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)
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
STRATEGIC PLAN 2004-2007
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
STRATEGIC PLAN 2004-2007
ST 2 : « Sustainable Mobility »

TC 2.2 ISSUES

3. Integration and interoperability of different interurban transport modes
   - key issues for a better integration
   - assessment of multimodal interchanges
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)
T.C. 2.2 Working Groups

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

WG Leaders : Torbjorn Suneson (Sweden)  
Rita Piirainen (Finland)
T.C. 2.2 Working Groups

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.
Draft Conclusions

Operational management for sustainability of Interurban Roads

- 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.
Draft Conclusions

Overall

- 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