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PIARC TC 2.2

Interurban Roads and Integrated Interurban Transports

- about 40 members (20 « active »)
- about 30 countries
- 2 meetings per year
- former « C4 » committee



Earlier Work (C.4 Committee) 1999-2003

How to cope with future demand for transport

- Towards a multimodal approach of the transport system (possibilities and limits to modal split)
- Optimizing the existing interurban road network (making better use of existing infrastructure)
- Social acceptance of road projects (how to improve public acceptance of new infrastructure)

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STRATEGIC PLAN 2004-2007

ST 2 : « Sustainable Mobility »

TC 2.2 ISSUES

1. Sustainable Road Transport as a factor in economic and social development
 - how to design XXI century interurban road to better achieve sustainable mobility

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ST 2 : « Sustainable Mobility »

TC 2.2 ISSUES

2. Interaction between road/transport development and regional land use planning

- recent changes in road and integrated transport as a result of land use planning

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TC 2.2 ISSUES

3. Integration and interoperability of different interurban transport modes
 - key issues for a better integration
 - assessment of multimodal interchanges

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T.C. 2.2 Working Groups

W.G.1 : Operationnal management for
sustainability of Interurban Roads

WG Leaders : David Wright (United Kingdom)
John Boender (Netherland)
Ysela Llort (USA)

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W.G.2 : Interaction between integrated transport planning, regional planning and land use planning

WG Leaders : Torbjorn Suneson (Sweden)
Rita Piirainen (Finland)

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W.G.3 : Supporting sustainability through integration and interoperability of different interurban modes

WG Leader : Rob Richards (Australia)



Draft Conclusions

Operational management for sustainability of Interurban Roads

18 Case Studies :

Variable speed limits

Special lanes – HOV, peak, buffer lanes

ITS operational management

Large scale maintenance

Traffic management – incidents, robustness

Financial/organisational failure

Toll variation

Access and corridor management

Draft Conclusions

Operational management for sustainability of Interurban Roads

- All but two case studies from developed countries
- On mature networks focus on reducing congestion
- On less mature networks (limited evidence) focus on safety and pavement durability
- Special lanes (peak, plus and buffer) appears to offer the highest capacity benefit.

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Draft Conclusions

Operational management for sustainability of Interurban Roads

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- Bus lanes increase demand for public transport but effect on general traffic flow not clear. Public acceptability an issue.
- Variable mandatory speed limits achieves capacity and safety improvements.
- Better asset and operational management can reduce overall congestion

Draft Conclusions

Operational management for sustainability of Interurban Roads

- Toll variation can significantly influence demand although effect depends on the available demand elasticity
- Weigh in motion reduces pavement deterioration but is best combined with law enforcement and driver training programmes.

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Draft Conclusions

Overall

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- Detailed case studies - real life experience from variety of countries
- Types of measures: when to use what and when not
- The future – looking ahead by extrapolating the results to how demand, environmental and social factors may influence infrastructure design in the 21st century