

Safe roads, Reliable journeys, Informed travellers



# Towards Integrated Network Management

UTMC Conference 2008

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# Our role and responsibilities

- Network owner and operator
  - Safe roads, reliable journeys, informed travellers
  - Tackle journey unreliability
  - Improve safety
  - Provide better information
  - Meet customer needs





## Progress to date

- Ramp metering programme
- Cordon project in Kent region
- Convergence programme
- Integration with UTMC on M25
- Managed motorways rollout

# Ramp metering programme

- One of a number of initiatives to improve the road network
- Aims:
  - Prevent, reduce or delay flow breakdown
  - Reduce travel times on the mainline
  - Aid flow recovery
- Over 80 sites equipped by 2008-09



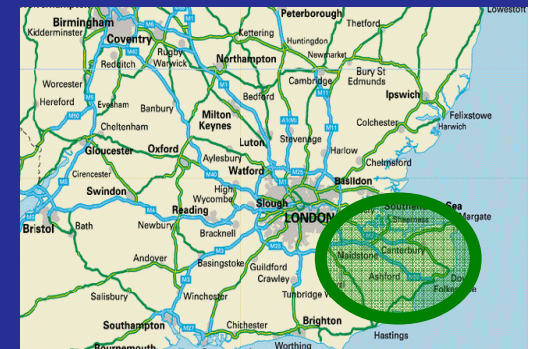
# Ramp metering - evaluation

- Mainline delays reduced up to 40% during peak
- Average mainline delay savings of 13%
- Traffic flow increased by between 0 - 30%
- Slip road delays 8 - 78 seconds per vehicle
- Close link between mainline benefits and slip road delays
- First Year Rate of Return from 7% to 98% with an average 34%



# Cordon

- Information sharing
- Joint management of tactical diversions
- Pilot for all purpose trunk roads
- Identification of issues
- Network performance tools for SE RCC



# Cordon – achievements to date

- Link with Kent UTMC Centre
- Enhanced monitoring tools
- Joint VMS strategies, control and use
- ANPR data sharing and fusion
- Successful HA-LTA collaboration and integration



# Technology Convergence Programme (TCP)

- The Technology Convergence Programme Vision for 2012 is:

Integrated, business-led, operational technology delivering flexible and scalable services to enable the HA to be an effective network manager

# TCP - objectives

- A rationalised set of service-based whole-life contracts
- Information provision via a common user interface
- Improved efficiency through convergence and integration
- Improved resilience of operational management systems
- Commercial Off The Shelf technology used wherever possible to deliver services

## Linking with UTMC on M25

- Provides a standard link for status information back from Ramp Metering Sites to the Control Office
- Visibility of status and fault information



## Linking with UTMC on M25 – expected benefits

- Remote Status information on RM
- Visibility of RM at South East Regional Control Centre
- Demonstrates link
- Expandable to share visibility with LTA
- Scalable solution

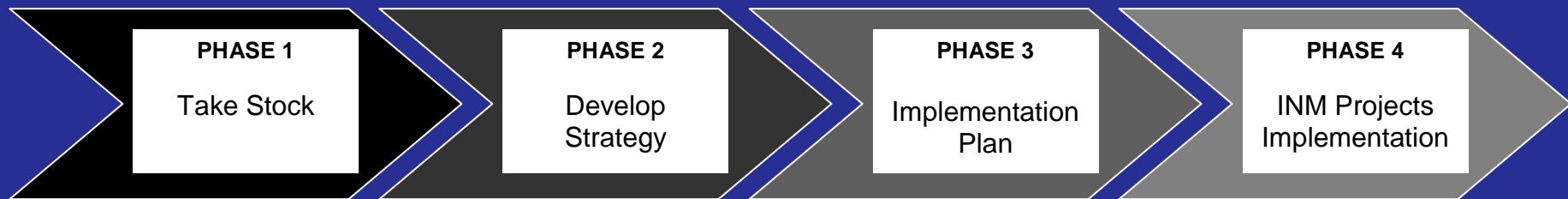
## More focus on outcome

- Journey Time Reliability PSAs – urban and inter-urban
- Operational benefits of investments in technology
- HA network equipped to engage more strategically with LTAs

# Integrated Network Management

- Basis for greater integration with LTA
- More extensive and efficient area-wide management of traffic and network
- Means to further improve JT reliability and reduce delays
- A step closer towards the concept of seamless travel
- In the spirit of the National Guidance Framework

# A strategic approach



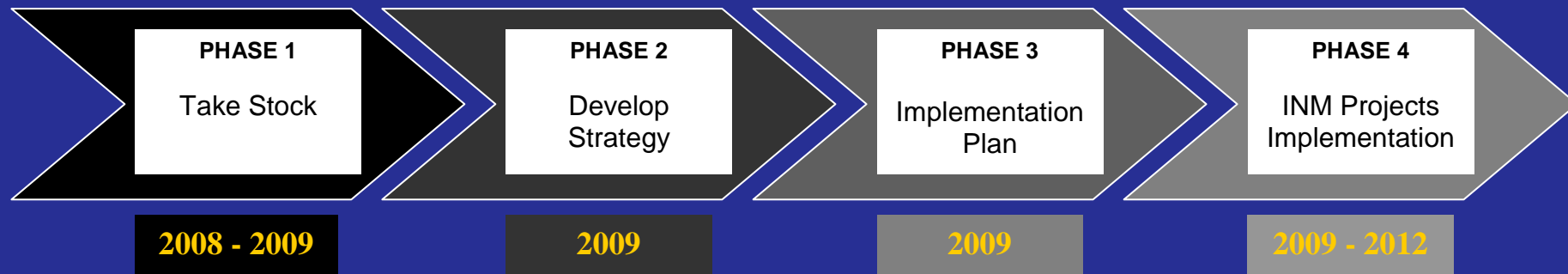
# Stock-take

- Assess HA's aim for network management against:
  - Current HA/LTAs agreements and frameworks
  - Recent projects and initiatives
  - Technology platforms
  - Procurement process
  - Existing stakeholders fora
- Define INM progress and scope

## A strategy for INM

- Consult LTA stakeholders to identify needs and obtain feedback
- Review operational requirements
- Review technology wrt future needs
- Investigate road network for INM
- Develop **shared** Vision for INM

# INM Timeline



# INM Outreach

- Engagement with stakeholders is key
- Face to face consultation
- Workshops
- Liaison with existing national, regional and local groups
- Dissemination also via conferences and publications

## INM - Summary

- Review is underway
- HA – LTA co-operation and co-ordination are essential
- Sharing and exchange of information require open standards and protocols
- UTMC will be a key ITS framework for INM and more.....

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# Thank You

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