

Towards the Information Society!

Traffic management

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Content

- Obstructions for faster growth of transport telematics
- Main drivers for introduction of telematic services
- The top current trends
- Traffic management

Why the introduction of telematic services is slower than expected?

- Proprietary solutions
- Standardization
- Legislation – „big brother“
- Technology development
- Difficult benefit evaluation
- „nice to have“ character of services



Main drivers for introduction of telematic systems – state sector

- Safety
 - Decrease of accidents, deaths
- Environmental reasons
 - Decrease of emissions, less of accidents dangerous to environment
- Financial
 - Revenue for state budget, effective traffic management



Main drivers for introduction of telematic systems – private sector

- Safety
- Finance
 - Lower costs for car operation
 - Better management and control of employees
 - Better effectiveness of car fleet
 - Less travelling



Most important current trends



Electronic toll collection on highways and in cities

- Technologies are available, the most important is to set correctly the goals and payment model

Traffic management

- Traffic management centers and systems

Fleet management

- Revenues from Location Based Services (LBS) in Europe shall reach 622 million € in 2010





Cameras checking speed in
each lane



Information
about
speeding

30
TROP VITE



Results of traffic management on A7 highway in France

- More than 30.000 hours of traffic congestions safed which translates to :
 - 1,3 million € of socio-economic profit
 - Car saves in average 10% time in the corridor
- The traffic congestions based on accidents decreased by 77%
- Significantly increased number of drivers who exceed the speed limit

Traffic management on M42 in UK



- Variable mandatory speed limits on 4 lane highway
- During the PM-Peak the journey times were reduced by an average of 24% (northbound) and 9% (southbound)
- 22% reduction in the variability of journey times
- reduced the occurrence of severe congestion
- journey times have remained consistent between seasons

Conclusions

- Step by step approach
- Applications for specific users with clearly defined benefit
- Coordination on a state level – development frame, legislation, standardization
- Interoperability
- Evaluation of the benefits for the environment

Thank you for your attention.

