

Space exploration

4way Consulting's **Andy Wiseman** and **Kevin Borrás** of Thinking Highways consider the concept of Managed Motorways

Managed Motorways is a term used throughout the ITS community to describe operational and management regimes where technology is applied to monitor, inform and control traffic in a safe and efficient manner. The concept is often summarised as providing extra capacity on a motorway in times of congestion, such as using the hard shoulder, but that narrow description undersells the concept and lessens the potential to adapt and rollout the proven benefits.

There are also other concepts and terms such as active traffic management, managed lanes, dynamic highways, plus lanes, controlled motorways and many others which are used internationally to describe ways to manage movement using advanced transport systems, providing a suite of operational tools to control traffic flow in accordance with network status in near real-time.

If we consider the overall philosophy to be one of managing space dynamically then the potential to transpose and translate the various concepts into other environments and encompass a wider vision for regional and urban mobility is increased. If the international ITS community then works collaboratively and shares its broad thinking and unconstrained innovation, the potential is even more powerful and wide-ranging.

There are many good examples of leading-edge technology applied in the transport arena that should be seen as part of this wider vision of Managed Motorways. So, for example, a system to identify lorries on an incorrect route; a single-lane tolling solution; an on-street rotational parking operation or an enforced bus lane all become intelligent tools in the armoury of an operator who

wants to understand how their network is currently performing and intervene quickly to manage their space effectively. In its broadest sense, the fundamental concept of dynamically managing available road space is technology-independent and non-exclusive; operationally led and outcome-driven.

The logical conclusion is that the operational benefits and desired outcomes for the space being managed

Systems industry day where the Department for Transport and the Highways Agency issued a general "call to arms" to the private sector to consider new business models and innovative solutions for information provision. Whilst we acknowledge that potential private investment in CVHS is not directly comparable to the Managed Motorways model, the provision of an open forum to debate issues and influence strategy

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can be achieved flexibly and dynamically if a broad and integrated range of technology is provided in a consistent and optimised manner regardless of geographic or institutional boundaries.

Proactive members of the ITS and highways community can help shape the future of Managed Motorways by collaborating and sharing their views and ideas on roll-out, policy, strategy, innovation, procurement, design, construction, operations, maintenance, safety and any other aspect of the overall project lifecycle. This issue of Managed Motorways features articles from North America (where the concept is referred to as Managed Lanes or Dynamic Highways), further editions will look to feature case studies from Australia, the Netherlands, France and other countries that have aspirations to manage their road space more efficiently.

Some of you may have been at the recent Cooperative Vehicle Highway

was warmly received and is a positive sign of a proactive and listening national authority that values our opinions and ideas.

In keeping with this spirit and following on from this first edition, H3B Media and 4way Consulting will be running a Managed Motorways Think Tank in the third quarter of 2011. This one-day event will cover the various aspects and elements present in the supplement and will feature leading Managed Motorways experts from the UK, Europe and North America. Representatives from contractors, suppliers, agencies, consultants and stakeholders will make the case for the take-up and expansion of dynamic highway schemes across the globe, highlighting the potential benefits that such a programme can induce – not just less-congested roads, but positive environmental, social and political outcomes.