



Ministerie van Verkeer en Waterstaat

# Short term approach to traffic congestion in the Netherlands

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# Presentation outline



1. Context
2. Project goals
3. Daily congestion
4. Overview of initiated projects
5. First results

# 1. Context



- Steady increase of road traffic (esp. freight) vs. limited network expansion
- Mobility Policy Document ('Nota Mobiliteit') aims at reliable, acceptable travel times in 2020
- Road pricing from 2011
- Mid-term measures (rush-hour lanes) delayed by legal / environmental constraints
- Large-scale maintenance works, 2006/2007

Minister of Transport: *“People will not put up with it any longer. Do everything within reach to relief congestion in the short term”*

## 2. Project goals



*“Do everything within reach..”*

- Experiments with visible effects on congestion
- Any solution will do: infrastructure, traffic management, public transport, behaviour, etc.
- Project results to be delivered in 2006 - 2008
- Invite entire Ministry to contribute
- Involve partners (regional authorities, consultants, universities, citizens)
- 3000 ideas resulting in over 40 projects

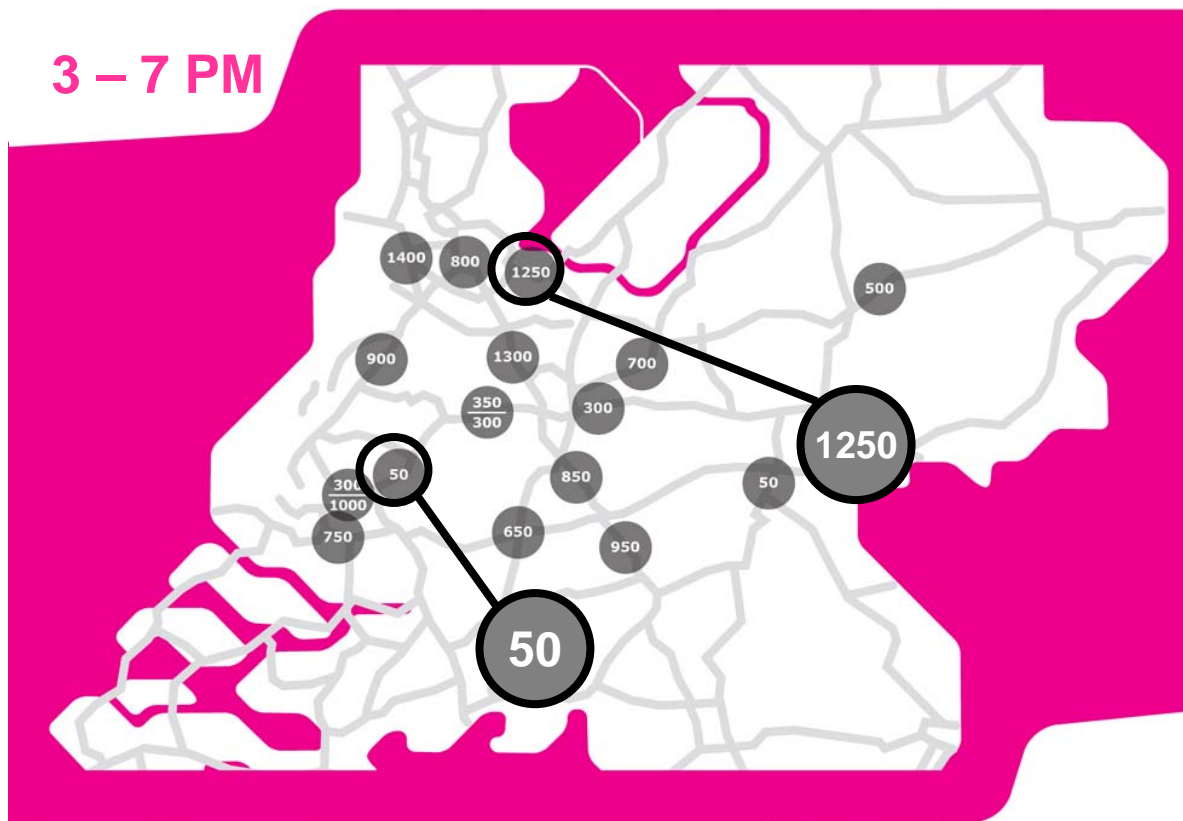


# 3. Daily congestion

*Demand > capacity*

50 most congested locations during peak hours

3 – 7 PM



Target:  
maximum delay  
per car driver:  
< 10 minutes  
(yearly average)

How many cars  
to be 'removed'  
locally?

# 4. Overview of initiated projects



## *Three project categories*

1. Limiting regular congestion
2. Limiting incidental congestion  
(accidents, maintenance, construction, etc.)
3. Inducing alternative mobility-related behaviour

# 4. Limiting regular congestion



## *Example projects*

Optimise road markings  
at exit / entry lanes



Improve flow on the Amsterdam  
Ring Road through coordinated  
ramp metering & traffic junction  
regulation systems



“Green wave”: newly trained specialists  
analyse traffic regulation systems for  
road authorities, suggest quick wins



# 4. Limiting regular congestion



## Example projects (2)

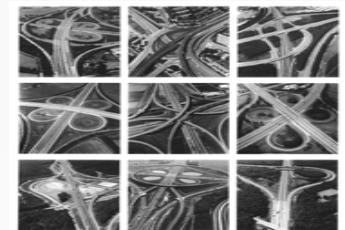
New road signs: more insight into the road lay-out ahead prompts smarter driving



Adjust bridge opening times so as to maximise peak hour road capacity



Optimise motorway junctions





# 4. Limiting incidental congestion



## *Example projects*

Moveable barrier  
to enhance flexibility &  
enable faster road works



Calamity screens  
reduce rubbernecking and resulting  
“curiosity traffic jams”



Only bodywork damage?  
Continue to next Parking lay-by



# 4. Limiting incidental congestion



## *Example projects (2)*

Permanent diversion routes  
to be used in case of road works  
and road-blocking accidents



Merging in batches  
when part of the road is blocked  
e.g. after an accident



# 4. Inducing alternative behaviour



## *Example projects*

Driving test to include driving in ~ and avoiding traffic jams (supported by mass-media campaign)



Exemplary function of the Ministry flexible travelling and working hours, working from home, teleconferencing



Promote mobility cards facilitating the use of (semi-)public transport by employees



# 4. Inducing alternative behaviour



## *Example projects (2)*

Improve existing bicycle routes  
parallel to motorways suffering  
daily congestion



Sponsor regional  
'free' public transport trials



"From A to Better"-award  
rewarding private initiative  
helping to fight congestion



## 5. First results



- Internet survey among general public every ½ year  
Some interesting findings:
  - People think 44% of accidents involve trucks
  - Massive support for many projects
- In 2006, sixteen project results were delivered  
e.g. field trials, pilots, regional implementations
- All projects are / will be duly evaluated.  
Some preliminary results:
  - 1st New road sign improves traffic flow
  - Calamity screens reduce rubbernecking-jams
  - Merging in batches: +200 veh/hr
  - Large participation in 'free PT' pilot