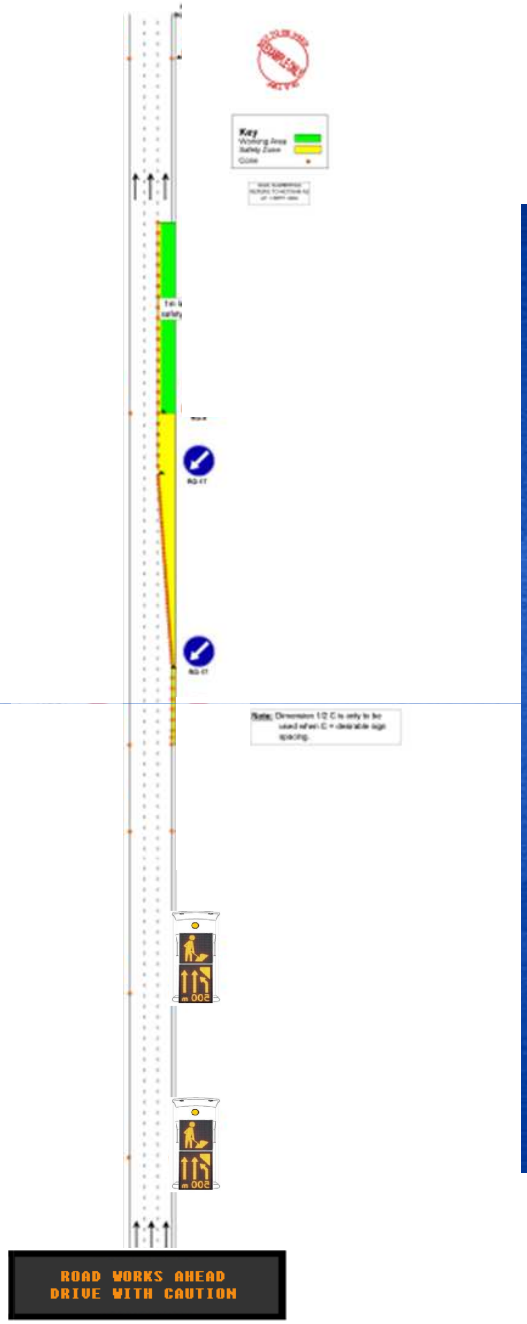
without compromising safety?

Control and simplified layouts used during on-road trial

UK example
TRL
FINAL PROJECT REPORT RPN 1813



Level 3 – Right Lane Closure



G1.8: THREE-LANE DIVIDED OR THREE-LANE ONE-WAY LEVEL 3 ROAD
Right Lane Closure

Intelligent Transport Systems

Beca

How to make this work?

- Advance warning
- Speed reduction
- Lane management
- Enforcement – point to point for long-term TTM

Advanced Warning

Advanced Warning

Advanced Warning

Speed reduction

Advanced Warning

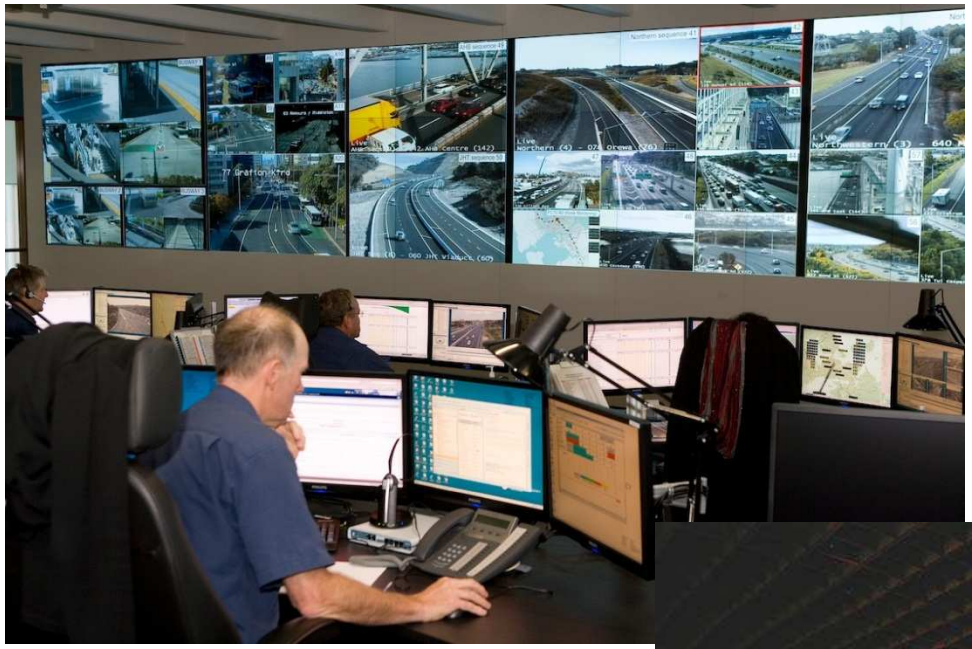
Lane Management

Lane Management

Lane Management

During the Works

Setting the Traffic Management



Setting the Traffic Management

- The necessary information to alter interventions on the network
- Live traffic counts
- Sequencing
- Communications between the STMS or site supervisor and the TOC
- Local traffic management
- Full closures

Advantages of this Approach

- Distance of warning
- Visibility of message
- Timescales
- Safety
- Standard plans
- Incident management
- Control room network management

Issues / Risks

- Human behaviour
- Infrastructure
- ITS can still support TTM

Summary

- Save costs
- Responsiveness
- Greater working time availability
- SAFETY

Principles of Traffic Management